CITY OF BUELLTON

PLANNING COMMISSION AGENDA

Regular Meeting of December 20, 2018 – 6:00 p.m.
City Council Chambers
140 West Highway 246, Buellton, California

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

CALL TO ORDER

Chair Dunstan

PLEDGE OF ALLEGIANCE

Commissioner Padilla

ROLL CALL

Commissioners Patty Hammel, Joe Padilla, Marcilo Sarquilla, Vice Chair Dan Heedy and Chair Brian Dunstan

REORDERING OF AGENDA

PRESENTATIONS

1. Presentation to out-going Commissioners Brian Dunstan and Joe Padilla

APPROVAL OF MINUTES

2. Minutes of the regular Planning Commission meeting of November 15, 2018

PUBLIC COMMENTS

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

CONSENT CALENDAR

None

CONTINUED PUBLIC HEARINGS

None

NEW PUBLIC HEARINGS

3. **Resolution No. 18-09 – "A Resolution of the Planning Commission of the City of Buellton, California, Recommending to the City Council the Approval of a One-Year Time Extension (18-TE-01) Request for Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056) for the Meritage Senior Living Project, Located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065 and 099-400-069 (offsite portion)), and Making Findings in Support Thereof"**
   - ❖ *(Staff Contact: Planning Director Andrea Keefer)*

4. **Resolution No. 18-07 – "A Resolution of the Planning Commission of the City of Buellton, California, Approving an Addendum to the Oak Springs Village Specific Plan Final Environmental Impact Report for the Development of the Cambria Hotel and Boutique Hotel Project, Located on Assessor's Parcel Number 137-790-001, and Making Findings in Support Thereof "**

   And

   Resolution No. 18-08 – "A Resolution of the Planning Commission of the City of Buellton, California, Approving a Final Development Plan (18-FDP-02) and Tentative Parcel Map (TPM 31062) for the Cambria Hotel and Boutique Hotel Project Located Between McMurray Road and Valley Vineyard Circle, Assessor's Parcel Number 137-790-001, and Making Findings in Support Thereof"
   - ❖ *(Staff Contact: Planning Director Andrea Keefer)*

OTHER BUSINESS

WRITTEN COMMUNICATIONS

PLANNING COMMISSIONER COMMENTS

PLANNING DIRECTOR REPORT

ADJOURNMENT

To the next regularly scheduled Planning Commission meeting of Thursday, January 3, 2019 at 6:00 p.m. in the Council Chambers located at 140 West Highway 246.

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

CITY OF BUELLTON

PLANNING COMMISSION MEETING MINUTES
November 15, 2018 – 6:00 p.m.
City Council Chambers, 140 West Highway 246
Buellton, California

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Commissioner Hammel led the Pledge of Allegiance

ROLL CALL

Present:	Commissioners Patty Hammel, Marcilo Sarquilla and Vice Chair Dan Heedy
Absent:	Commissioner Joe Padilla and Chair Brian Dunstan
Staff:	Planning Director Andrea Keefer Public Works Director Rose Hess Staff Assistant/Planning Technician Clare Barcelona

REORDERING OF AGENDA

None

PRESENTATIONS

None

APPROVAL OF MINUTES

1. **Minutes of the regular Planning Commission meeting of November 1, 2018**

MOTION:
Commissioner Hammel moved and Commissioner Sarquilla seconded the motion to approve the Minutes of November 1, 2018.

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

PUBLIC COMMENTS

None

CONSENT CALENDAR

None

CONTINUED PUBLIC HEARINGS

2. **Resolution No. 18-05 - "A Resolution of the Planning Commission of the City of Buellton, California, Recommending City Council Approval of a Final Development Plan (17-FDP-02) and Tentative Tract Map (TTM 31060) for The Central Homes Project Located on the North East Corner of First Street and Central Avenue, Assessor's Parcel Numbers 099-283-005, 099-283-006 and 099-283-007 and Making Findings in Support Thereof"**

STAFF REPORT:
Planning Director Keefer presented the staff report

RECOMMENDATION:
That the Planning Commission consider the adoption of Resolution No. 18-05 – "A Resolution of the Planning Commission of the City of Buellton, California, Recommending City Council Approval of a Final Development Plan (17-FDP-02) and Tentative Tract Map (TTM31060) for the Central Homes Project Located on the North East Corner of First Street and Central Avenue, Assessor's Parcel Numbers 099-283-005, 099-283-006 and 099-283-007 and Making Findings in Support Thereof"

SPEAKERS/DISCUSSION:
The Commission discussed the affordable housing in-lieu fee and the building permit process and timing.

Mr. Heedy stated that per California State Law solar energy will be a requirement on all new construction in 2020.

Peggy Brierton, Buellton, stated she would have preferred the developer to offer an affordable unit. She commented that the architecture could be more decorative with awnings and additional trim and questioned the removal of the existing trees.

Vice Chair Heedy closed the Public Hearing at 6:37 p.m.

MOTION:
Commissioner Hammel moved and Commissioner Sarquilla seconded the motion to adopt Resolution No. 18-05 – "A Resolution of the Planning Commission of the City of Buellton, California, Recommending City Council Approval of a Final Development Plan (17-FDP-02) and Tentative Tract Map (TTM31060) for the Central Homes Project Located on the North East Corner of First Street and Central Avenue, Assessor's Parcel Numbers 099-283-005, 099-283-006 and 099-283-007 and Making Findings in Support Thereof"

VOTE:
Motion passed with a 3-0 roll call vote.

NEW PUBLIC HEARINGS

None

OTHER BUSINESS

None

WRITTEN COMMUNICATIONS

None

PLANNING COMMISSIONER COMMENTS

None

PLANNING DIRECTOR REPORT

Planning Director Keefer updated the Commission on the status of various projects including the Village Hotel project scheduled for the December 20th, 2018 Planning Commission meeting along with a time extension for the Meritage Senior Living Project.

ADJOURNMENT

Vice Chair Heedy adjourned the meeting at 6:42 p.m. to the next regular scheduled meeting of the Planning Commission to be held December 6, 2018 at the City Council Chambers, 140 West Highway 246, Buellton, CA.

_____
Vice Chair Dan Heedy

ATTEST:

_____
Clare Barcelona, Planning Commission Secretary

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

CITY OF BUELLTON

Planning Commission Agenda Staff Report

Planning Director Review: AK
Planning Commission Agenda Item No: 3

To: The Honorable Chair and Commission Members

From: Andrea Keefer, Planning Director

Date: December 20, 2018

Subject: Resolution No. 18-09 – "A Resolution of the Planning Commission of the City of Buellton, California, Recommending to the City Council the Approval of a One-Year Time Extension (18-TE-01) Request for Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056) for the Meritage Senior Living Project, Located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065 and 099-400-069 (offsite portion)), and Making Findings in Support Thereof"

BACKGROUND

Project History

An application has been submitted by Norman Williams, N & G Investments, property owner, and Mark Edwards, agent, for a one-year time extension (18-TE-01) for the previously-approved Meritage Senior Living Project, located on Jonata Park Road, including a portion of the project which is outside of City limits (Attachment 1- Vicinity Map). The time extension request is for the Conditional Use Permit (12-CUP-01) and Tentative Tract Map (31056) (See Attachment 2 – Project Details and Request Letter From Applicant). Approved project plans, dated March 22, 2012, are included as Attachment 3.

On October 24, 2013, the City Council approved Resolution Nos. 13-15 and 13-16, approving the Subsequent Environmental Impact Report (12-EIR-01), Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056). See Attachment 4 – City Council Meeting Minutes of October 24, 2013, Attachment 5 – City Council Resolution No. 13-15, and Attachment 6 – City Council Resolution No. 13-16.

The Conditional Use Permit and Tentative Tract Map were set to expire on October 24, 2018, however the applicant applied for a time extension on September 19, 2018, in advance of the date of expiration.

Conditional use permits expire after 5 years (See Buellton Municipal Code Section 19.08.110.E (1). Tentative Tract Maps expire after 3 years (See Buellton Municipal Code

Section 18.02.420.A.). However, per Section 66452.24 of the State Map Act, there is an automatic two-year time extension for the map associated with any development application approved after January 1, 2000. Therefore, the approval of TTM 31056 is extended to 5 years from the date of approval. In addition to the time limits set by the Buellton Municipal Code and automatic extensions provided by the Map Act, the applicant can apply for two one-year time extensions for the Conditional Use Permit and three one-year time extensions for the Tentative Tract Map (BMC Sections 19.08.110.E (1) and 18.02.420.A). This is the first request for a one-year time extension.

The Planning Commission may, upon good cause shown, recommend that the City Council grant a time extension for one year. Staff is unaware of any reason to deny the extension, and it is reasonable to recommend that the City Council approve a one year time extension at this time.

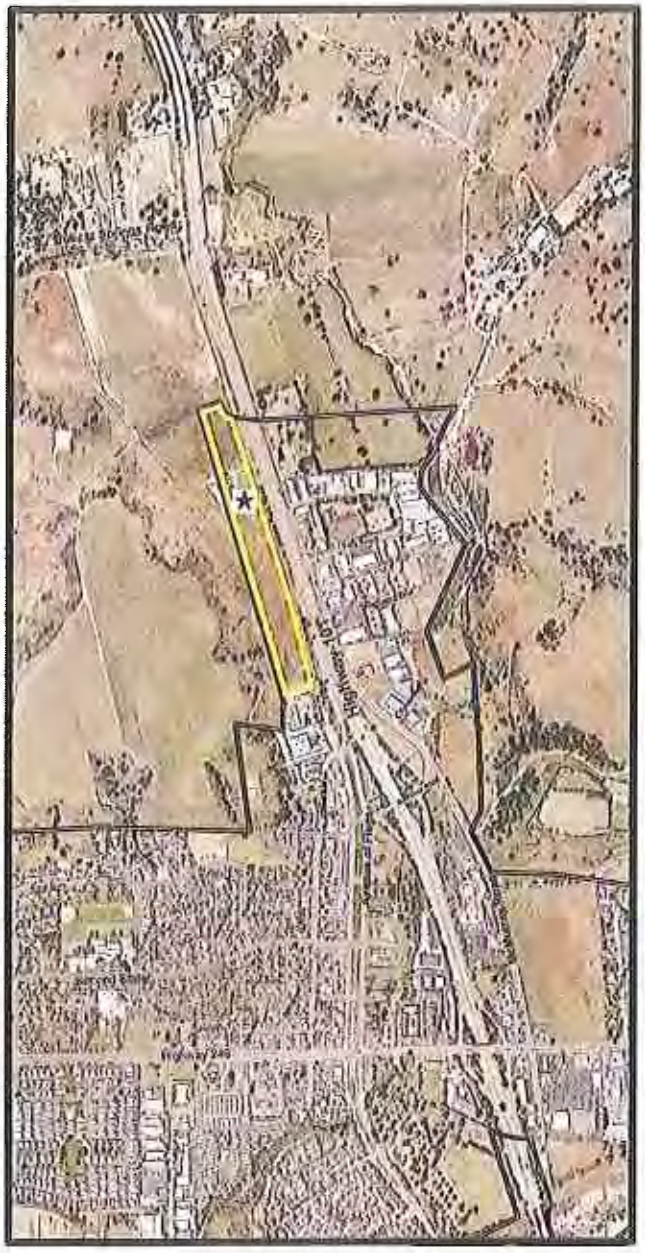
RECOMMENDATION

That the Planning Commission consider the adoption of Resolution No. 18-09, "A Resolution of the Planning Commission of the City of Buellton, California, Recommending to the City Council the Approval of a One-Year Time Extension (18-TE-01) Request for Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056) for the Meritage Senior Living Project, Located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065 and 099-400-069 (offsite portion)), and Making Findings in Support Thereof".

ATTACHMENTS

Attachment 1 – Vicinity Map
Attachment 2 – Project Details and Request Letter from Applicant
Attachment 3 – Approved Project Plans (Dated March 22, 2012)
Attachment 4 – City Council Meeting Minutes of October 24, 2013
Attachment 5 – City Council Resolution No. 13-15
Attachment 6 – City Council Resolution No. 13-16
Planning Commission Resolution No. 18-09

Attachment 1



Legend

City Limits

Meritage Senior Living Project Location

N

0 610 1,220 1,830 Feet

Attachment 2

September 17, 2018

Meritage Senior Living Project
855 Jonata Park Rd.
Buellton, CA 93427

Project Description

This project consists of two land use applications – Conditional Use Permit (Case No. 12-CUP-01) and Tentative Tract Map (TTM 31056).

Conditional Use Permit (Case No. 12-CUP-01) is for a Senior Care Facility including a Skilled Nursing Facility (24 Rooms), a Memory Building (40) Units, (91) Assisted Living Units, (92) Independent Living Units, 242 parking spaces, landscaping and walking paths, on 18.2 Acres, located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065, 099-400-069 (offsite portion)). The development also includes a dining hall, commercial kitchen, pool and health center, social programming, health education, cultural programs and concierge services. A reduction in a portion of the rear setback from ten feet to zero feet was also included as shown on the project site plan. A drainage basin, a portion of a roadway, and 23 of the parking spaces are located outside of the City limits and would require approval from the County of Santa Barbara.

Tentative Tract Map (TTM 31056) is for the creation of (6) parcels on an 18.2 acre parcel. The proposed parcels are 2.8 acres (Lot 1 – Vacant), 2.8 acres (Lot 2 – Vacant), 2.1 acres (Lot 3 – Skilled Nursing), 5.4 acres (Lot 4 – Memory Building, Assisted Living), 3.3 acres (Lot 5 – Independent Living, Community Center), and 1.9 acres (Lot 6 – Independent Living).

On October 24, 2013, the City Council of Buellton adopted:

1. Resolution No. 13-15 – "A Resolution of the City Council of the City of Buellton, California Adopting a Statement of Facts and Findings; Establishing a Mitigation Monitoring Program; and Certifying a Subsequent Environmental Impact Report (12-EIR-01) for Meritage Senior Living Project.
2. Resolution No. 13-16 – "A Resolution of the City Council of the City of Buellton, California Approving a Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056) for the Meritage Senior Living Project.

As provided in Resolution No. 13-16, since the approved plans and adjacent areas for this development are unchanged, this application is for a (1) year extension of the adoption of Resolution No. 13-15 and 13-16 of the City of Buellton which include Subsequent Environmental Impact Report (12-EIR-01), Conditional Use Permit (12-CUP-01), and Tentative Tract Map (TTM 31056).

Attachment 2

While the vision for this senior living facility remains the same as originally proposed, the need has arisen to identify a new operator for the project. In the past, the management team has reviewed several owner-operators without achieving a comfort level to move forward with the development. This extension of time is being requested in an effort to continue the search for this crucial operational component of Meritage, while keeping the entitlement approvals current and ready to be acted upon.

Assited Living - Partial East Elevation

Skilled Nursing - South Elevation

Monument Sign

Attachment 3

Meritage - Senior Living | Buellton, CA

Cover Sheet

BAR ARCHITECTS
543 Howard Street, San Francisco, CA 94105, T. 415 293 5700, F. 415 293 5701 WWW.BARARCH.COM

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Senior Board & Care Health Community

This community will be a licensed facility designed to provide multiple levels of senior board and care ranging from Independent and Assisted Living to Special Needs and Extended Care. We envision a village like setting with a focus on wellness, including medical care, health care, recreation and fitness facilities guaranteed for all clients. It will include a Dining Hall and Commercial Kitchen to prepare healthy meals, a pool and health center, social programming, health education, cultural programs, and concierge services.

Seniors will be housed in either one or two-story independent "cottage-like" units, or two and three-story independent and assisted quarters. There will also be a forty-unit Memory Care building as part of the facility. A twenty-four bed Skilled Nursing Facility, in close proximity to the main campus is planned for special needs of the clients as the community stabilizes.

Along with client medical and housing needs, the campus will include administrative and maintenance spaces. The facility is planned to be staffed twenty-four hours per day, seven days a week. Day staff will include up to fifty-six positions in the areas of administration, care-giving, skilled nursing, memory care, food service, housekeeping, activities, marketing and maintenance. The facility will produce no gases, odors, noise, smoke or vibration.

A rural, agrarian architecture has been selected to blend and complement the surrounding area, and be compatible with the City of Buellton Community Design Guidelines. Setback will conform to the CR requirements, namely a 10' rear yard, with the exception of a request to place twelve, single story garages (P5 on the Site Plan) and carports at C3 and C4 4-plexes. Building heights will not exceed 35' above average grade, with the three-story elements being scaled down by one and two-story buildings at the edges. All exterior lighting will be shielded and in accordance with the City's Night Lighting Standards. Wherever possible, green building practices will be utilized.

The entire campus will be landscaped with a variety of trees, shrubs and ground covers. The site will feature walkways for exercise, vegetable and flower garden areas, and social gathering spaces. All ground floor areas will have small outdoor areas. Lighting will be located along walkways, at building entries, in parking areas and as perimeter security.

Master Plan & Lot Split

This development plan request is for a master plan of two (2) parcels of land, APN #099-400-064 and 065, totaling approximately 18 acres. These two (2), existing lots will be split into six (6) separate lots - Parcels 1 and 2 will remain unimproved and available for future development, while Parcels 3, 4, 5, and 6 are planned as Phases of a new senior care facility. Due to the interrelated proximity, we feel it is an advantage to proceed with this development request as a master plan and lot split. It is anticipated that each of the Parcels would obtain additional, separate governmental permits, at their own rate of development. A small residence and outbuildings will be demolished to make way for the planned developments.

Parcels of land would be:

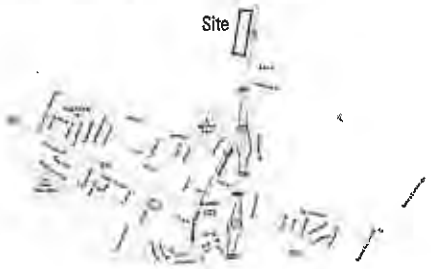
Parcel 1	2.79 AC	Vacant
Parcel 2	2.79 AC	Vacant
Parcel 3	2.07 AC	Skilled Nursing Facility
Parcel 4	5.39 AC	Memory Building, AL/IL, Main Entry, Dining, Kitchen
Parcel 5	3.27 AC	Independent Living, Community Center - Phase I
Parcel 6	1.86 AC	Independent Living - Phase II

The senior care facility will developed on the level portion of the respective parcels. Grading for compaction, drainage and minor slope modifications will be accomplished with respect to the choice of phase development and in an effort to balance cut and fill on-site. On-site storm waters will be first managed through percolation in the landscaped areas, collection into an underground system and directed to an existing storm water channel along Jonata Road that will be improved into a bio-swale. Offsite drainage will be collected in a Storm Water Management retention basin located directly to the west of the site with a metered release into the Jonata Road bio-swale improvement.

On-site, vehicular travel, as well as fire and emergency access, will be accomplished by a loop roadway system around all the senior care parcels. The portion of this loop system along the Westerly property line of Parcels 4, 5 and 6 will be located on land located within the County of Santa Barbara via a dedicated use easement - there will also be parallel guest parking added along this portion of the perimeter roadway. On-site parking has been developed according to similar care facilities, historic needs, with a generous supplement for guest and staff use.

A walking trail is planned along Jonata Road to encourage safe pedestrian circulation between the parcels and for community use. There is also a system of on-site walkways for safe pedestrian circulation and exercise through and around the senior care facility.

Vicinity Map



Unit Count & Parking Summary

	Total Units	Unit Count	Staffs Provide	Total Stalls
INDEPENDENT LIVING - 4-Plex Cottages	20			28
2BR / 2BA		20	20	
Guest & Staff			8	
INDEPENDENT LIVING - 12-Plex Apartments	72			100
1BR / 1BA		30	30	
1BR+D / 1BA		12	12	
2BR / 2BA		30	30	
Guest & Staff			25	
Handicap			3	
ASSISTED LIVING BUILDING	65			70
JUNIOR 1-BR		7	2	
1-BR, 1-BA		68	21	
1-BR+D, 1-BA		5	2	
2-BR, 1 BA		11	3	
Guest & Staff			39	
Handicap			3	
MEMORY BUILDING	40			20
Memory units (private studios with baths)		40	0	
Guest & Staff			18	
Handicap			2	
SKILLED NURSING BUILDING	24			24
Private rooms (with bath)		24	0	
Guest & Staff			22	
Handicap			2	
PROJECT TOTALS	247			242

Project Data & Code Summary

PROJECT ADDRESS:	JONATA PARK ROAD, BUELLTON, CA
ASSESSOR'S PARCEL NO.:	APN 99-400-64, 99-400-65
ZONING:	CR
HEIGHT LIMIT:	35' maximum, 35' proposed
SETBACKS:	Front - 0' Side - 0' Rear - 10'
CONSTRUCTION TYPES:	Type V & Type II
OCCUPANCY GROUPS:	R-1, R-2.1, I-2, A-3, B-2
STORIES:	1, 2 & 3 Story Structures
LANDSCAPE AREA:	38% 208,310 SF
HARDSCAPE AREA:	34% 186,000 SF
BUILDING FOOTPRINT AREA:	28% 154,110 SF
TOTAL AREA (PARCELS 3,4,5 & 6):	548,420 SF (12.59 Acres)

BUILDING AREA:

Skilled Nursing Building	1st Floor 11,870 gsf 2nd Floor 10,795 gsf	
Memory Building	1st Floor 16,560 gsf 2nd Floor 15,890 gsf	
Assisted Living Building	1st Floor 51,730 gsf 2nd Floor 36,926 gsf 3rd Floor 29,640 gsf	
4-Plex Cottages	21,860 gsf	
12-Plex Apartments	1st Floor 43,460 gsf 2nd Floor 41,464 gsf	
Community Building	3,130 gsf	
Enclosed Garages	5,500 gsf	
TOTAL:	284,665 gsf	(excludes covered balconies & porches)

Project Directory

OWNER:
Buellton Oaks L.P.
855 10th Street, Suite 10
Santa Monica, CA 90403

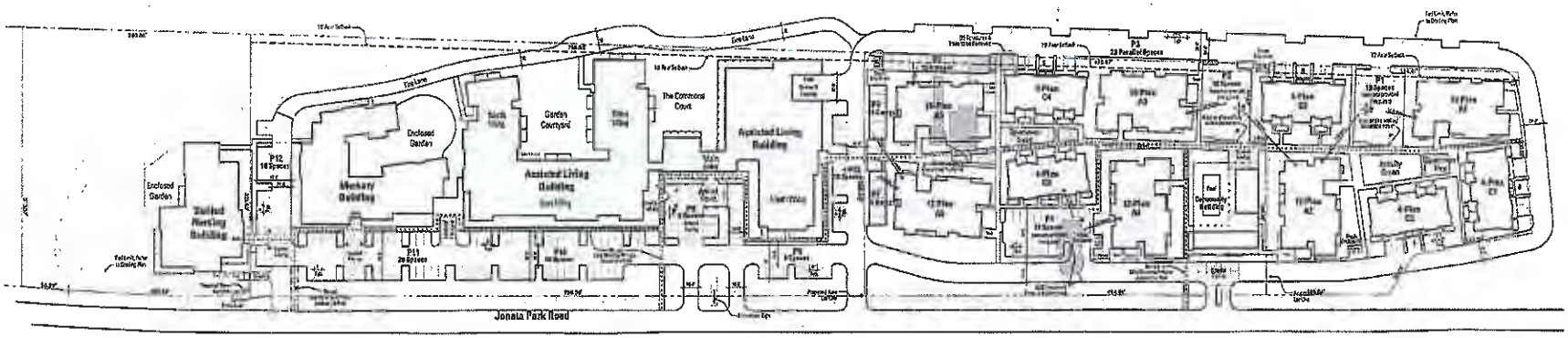
ARCHITECT:
BAR Architects
543 Howard Street
San Francisco, CA 94105
(510) 293-5700

LANDSCAPE ARCHITECT:
David R. Black & Associates
1718 Pampas Avenue
Santa Barbara, CA 93101
(805) 899-8717

CIVIL ENGINEER:
EDA Design Professionals
1998 Santa Barbara St, Ste. 200
San Luis Obispo, CA 93401
(805) 549-8658

SOILS ENGINEER:
Pacific Materials Laboratory
35 South La Patera Lane
Goleta, CA 93116
(805) 964-6901

Sheet Index



Schematic Site Plan

Composite East Elevation

Meritage - Senior Living | Buellton, CA

Schematic Site Plan & Schematic Composite Elevation

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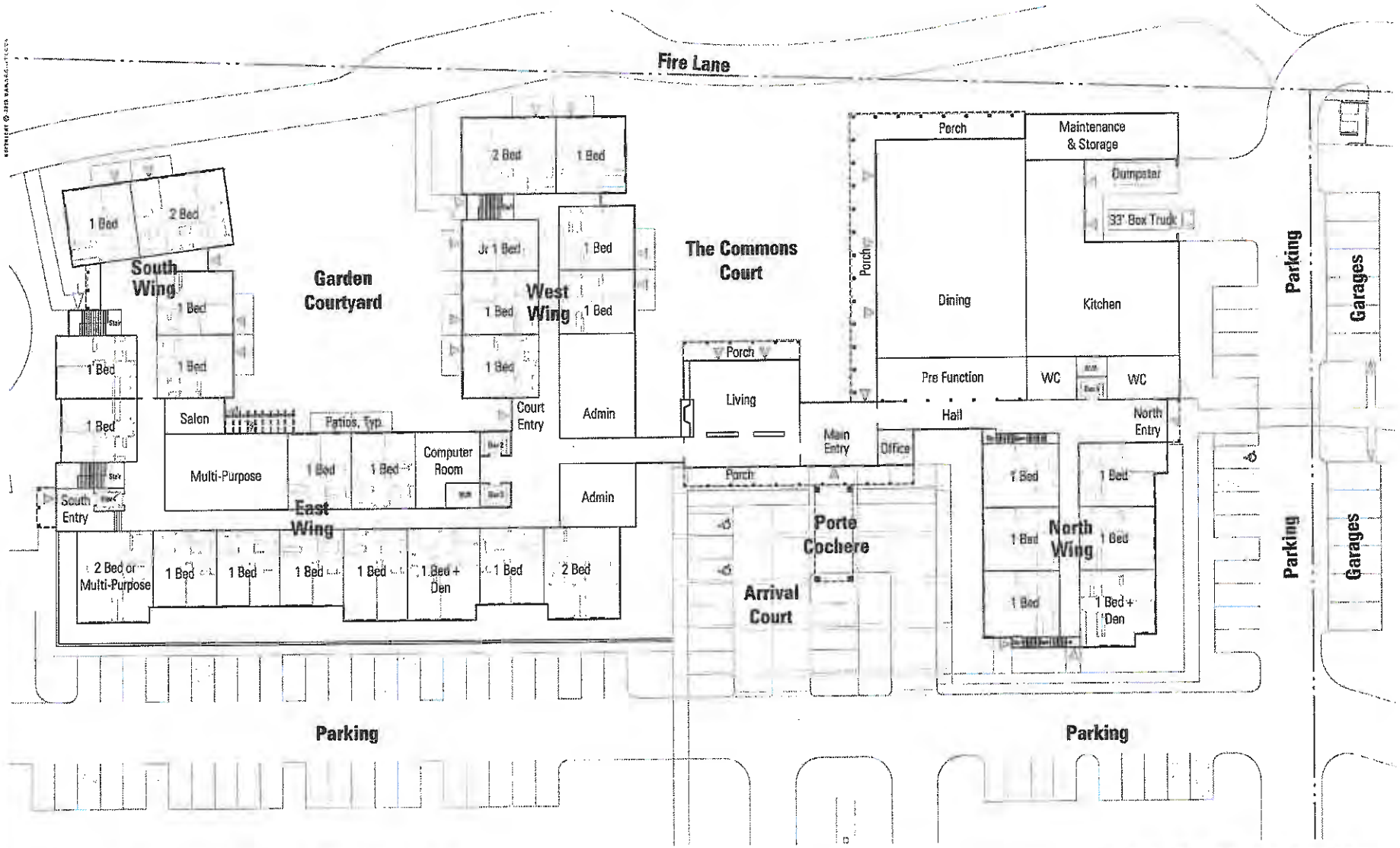
05019 | 03.22.12 | 0 30' 60' 120' 240'

A-2

Attachment 3



Meritage - Senior Living | Buellton, CA

Assisted Living - 1st Floor Plan

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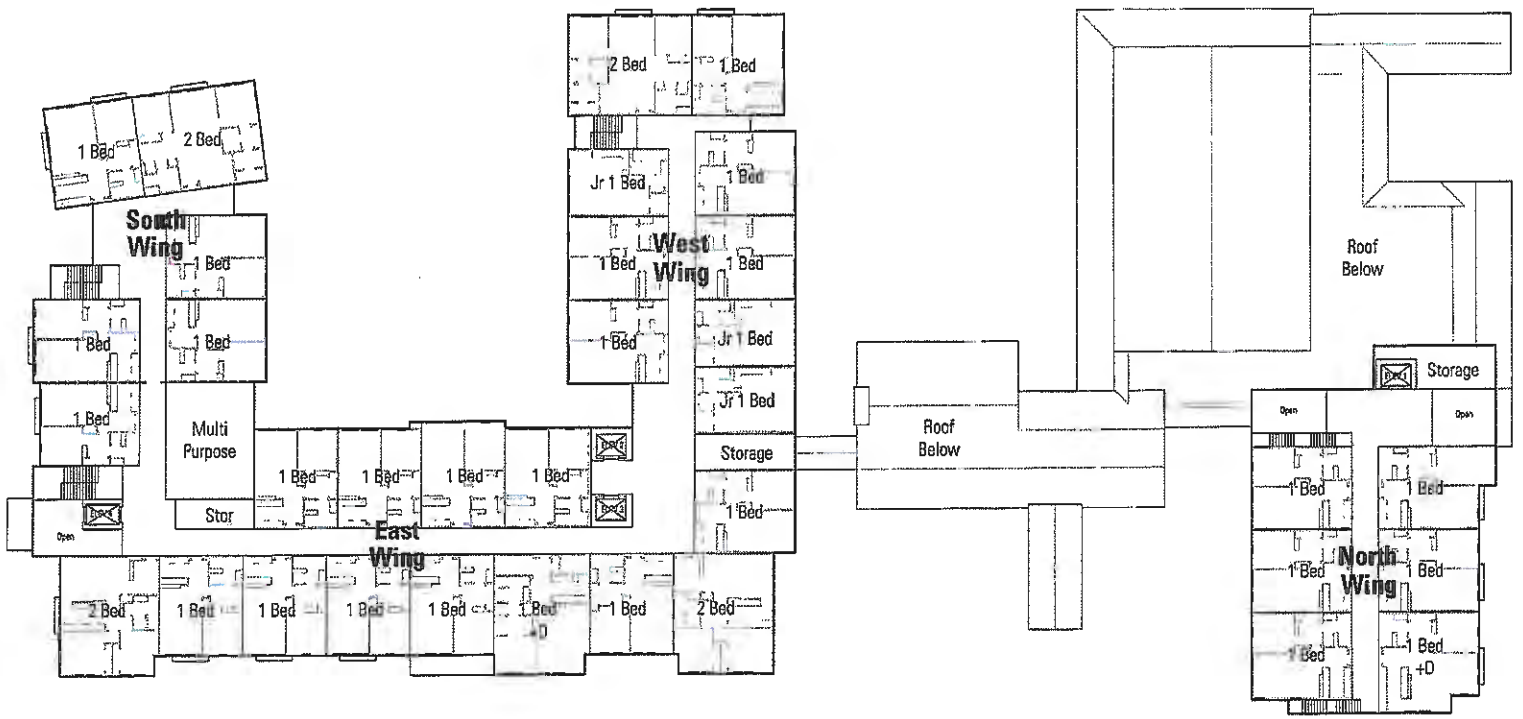
A-3

Attachment 3



Meritage - Senior Living | Buellton, CA

Assisted Living Building - 2nd Floor

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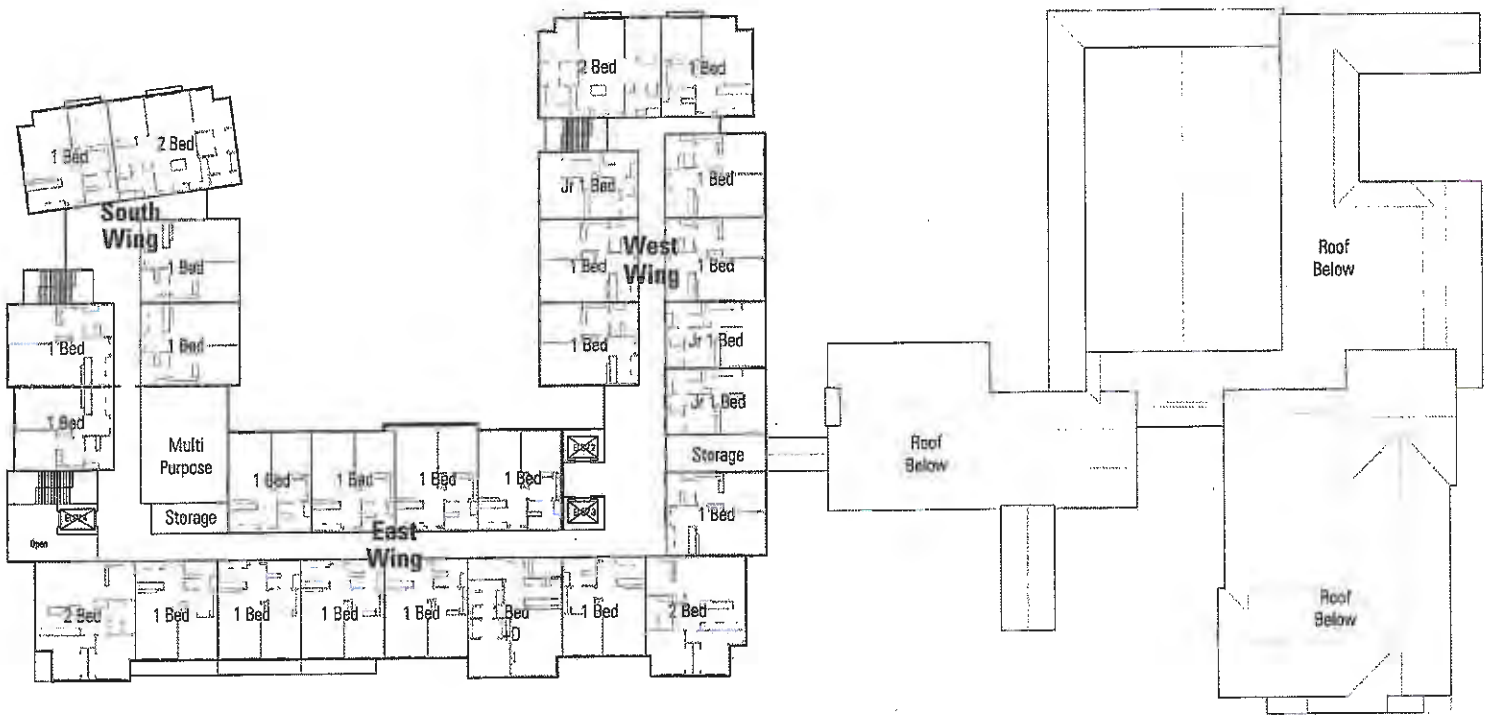
05019 | 03.22.12 | 0 8' 16' 32' 64'

A-4

Attachment 3



Meritage - Senior Living | Buellton, CA

Assisted Living Building - 3rd Floor

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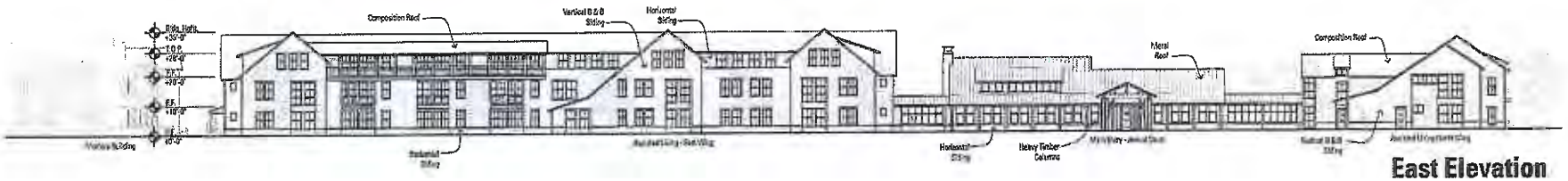
A-5

Attachment 3



East Elevation

West Elevation

South Elevation

North Elevation

Meritage - Senior Living | Buellton, CA

Assisted Living Building - Schematic Elevations

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05019 | 03.22.12 | 0 8' 16' 32' 64'

A-6

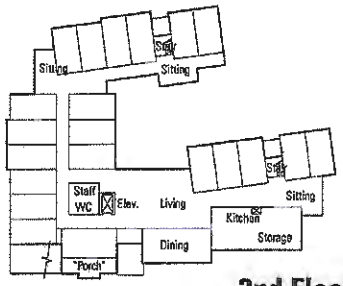
Attachment 3

East Elevation

South Elevation

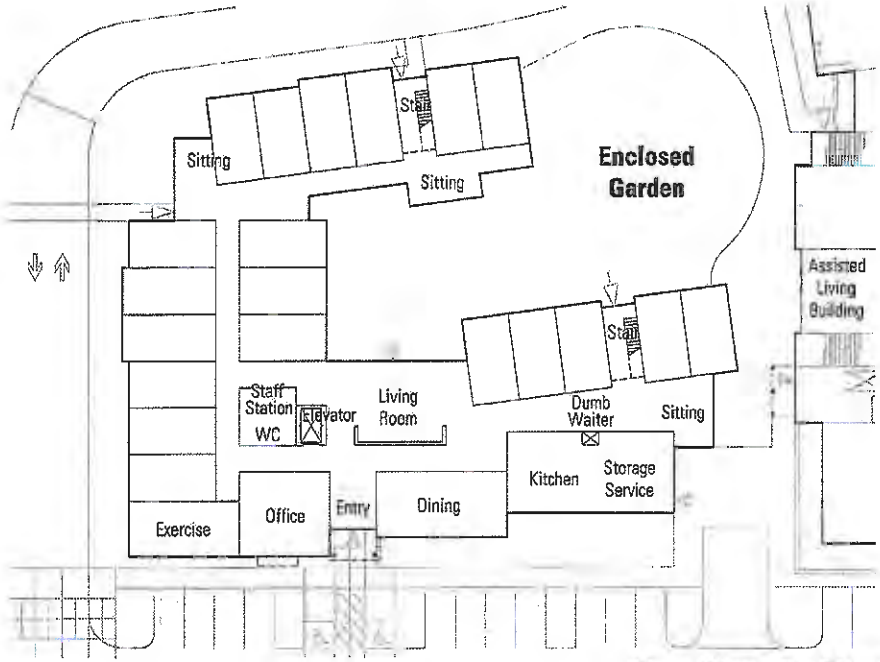
West Elevation

North Elevation



2nd Floor

0' 15' 30'



Floor Plan - 1st Floor

Meritage - Senior Living | Buellton, CA

Schematic Floor Plan & Elevations - Memory Building

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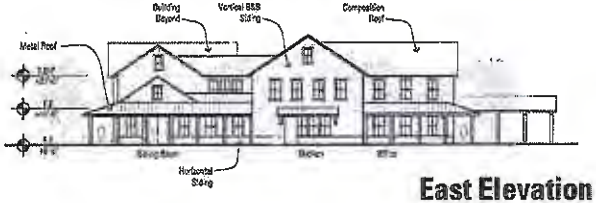
A-7

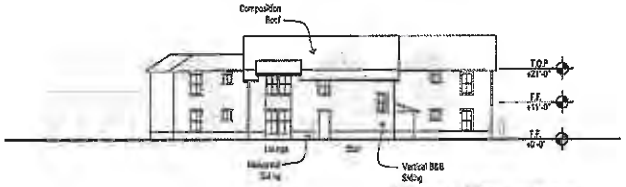
Attachment 3

North Elevation

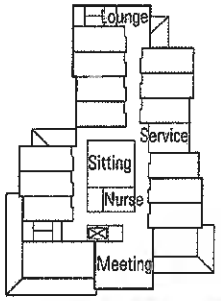


East Elevation

South Elevation

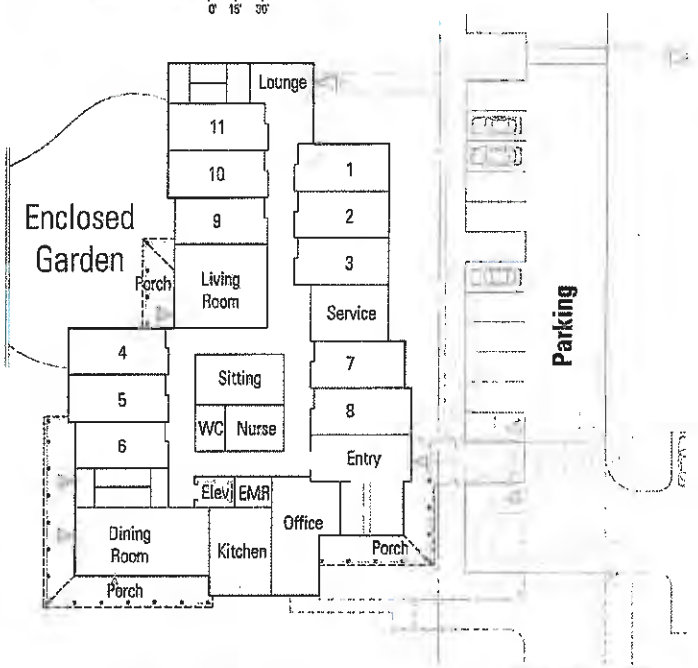


West Elevation



2nd Floor Plan

0' 15' 30'



1st Floor Plan

Meritage - Senior Living | Buellton, CA

Schematic Floor Plan & Elevations - Skilled Nursing Building

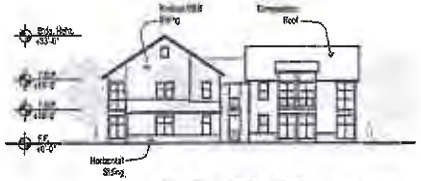
BARARCHITECTS
543 Howard Street, San Francisco, CA 94105, T. 415 293 5700, F. 415 293 5701 WWW.BARARCH.COM

05019 | 03.22.12 | 0 8' 16' 32' 64'

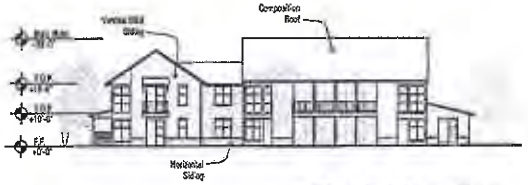
A-8

Attachment 3

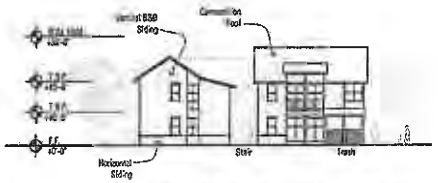
Front Elevation



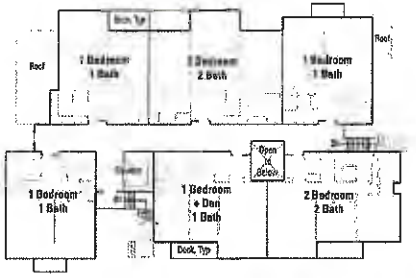
Left Side Elevation



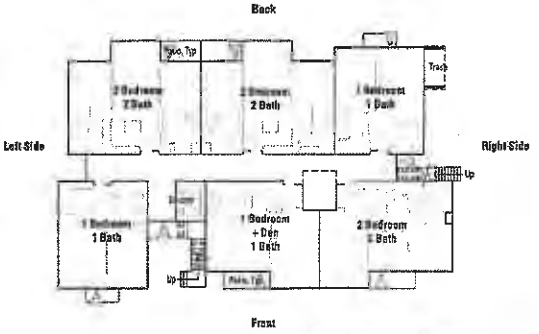
Back Elevation



Right Side Elevation



2nd Floor Plan



1st Floor Plan

Meritage - Senior Living | Buellton, CA

Schematic Plans & Elevations - 12-Plex Apartments

BARARCHITECTS
543 Howard Street, San Francisco, CA 94105, T. 415 293 5700, F. 415 293 5701 WWW.BARARCH.COM

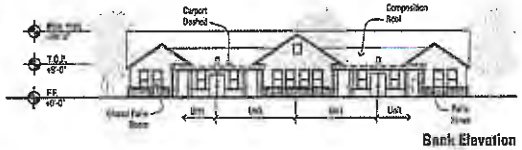
05019 | 03.22.12 | 0 8 16 32 64

A-9

Attachment 3

Front Elevation

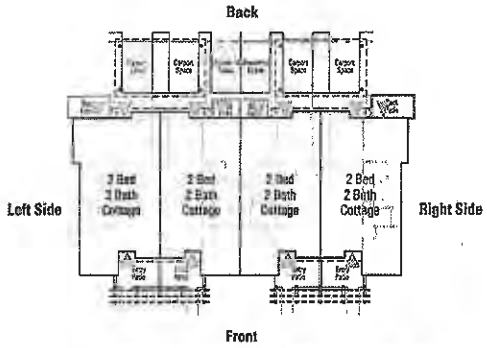
Left Side Elevation



Back Elevation

Right Side Elevation

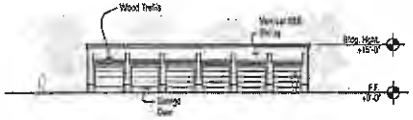
Exterior Elevations - 4-Plex Cottages



Floor Plan - 4-Plex Cottages

Typical Floor Plan - Garages

Side Elevation



Front Elevation

Typical Elevations - Garages

Meritage - Senior Living | Buellton, CA

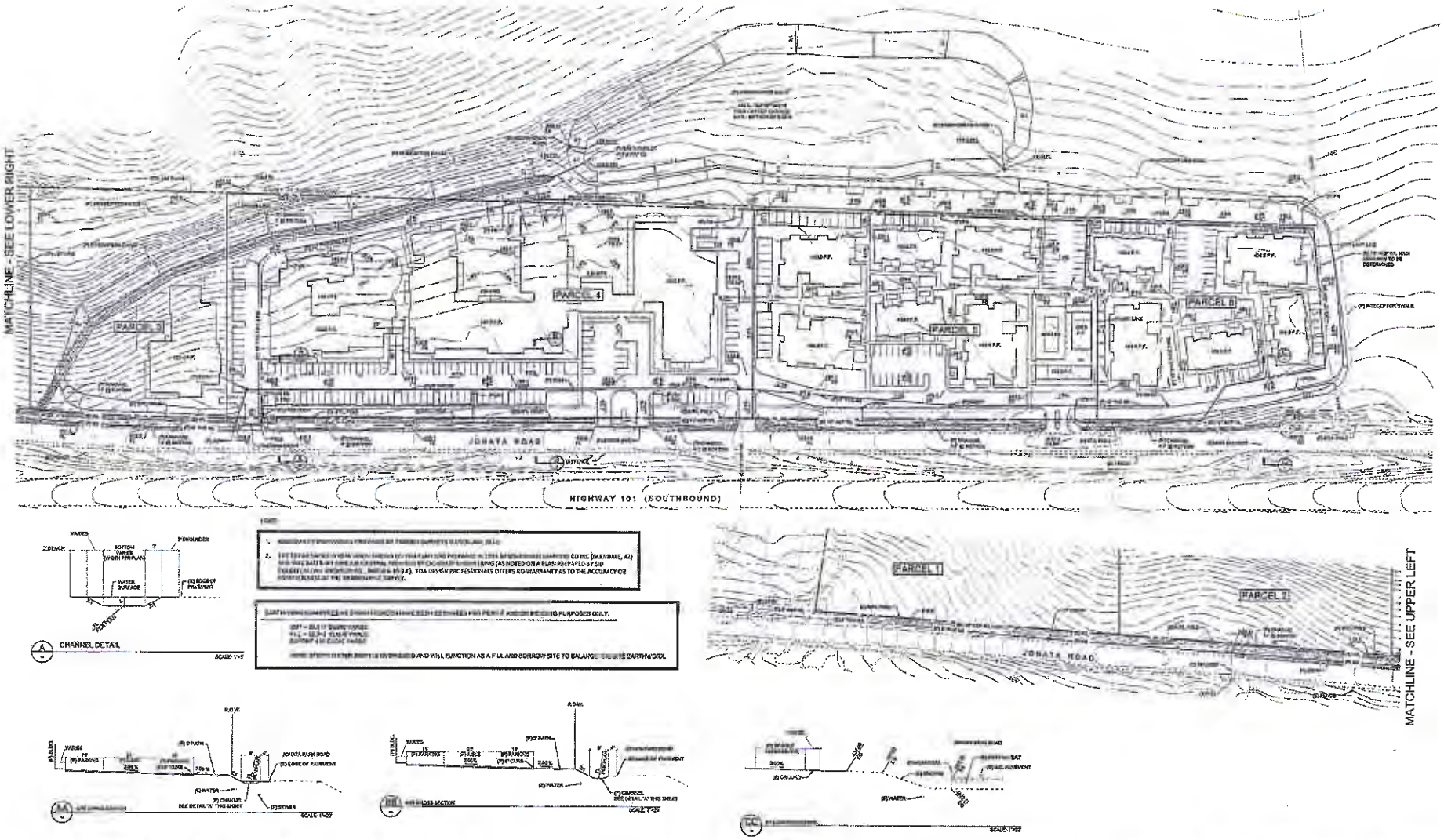
Schematic Plans & Elevations - Fourplex Cottages & Garages

BARARCHITECTS
543 Howard Street, San Francisco, CA 94105, T. 415 293 5700, F. 415 293 5701 WWW.BARARCH.COM

05019 | 03.22.12 | 0 8 16 32 64

A-10

Attachment 3



Meritage - Senior Living Buellton, CA

Preliminary Grading / Drainage/ Utility Plan

Prepared by: eda

0 60 120 240
SCALE IN FEET

C-1

Attachment 3

Attachment 3

PLANT SCHEDULE

TREES
Aesculus californica / California Buckeye
Alnus rhombifolia / White Alder
Liquidambar styraciflua / Sweet Gum
Pistache chinensis / Chinese Pistache
Platanus x acerifolia / London Plane Tree
Platanus racemosa / California Sycamore
Quercus agrifolia / Coast Live Oak
Quercus lobata / Valley Oak
Umbellularia californica / California Laurel

ACCENT TREES

GROUNDCOVERS

Meritage - Senior Living | Buellton, CA

Prepared By: DAVID R. BLACK & ASSOCIATES

Preliminary Landscape Development Plan

Scale: 1" = 40'-0"

L-1

PLANT SCHEDULE

Attachment 3

Meritage - Senior Living | Buellton, CA

Preliminary Landscape Development Plan

Prepared By: DAVID R. BLACK &ASSOCIATES

Scale: 1" = 40'-0"

L-2

Alnus rhombifolia
(White Alder)

Liquidambar styraciflua
(Sweet Gum)

Platanus x acerfolia
(London Plane Tree)

Platanus racemosa
(California Sycamore)

Pathway Lighting

Parking Lot Lighting

Aesculus californica
(California Buckeye)

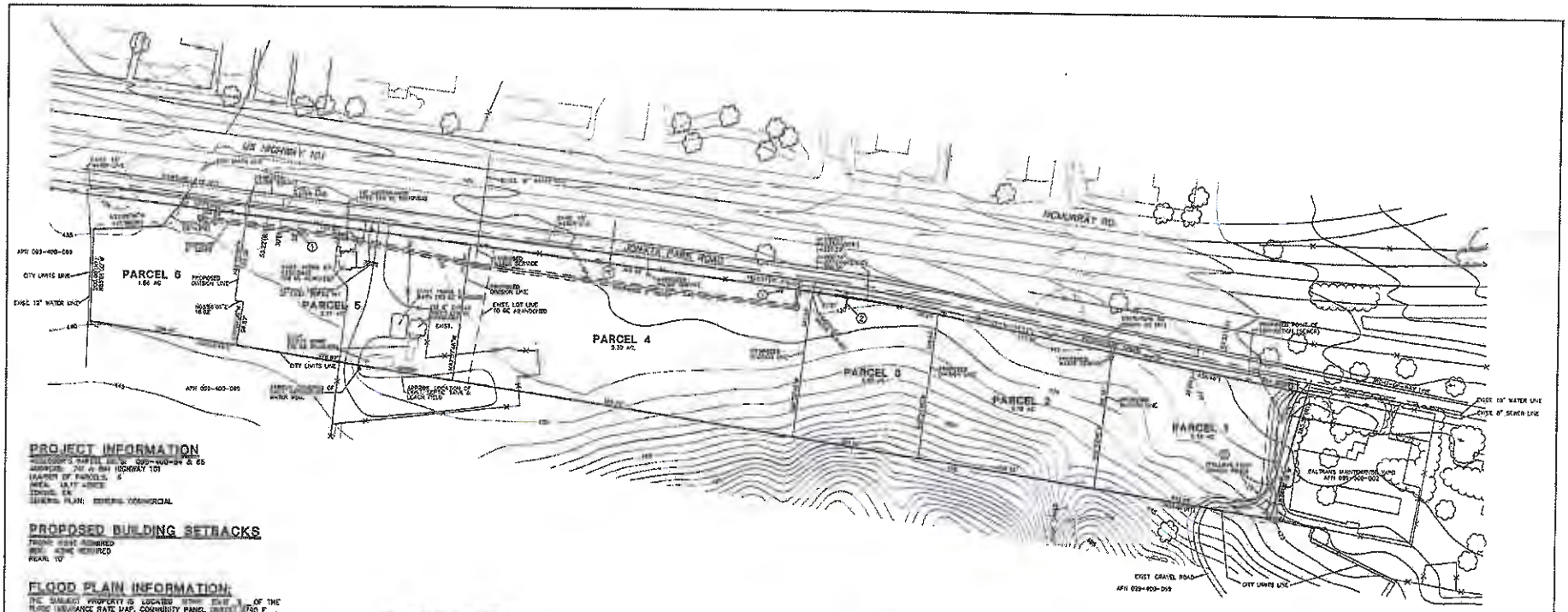
Pyrus calleryana 'Aristocrat'
(Aristocrat Flowering Pear)

Quercus agrifolia
(Coast Live Oak)

Quercus lobata
(Valley Oak)

Pistache chinensis
(Chinese Pistache)

Attachment 3



PROJECT INFORMATION

ASSESSOR'S PARCEL NO.'S: 079-400-64 & 65
ADDRESS: 240 N. 8th HIGHWAY 101
NUMBER OF PARCELS: 6
AREA: 14.17 ACRES
ZONING: C-M
GENERAL PLAN: GENERAL COMMERCIAL

PROPOSED BUILDING SETBACKS

FRONT: NONE REQUIRED
SIDE: NONE REQUIRED
REAR: 10'

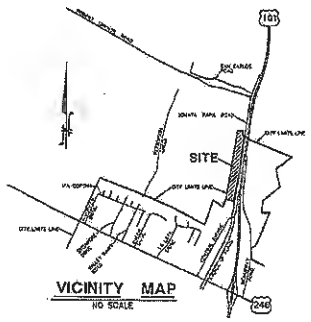
FLOOD PLAIN INFORMATION:

THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 0750 F AND COMMUNITY PANEL 060757 0002 F, DATED SEPT. 30, 2005, AND CLASSIFIED AS FOLLOWS:

ZONE X: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN

TOPOGRAPHIC DATA

TOPOGRAPHIC DATA SHOWN HEREON IS PER A 1993 AERIAL SURVEY AND IS PER THE NAVD88 DATUM.



VICINITY MAP
NO SCALE

OWNER'S CERTIFICATE

WE HEREBY CONSENT TO THE DIVISION OF REAL PROPERTY SHOWN ON THIS MAP, AND CERTIFY THAT WE ARE THE LEGAL OWNERS AND THAT THE INFORMATION HEREON IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

BUELLTON OAKS L.P.
A CALIFORNIA LIMITED PARTNERSHIP

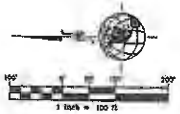
ADDRESS:
401 WEST STREET
SUITE 101
SANTA BARBARA, CA. 93403

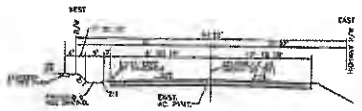
UTILITIES

WATER: CITY OF BUELLTON
SEWER: CITY OF BUELLTON
ELECTRICITY: PACIFIC GAS & ELECTRIC
GAS: SO. CALIF. GAS COMPANY
TELEPHONE: VERIZON
CABLE TV: COMCAST CABLE

LEGEND

(XX)	DENOTES DATA PER PARCEL MAP BOOK 14, PAGE 37
[XX.XX]	DENOTES CALCULATED DATA
PROJECT BOUNDARY	
CENTERLINE	
RIGHT OF WAY LINE	
EXIST. CONTOURS	200
EXIST. POWER POLE	
EXIST. UTILITY POLE	
PROPOSED SEWER MANHOLE	





A TYPICAL STREET SECTION
N.T.S.

PROPOSED EASEMENTS

(1) 10' WIDE PUBLIC SEWER EASEMENT

EXISTING EASEMENTS

(2) EASEMENT PER 1080-OR-46 FOR PUBLIC UTILITIES
(3) EASEMENT PER 1564-OR-33 FOR POLES AND CABLES
(4) EASEMENT PER 2229-OR-1201 FOR INGRESS AND EGRESS

EASEMENT PER INST. NO. 77-41389 O.R. FOR ELECTRIC PURPOSES CANNOT BE LOCATED FROM THE RECORD.

EASEMENT AGREEMENT PER INST. NO. 2002-0068208 O.R. CANNOT BE LOCATED FROM THE RECORD.

SURVEYORS STATEMENT

I HEREBY STATE THAT THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION UNDER THE PROVISIONS OF SECTION 8726 OF THE PROFESSIONAL LAND SURVEYORS ACT.

Kenny L. Fargen 9-10-12
KENNY L. FARGEN L.S. 4597 DATE

KENNY L. FARGEN
EXP. 9-30-13
L.S. 4597
LICENSED LAND SURVEYOR
STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 31,056

A PROPOSED DIVISION OF PARCELS A AND B OF PARCEL MAP NO. 11,639, IN THE CITY OF BUELLTON, COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 14, PAGES 37 AND 38 OF PARCEL MAPS, RECORDS OF SAID COUNTY.

Fargen Surveying Inc.
2624 AIRPARK DRIVE
SANTA MARIA, CA 93455
PHONE: 805-934-5727
FAX: 805-934-3448

DATE: MARCH, 2012

110561.DWG

JOB: 11056 | SHEET 1 OF 1

Attachment 3

Attachment 4

City Manager Review: MPB
Council Agenda Item No.: 1

CITY OF BUELLTON

CITY COUNCIL MEETING MINUTES
Regular Meeting of October 24, 2013
City Council Chambers, 140 West Highway 246
Buellton, California

CALL TO ORDER

Mayor Judith Dale called the meeting to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE

Vice Mayor John Connolly led the Pledge of Allegiance

ROLL CALL

Present: Council Members Ed Andrisek, Leo Elovitz, Holly Sierra, Vice Mayor John Connolly, and Mayor Judith Dale

Staff: City Manager Marc Bierdzinski, City Attorney Ralph Hanson, Public Works Director Rose Hess, Interim Finance Director John Herrera, Deputy City Engineer Jeff Edwards, Station Commander Lt. Shawn O'Grady, and City Clerk Linda Reid

REORDERING OF AGENDA

None

PUBLIC COMMENTS

Barbara Knecht, Recreation Center Coordinator, announced that the City earned a travel commission of $3,253.45 from the recent recreation trip to Mount Rushmore. Ms. Knecht also announced that the annual Haunted House and Street Fair will take place on October 30 and 31 in Solvang.

Mike Hecker, representing the Santa Ynez Cycling Club, presented the City with a framed "805 Criterium" cycling jersey and thanked the Council for their continued support.

CONSENT CALENDAR

1. Minutes of September 26, 2013 Regular City Council Meeting

2. List of Claims to be Approved and Ratified for Payment to Date for Fiscal Year 2013-14

3. Opposition to the Closure of the Local Workers' Compensation Office in Goleta

MOTION:
Motion by Council Member Andrisek, seconded by Council Member Sierra, approving the Consent Calendar as listed.

VOTE:
Motion passed by a roll call vote of 5-0.

PRESENTATIONS

4. Proclamation Recognizing Thursday, October 24, 2013 as Food Day

Mayor Dale read the Proclamation recognizing Thursday, October 24, 2013 as Food Day in Buellton and presented it to Deborah Mullin, representing the Buellton Union School District Wellness Committee.

Ms. Mullin thanked the City Council for acknowledging Food Day and spoke about the importance of promoting wellness in our schools.

PUBLIC HEARINGS

5. Resolution No. 13-15 - "A Resolution of the City Council of the City of Buellton, California, Adopting a Statement of Facts and Findings; Establishing a Mitigation Monitoring Program; and Certifying a Final Subsequent Environmental Impact Report (12-EIR-01) for the Meritage Senior Living Project, Which Includes a Skilled Nursing Facility (24 Rooms), a Memory Building (40 Units), 91 Assisted Living Units, and 92 Independent Living Units on 18.2 Acres, Located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065 and 099-400-069 (offsite portion)) and Making Findings in Support Thereof"

Resolution No. 13-16 - "A Resolution of the City Council of the City of Buellton, California, Approving a Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056) for the Meritage Senior Living Project, Which Includes a Skilled Nursing Facility (24 Rooms), a Memory Building (40 Units), 91 Assisted Living Units, and 92 Independent Living Units on 18.2 Acres, Located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065 and 099-400-069 (offsite portion)) and Making Findings in Support Thereof"

RECOMMENDATION:
That the City Council consider the adoption of Resolution Nos. 13-15 and 13-16.

STAFF REPORT:
City Manager Bierdzinski presented the staff report.

DOCUMENTS:
Staff Report and all attachments listed at the end of the staff report.

SPEAKERS/DISCUSSION:

City Manager Bierdzinski provided additional information regarding the project and a table listing other similar facilities in Santa Barbara County. These documents were provided to the Council and made part of the record.

Mayor Dale opened the Public Hearing at 7:03 p.m.

Mark Edwards, representing the applicant, discussed the project and the levels of care at the facility. Mr. Edwards provided a handout for the record specifying the jobs the project would provide.

The following individuals expressed their support for the project:

- Kathy Vreeland, Executive Director of the Buellton Chamber of Commerce and Visitors Bureau
- Ron Anderson, Buellton
- Mike Hendrick, General Manager of the Santa Ynez Valley Marriott
- Rick House, Santa Monica
- Larry Rankin, Buellton

Mike Adriansen, Buellton, asked that sidewalks be tied from the facility into the City of Buellton and asked for a center turn lane on Jonata Park Road. Mr. Adriansen also asked that money be set aside to secure easements on Jonata Park Road so the road can be widened in the future.

Peggy Brierton, Buellton, discussed her issues with the project.

Mayor Dale closed the Public Hearing at 8:17 p.m.

The City Council discussed the following issues:

- How much revenue the school districts would receive from the project
- Adding commercial amenities to the independent units, including laundry, housekeeping, and food service
- Walkability from the project to the Avenue of Flags and adding a sidewalk along parcels 1 and 2 in Phase 1
- What type of jobs the project will provide
- Moving the highway off-ramp north of its current location and associated costs
- Appropriate zoning for the project
- Phasing of the project
- Property tax revenue
- Monthly price points for the different levels of care
- Offsite retention basin and County approval process
- Having Kosmont Companies prepare a study to determine what the City will lose in revenues from not having commercial retail development on the proposed project site
- The benefits the project will bring to the community

MOTION:
Motion by Council Member Andrisek, seconded by Council Member Sierra approving and adopting Resolution No. 13-15 - "A Resolution of the City Council of the City of Buellton, California, Adopting a Statement of Facts and Findings; Establishing a Mitigation Monitoring Program; and Certifying a Final Subsequent Environmental Impact Report (12-EIR-01) for the Meritage Senior Living Project, Which Includes a Skilled Nursing Facility (24 Rooms), a Memory Building (40 Units), 91 Assisted Living Units, and 92 Independent Living Units on 18.2 Acres, Located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065 and 099-400-069 (offsite portion)) and Making Findings in Support Thereof"

VOTE:
Motion passed by a roll call vote of 5-0.

MOTION:
Motion by Council Member Andrisek, seconded by Vice Mayor Connolly approving and adopting Resolution No. 13-16 - "A Resolution of the City Council of the City of Buellton, California, Approving a Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056) for the Meritage Senior Living Project, Which Includes a Skilled Nursing Facility (24 Rooms), a Memory Building (40 Units), 91 Assisted Living Units, and 92 Independent Living Units on 18.2 Acres, Located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065 and 099-400-069 (offsite portion)) and Making Findings in Support Thereof" with two additional conditions of approval as follows: installing asphalt public path along the frontage of parcels 1 and 2 of Phase 1 and providing amenities to the independent units, including laundry, housekeeping, and food service.

VOTE:
Motion passed by a roll call vote of 4-1, with Mayor Dale voting no.

The Council took a five minute break and reconvened at 8:55 p.m.

COUNCIL MEMBER COMMENTS

Council Member Sierra stated she had lunch with John Dorwin and a representative from Caltrans regarding installing a sidewalk on Highway 246 east of Avenue of Flags.

Council Member Andrisek stated that he and City Manager Bierdzinski attended the "Business to Business" seminar in Solvang and it offered good information.

COUNCIL ITEMS

Council Member Andrisek requested that staff agendize a discussion regarding a "parking district". The City Council agreed by consensus to discuss this issue during visioning goals in upcoming Council meetings.

WRITTEN COMMUNICATIONS

None

COMMITTEE REPORTS

Mayor Andrisek announced that he attended the California Joint Powers Insurance Authority's (CJPIA) Risk Management conference in Indian Wells and provided an oral report regarding the conference.

Council Member Andrisek announced that he attended the Central Coast Water Authority (CCWA) Board Meeting and provided an oral report regarding the meeting.

Vice Mayor Connolly announced that he attended the Joint-Use Committee meeting this week and provided an oral report regarding the meeting.

Council Member Sierra announced that she attended the Santa Barbara County Association of Governments (SBCAG) and Air Pollution Control District (APCD) meetings and provided oral reports regarding the meetings.

BUSINESS ITEMS

6. Quarterly Treasurer's Report - June 30, 2013

RECOMMENDATION:
That the City Council receive and file the first Treasurer's Report for quarter and year ending June 30, 2013.

STAFF REPORT:
Interim Finance Director Herrera presented the staff report.

DOCUMENTS:
Staff Report with attachments (Investment Policy and June 30, 2013 Bank Reconciliation)

MOTION:
Motion by Council Member Andrisek, seconded by Council Member Sierra directing staff to receive and file the first Treasurer's Report for quarter and year ending June 30, 2013.

VOTE:
Motion passed by a voice vote of 5-0.

CITY COUNCIL OF BUELLTON AS SUCCESSOR AGENCY OF THE FORMER BUELLTON REDEVELOPMENT AGENCY

The Buellton City Council convened as the Buellton Successor Agency of the former Buellton Redevelopment Agency in order to discuss Item No. 7.

7. Resolution No. SA 13-02 – "A Resolution of the Successor Agency of the Former Buellton Redevelopment Agency, Transferring the Socio-Economic Mitigation Program (SEMP) Loan to the Housing Authority of Santa Barbara County"

RECOMMENDATION:
That the Successor Agency consider adoption of Resolution No. SA 13-02.

STAFF REPORT:
City Manager Bierdzinski presented the staff report.

DOCUMENTS:
Staff report with attachment (Resolution No. SA 13-02)

MOTION:
Motion by Agency Member Sierra, seconded by Agency Member Andrisek, approving Resolution No. SA 13-02 – "A Resolution of the Successor Agency of the Former Buellton Redevelopment Agency, Transferring the Socio-Economic Mitigation Program (SEMP) Loan to the Housing Authority of Santa Barbara County"

VOTE:
Motion passed by a voice vote of 5-0.

The City Council reconvened the regular City Council meeting.

CITY MANAGER'S REPORT

City Manager Bierdzinski provided an informational report for the record.

ADJOURNMENT

Mayor Dale adjourned the regular meeting at 9:30 p.m. The next regular meeting of the City Council will be held on Thursday, November 14, 2013 at 6:00 p.m.

Judith Dale
Mayor

ATTEST:

Linda Reid
City Clerk

RESOLUTION NO. 13-15

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BUELLTON, CALIFORNIA, ADOPTING A STATEMENT OF FACTS AND FINDINGS; ESTABLISHING A MITIGATION MONITORING PROGRAM; AND CERTIFYING A FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (12-EIR-01) FOR THE MERITAGE SENIOR LIVING PROJECT, WHICH INCLUDES A SKILLED NURSING FACILITY (24 ROOMS), A MEMORY BUILDING (40 UNITS), 91 ASSISTED LIVING UNITS, AND 92 INDEPENDENT LIVING UNITS ON 18.2 ACRES, LOCATED ON JONATA PARK ROAD (ASSESSOR PARCEL NUMBERS 099-400-064, 099-400-065 AND 099-400-069 (OFFSITE PORTION)) AND MAKING FINDINGS IN SUPPORT THEREOF

WHEREAS, Mark Edwards, Agent, and Norman Williams, Buellton Oaks, L.P., Property Owner, have filed an application requesting approval of the Meritage Senior Living Project, described above in the title of this Resolution (the "Project"); and

WHEREAS, an Initial Study was prepared and completed for the Project in accordance with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code sections 21000 et seq., the State CEQA Guidelines, 14 California Code of Regulations sections 15000 et seq., and the Environmental Guidelines of the City of Buellton and based on these documents made the determination that the proposed Project may have a significant impact on the environment and that a Subsequent Environmental Impact Report ("SEIR") to the Final EIR for the City of Buellton General Plan Land Use Element and Circulation Element Update (State Clearinghouse #2005011097) was required to be prepared based upon the standards described in CEQA and the State CEQA Guidelines; and

WHEREAS, on April 26, 2012, a Notice of Preparation for the SEIR was sent to all organizations and individuals requesting notice and those public agencies listed on the Distribution List attached to the Notice of Preparation. The Notice of Preparation describes the Project, its location, and its anticipated impacts sufficiently to permit a meaningful response. The Notice was available for public review from April 26, 2012, through May 28, 2012, and solicited comments regarding the scope and content of the SEIR and any environmental information germane to the Project. In response to the Notice of Preparation for the Project, eight (8) comment letters were received from public agencies and individuals (i.e., the Native American Heritage Commission, State Department of Transportation, Ron Dale, Santa Barbara County Air Pollution Control District, Santa Barbara County Planning and Development Department, Santa Barbara County Fire Department, State Department of Fish and Game and the Santa Barbara Local Agency Formation Commission). The primary areas of environmental concern from the commenting agencies include: (1) protection and preservation of Native American cultural resources; (2) hydraulics, (3) landscape maintenance; (4) traffic; (5) air quality impacts; (6) agricultural impacts; (7) visual resources and night lighting impacts; and (8) impacts to biological resources. A copy of the Notice of Preparation, together with comments received, has been made a part of the Draft SEIR and Final SEIR. These documents are on file with the Planning Department of the City of Buellton and available for public inspection.

WHEREAS, the Draft SEIR was prepared for the Project, dated December, 2012. A Notice of Completion ("NOC") of the Draft SEIR was prepared and filed with the Santa Barbara County Clerk's Office, and copies of the NOC and Draft EIR were distributed to applicable public agencies as shown on the list attached to the NOC. Additionally, the Draft EIR was distributed to responsible and interested state agencies through the State Clearinghouse; State Clearinghouse No. 2012041088.

WHEREAS, the Draft SEIR was made available for public review and comment pursuant to CEQA Guidelines Section 15087. The public review period lasted from December 20, 2012, to February 4, 2013. Copies of the Draft SEIR were made available for public review at the City of Buellton Planning Department and the Buellton public library.

WHEREAS, during the public review period, comments were received on the Draft SEIR from the public as well as affected agencies. The actual written comments are included in the Final SEIR. In accordance with CEQA Guidelines, Section 15088, the City evaluated the comments on environmental issues received from persons and entities which reviewed the Draft SEIR and has prepared a written response to each. The responses of the City are also set forth in the Final SEIR. A full, true and correct copy of the Final SEIR is incorporated herein by this reference. In addition, the Final SEIR is on file with the Planning Department of the City of Buellton and available for public inspection.

WHEREAS, a notice of intent to certify a Final Subsequent Environmental Impact Report (the "SEIR") was posted in three public places in the City of Buellton and published in a newspaper of general circulation and distributed to responsible public agencies on August 1, 2013, a minimum of 20 days prior to taking action on the Project.

WHEREAS, on August 15, 2013 the Planning Commission conducted a duly noticed public hearing on the scope of the Project, and the information contained in the Final SEIR, and, at the conclusion thereof, having considered all public testimony, both written and oral, received in conjunction with those public hearings, adopted their Resolution No. 13-09 recommending that the City Council adopt the statement of findings and facts, establish a mitigation monitoring program and certify the Final SEIR for the Project.

WHEREAS, on October 24, 2013, the City Council of the City of Buellton conducted a duly noticed public hearing regarding the Final EIR and the Project.

WHEREAS, all legal prerequisites prior to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BUELLTON DOES HEREBY FIND, RESOLVE, AND ORDER AS FOLLOWS:

SECTION 1: The City Council hereby finds that the facts, findings and conclusions set forth above are true and correct.

SECTION 2: Based upon the substantial evidence on the record, including the oral and written comments received during the above-referenced processes, the oral and written staff reports submitted in conjunction with the Final SEIR and the Project, and its Final SEIR, the City

Council hereby finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects identified in the Final SEIR. The City Council's determination as to the environmental effects pertinent to this finding are more completely described in the Statement of Facts and Findings attached hereto, marked as Exhibit "A," and incorporated herein by this reference. The Final SEIR is incorporated herein by reference.

SECTION 3: The City Council hereby finds, approves and adopts the Statement of Facts and Findings for the Project, as well as establishes and adopts the Mitigation Monitoring Program for the Project, all of which are attached hereto, marked as Exhibit "A," and incorporated herein by this reference as if fully set forth.

SECTION 4: Based on the facts and findings set forth above in this Resolution, the City Council finds that it has reviewed and considered all such information and that the findings herein reflect the independent judgment and analysis of the City Council, and certifies that the Final SEIR for the Project is complete and adequate and has been completed in compliance with the requirements of CEQA, the State CEQA Guidelines and the City of Buellton Environmental Guidelines.

SECTION 5: The City Clerk shall certify as to the adoption of this Resolution.

PASSED, APPROVED and ADOPTED this 24th day of October 2013.

Judith Dale
Mayor

ATTEST:

Linda Reid
City Clerk

I, Linda Reid, City Clerk of the City of Buellton, do hereby certify that the foregoing Resolution No. 13-15 was duly adopted by the City Council of the City of Buellton at the regular meeting held on the 24th day of October 2013 by the following vote of the Council:

AYES:	5	Council Members Andrisek, Elovitz, Sierra, Vice Mayor Connolly, and Mayor Dale
NOES:	0	
ABSENT:	0	
ABSTAIN:	0	

Linda Reid
City Clerk

EXHIBIT A

CEQA FINDINGS

MERITAGE SENIOR LIVING PROJECT
CONDITIONAL USE PERMIT (12-CUP-01) AND
TENTATIVE TRACT MAP (TTM 31056)

A. Certification of the Final Subsequent Environmental Impact Report (FSEIR)

The City Council makes the following findings with respect to the June 2013, Final Subsequent Environmental Impact Report for Meritage Senior Living Project:

1. The City Council of the City of Buellton has previously reviewed, considered, and certified the September 29, 2005, Final Environmental Impact Report (FEIR) for the City of Buellton Land Use Element and Circulation Element Updates.

2. The City Council has reviewed and considered the June 2013, Final Subsequent Environmental Impact Report for the Meritage Senior Living Project.

3. The June 2013, Final Subsequent Environmental Impact Report for the Meritage Senior Living Project has been completed in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and further that the criteria for preparing a Subsequent Environmental Impact Report pursuant to Section 15163 of the CEQA Guidelines has been met.

4. The June 2013, Final Subsequent Environmental Impact Report for the Meritage Senior Living Project and all related public comments and responses have been presented to the City Council.

5. All information was considered by the City Council before the City Council acted on the project.

6. The June 2013, Final Subsequent Environmental Impact Report for the Meritage Senior Living Project reflects the independent judgment of the City, acting as the lead agency for the project.

7. All feasible mitigation measures for the proposed project have been imposed from the mitigation measures adopted as part of the September 29, 2005, Final Environmental Impact Report, as revised in the June 2013 Final Subsequent Environmental Impact Report. Each of the mitigation measures to be imposed on development under the Meritage Senior Living Project is reasonably related to and proportional to the incremental impacts and burdens created by the proposed project.

B. Findings that certain project and cumulative impacts are mitigated to a level of insignificance by project redesign or the incorporation of mitigation measures. Pursuant to CEQA Guidelines Section 15091, the City Council finds that the following changes and alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final SEIR:

1. Aesthetics/Visual Resources

a. Certain aesthetic impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. All mitigation measures from the September 29, 2005, FEIR would be required. In addition, mitigation measure AES-2 from the June 2013, FSEIR would reduce potential impacts due to glare to a less than significant level.

2. Air Quality

a. Certain air quality impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. Mitigation measures AQ-3(a) through (c) from the September 29, 2005, FEIR would reduce operational and construction related emissions associated with the Meritage Senior Living Project to a level of insignificance.

3. Biological Resources

a. Certain biological impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. All mitigation measures from the September 29, 2005, FEIR would reduce all identified biological impacts of the Meritage Senior Living Project to a level of insignificance.

4. Cultural and Historic Resources

a. Previously unidentified, subsurface cultural resources may be unearthed during the Meritage Senior Living Project construction activities. Mitigation measure CR-2 from the June 2013, FSEIR would reduce the impacts to a level of insignificance.

5. Geology/Soils

a. The Meritage Senior Living Project would result in potentially unstable soil conditions from expansive, compressible/collapsible, and/or erosive soils and slope instability. Mitigation measure G-2 from the June 2013, FSEIR would reduce the impact to a level of insignificance.

6. **Greenhouse Gas Emissions**

a. The Meritage Senior Living Project would generate short-term as well as long-term GHG emissions. The Project would exceed the 1,100 MT CO_2E/year threshold, and would incrementally contribute to climate change. Mitigation measure GHG-1 from the June 2013, FSEIR would reduce the impact to a level of insignificance.

7. **Hydrology and Water Quality**

a. Certain hydrology and water quality impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. All mitigation measures from the September 29, 2005, FEIR would reduce those certain hydrology and water quality impacts of the Meritage Senior Living Project to a level of insignificance.

8. **Land Use, Agriculture and Housing**

a. Certain land use, agriculture, and housing impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. Mitigation measures LU-1 (a) and (b) from the September 29, 2005 would be required. In addition, mitigation measures AG-2(a) and AG-2(b) from the June 2013 FSEIR would reduce those certain agricultural impacts of the Meritage Senior Living Project to a level of insignificance.

9. **Noise**

a. Certain noise impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. Mitigation measures N-1(a) and (b) from the September 29, 2005, FEIR would be required. In addition, mitigation measures N-1(a) and (b) from the June 2013 FSEIR would reduce temporary construction noise impacts of the Meritage Senior Living Project to a level of insignificance.

10. **Safety**

a. Safety impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. Mitigation measures S-1(b), and S-3(a) and (b) from the September 29, 2005, FEIR, along with implementation of the revised Safety Element Policies, would reduce safety impacts of the Meritage Senior Living Project to a level of insignificance.

C. Findings that certain project and cumulative impacts are found to be less than significant and no mitigation measures are required.

1. Aesthetics, Community Design and Visual Resources

a. The Meritage Senior Living Project would introduce new development along a viewing corridor and alter public views in the Buellton area. Because existing General Plan policies and the Community Design Guidelines would provide sufficient mitigation at the program level, this is considered a Class III, less than significant impact.
b. The Meritage Senior Living Project would alter the visual character of the project site. Because existing General Plan policies and the Community Design Guidelines would provide sufficient mitigation at the program level, this is considered a Class III, less than significant impact.

2. Agricultural Resources

a. The Meritage Senior Living Project would convert portions of the site from grazing and farming land to non-agricultural uses. Based on the Land Evaluation and Site Assessment model, conversion of the project site is not considered significant, and the site is zoned for commercial uses with an AHOZ designation under the City's General Plan; therefore, conversion of the site would be a Class III, less than significant impact.

3. Air Quality

a. The Meritage Senior Living Project construction would generate temporary increases in localized air pollutant emissions. With implementation of standard dust and emissions control measures required by the SBCAPCD, impacts would be Class III, less than significant.
b. Sensitive receptors on the Meritage Senior Living Project site would be exposed to hazardous air pollutants from heavy vehicle traffic on U.S. Highway 101. However, the proposed senior care residential units closest to U.S. Highway 101 would not be exposed to air pollutants that exceed applicable health risk significance thresholds and impacts would be Class III, less than significant.
c. The Meritage Senior Living Project would be consistent with the SBCAPCD's 2010 Clean Air Plan and adopted regional, State, and federal air quality plans. This impact would be Class III, less than significant.

4. Biological Resources

a. Certain biological impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. Because existing and proposed General Plan policies would provide sufficient

mitigation at the program level, this is considered a Class III, less than significant impact.

5. **Cultural and Historic Resources**

a. Certain cultural and historic impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. Because existing and proposed General Plan policies, including those in the revised Open Space and Conservation Elements, would provide sufficient mitigation at the program level, this is considered a Class III, less than significant impact.

6. **Geologic Hazards**

a. Certain geologic hazard impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. Because existing and proposed General Plan policies would provide sufficient mitigation at the program level, this is considered a Class III, less than significant impact.

7. **Geology/Soils**

a. The Meritage Senior Living Project site is located in an area of high earthquake risk and is subject to moderate ground shaking, which has the potential to cause fill material to settle, destabilize slopes, and cause physical damage to structures, property, utilities, road access, and humans. Compliance with the Uniform Building Code, General Plan policies and California Building Code allows this to be considered a Class III, less than significant impact.

8. **Hydrology and Water Quality**

a. There is a potential for short-term water quality and drainage impacts with the Meritage Senior Living Project. Because National Pollutant Discharge Elimination System permit requirements, City Stormwater Management Plan Best Management Practices and the requirement for the retention basin would provide sufficient mitigation at the program level, this is considered a Class III, less than significant impact.

9. **Land Use/Policy Consistency**

a. The proposed Meritage Senior Living Project would be consistent with Land Use, Zoning Ordinance and the General Plan. This is considered a Class III, less than significant impact.

10. Noise

a. Certain noise impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. Because existing and proposed General Plan policies, including those in the Noise Element, would provide sufficient mitigation at the program level, this is considered a Class III, less than significant impact.

11. Public Services and Infrastructure

a. Fire protection and emergency medical service impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. With the payment of required development fees, this is considered a Class III, less than significant, impact.

b. Police protection impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. This is considered a Class III, less than significant, impact.

c. No students are generated by this project. Therefore, the impact is a Class III, less than significant, impact on existing schools.

d. Library impacts associated with the Meritage Senior Living Project are similar to those identified in the September 29, 2005, FEIR. The impacts are Class III, less than significant, impacts related to demand for libraries.

e. Solid waste impacts associated with the Meritage Senior Living Project would be similar to those identified in the September 29, 2005, FEIR. Existing landfills have adequate capacity to accommodate projected increases in solid waste generation. Therefore, the increase in waste generated by new development is considered a Class III, less than significant, impact.

f. Water supply impacts associated with the Meritage Senior Living Project would be similar to those identified in the September 29, 2005, FEIR. The projected water use can be accommodated by the water supply system and would result in a Class III, less than significant, impact.

g. Wastewater impacts associated with the Meritage Senior Living Project would be similar to those identified in the September 29, 2005, FEIR. However, build-out flows would still exceed the capacity of the City's wastewater treatment plant. In addition, the increase in wastewater would require improvements to the City's wastewater conveyance system. With payment of required development impact fees, however, the wastewater treatment facilities can be expanded to accommodate this growth and is therefore considered a Class III, less than significant, impact.

12. **Transportation and Circulation**

a. Certain traffic impacts associated with the Meritage Senior Living Project would be similar to those identified in the September 29, 2005, FEIR. With implementation of the policies and programs of the 2005 Circulation Element, this would be a Class III, less than significant, impact.

D. Alternatives

Alternatives were included in the September 29, 2005, FEIR. Four additional alternatives were developed as part of this Subsequent Environmental Impact Report. The alternatives evaluated in the June 2013, FSEIR include the CEQA-required New No Project/No Development Alternative (Alternative 1), AHOZ Development Alternative (Alternative 2), a Typical Commercial Project Alternative (Alternative 3), and a Reconfigured Project Alternative (Alternative 4). The following is a summary of these alternatives that were included in the June 2013, FSEIR.

Alternative 1 (New No Project/No Development)

The "no project" alternative is required by CEQA to be evaluated as an alternative to the project. This alternative assumes that no new development occurs on the Project site. Overall, impacts would be substantially less than for the proposed project. However, this alternative would not fulfill the basic objective of providing a new senior care facility.

Alternative 2 (AHOZ Development)

This alternative assumes that the site would be developed with residential units under the Affordable Housing Overlay Zone. This would result in a maximum of 330 residential units. This alternative would result in increased impacts for two of the eleven issue areas, including greenhouse gas emissions and recreational facilities. These issues relate to increased operational emissions and use of recreational facilities due to more long-term residents. Therefore, this alternative would not be considered environmentally superior to the proposed project.

Alternative 3 (Typical Commercial Project)

This alternative assumes that the site would be developed with a 290,000 square foot commercial retail project. This alternative would result in decreased impacts for one of the twelve issue areas. This issue relates to the proximity of residential uses to agricultural uses. It is decreased because there are no residential uses proposed. This alternative would result in increased impacts for three of the twelve issue areas, including transportation and circulation, air quality and noise. These issues relate to increased vehicle generation, increased operational criteria pollutant emissions, increased roadway noise and increased impacts to intersections as a result of increased commercial development. Therefore, this alternative would not be considered environmentally superior to the proposed project.

Alternative 4 (Reconfigured Project)

This alternative is similar to the Meritage Senior Living Project. It assumes the reconfiguration of the proposed development onto the southernmost parcels and the reconfiguration of the drainage basin and other off-site improvements onto the project site and within the City limits. This alternative would result in similar impacts. It would not have any increased impacts and would also not have any decreased impacts. Therefore, this alternative would not be considered environmentally superior to the proposed project.

RESOLUTION NO. 13-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BUELLTON, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT (12-CUP-01) AND TENTATIVE TRACT MAP (TTM 31056) FOR THE MERITAGE SENIOR LIVING PROJECT, WHICH INCLUDES A SKILLED NURSING FACILITY (24 ROOMS), A MEMORY BUILDING (40 UNITS), 91 ASSISTED LIVING UNITS, AND 92 INDEPENDENT LIVING UNITS ON 18.2 ACRES, LOCATED ON JONATA PARK ROAD (ASSESSOR PARCEL NUMBERS 099-400-064, 099-400-065 AND 099-400-069 (OFFSITE PORTION)) AND MAKING FINDINGS IN SUPPORT THEREOF

BE IT RESOLVED by the City Council of the City of Buellton as follows:

SECTION 1: An application has been filed by Norman Williams, Buellton Oaks, L.P., property owner, and Mark Edwards, agent ("Applicant"), for a Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056) to allow the development of a senior assisted and independent living project on property located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065 and 099-400-069 (Offsite Portion)). The senior project includes a Skilled Nursing Facility (24 Rooms), a Memory Building (40 Units), 91 Assisted Living Units, and 92 Independent Living Units on 18.2 Acres, Located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065 and 099-400-069 (offsite portion)) (the "Project").

SECTION 2: The proposed Project consists of two land use applications:

Conditional Use Permit (Case No. 12-CUP-01): Approval of a skilled nursing facility (24 rooms), memory building (40 units), assisted living units (91), independent living units (92 units), 242 parking spaces, landscaping and walking paths. Also includes a dining hall, commercial kitchen, pool and health center, social programming, health education, cultural programs, and concierge service. A reduction in a portion of the rear setback from ten feet to zero feet is also included as shown on the site plan. A drainage basin, a portion of a roadway, and 23 of the parking spaces are located outside the city limits and would require approval from the County of Santa Barbara.

Tentative Tract Map (TTM 31056): Approval of a Tentative Tract Map for the creation of 6 parcels on an 18.2 acre parcel. The proposed parcels are 2.8 acres (Lot 1 - Vacant), 2.8 acres (Lot 2 - Vacant), 2.1 acres (Lot 3 – Skilled Nursing Facility), 5.4 acres (Lot 4 – Memory Building, Assisted Living), 3.3 acres (Lot 5 – Independent Living, Community Center), and 1.9 acres (Lot 6 – Independent Living).

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

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

1. All public testimony, both written and oral, received in conjunction with that certain public hearing conducted by the Planning Commission on August 15, 2013 ("Planning Commission Public Hearing").

2. All oral, written and visual materials presented in conjunction with the Planning Commission Public Hearing.

3. All public testimony, both written and oral, received in conjunction with that certain public hearing conducted by the City Council on October 24, 2013 ("City Council Public Hearing").

4. All oral, written and visual materials presented in conjunction with the City Council Public Hearing.

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

   a. The Project file for 12-CUP-01 and TTM 31056 and the set of Project plans dated March 22, 2012.
   b. City Council staff report of October 24, 2013.
   c. The Final Subsequent Environmental Impact Report (SEIR) for the Project.
   d. Planning Commission Resolution Nos. 13-09 and 13-10.

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

1. A notice of Planning Commission public hearing was published in a newspaper on August 1, 2013 (the "PC Public Notice"), a minimum of ten (10) days in advance of the PC Public Hearing conducted on August 15, 2013.

2. The PC Public Notice was mailed to the Applicant, affected public agencies, persons owning property within 300 feet of the Project site and others known to be interested in the matter on August 1, 2013, a minimum of ten (10) days in advance of the PC Public Hearing.

3. The PC Public Notice was posted in three public locations on August 1, 2013, a minimum of ten (10) days in advance of the Public Hearing.

4. A notice of City Council Public Hearing was published in a newspaper of general circulation on October 10, 2013 (the "CC Public Notice"), a minimum of 10 days in advance of the Public Hearing conducted on October 24, 2013.

5. The CC Public Notice was mailed to the Applicant, affected public agencies, persons owning property within 300 feet of the Project site and others known to be interested in the matter on October 11, 2013, a minimum of 10 days in advance of the Public Hearing.

6. The CC Public Notice was posted in three public locations on October 11, 2013, a minimum of 10 days in advance of the Public Hearing.

C. **Environmental Clearance.**

A Subsequent Environmental Impact Report (SEIR) was prepared in accordance with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code sections 21000 et seq., the State CEQA Guidelines, 14 California Code of Regulations sections 15000 et seq., and the CEQA Guidelines of the City of Buellton.

By separate Resolution (No. 13-15), the City Council has adopted the Statement of Facts and Findings and the Reporting/Mitigation Monitoring Program for the Project and certified as complete, the Final SEIR prepared for the Project. Mitigation measures from the Final SEIR have been made conditions of approval.

The Final SEIR and all such related environmental documents are located in and in the custody of the City of Buellton Planning Department and are available on the City's website.

D. **Use Determination.** The City Council hereby determines, as recommended by the Planning Commission, that the Project meets the definition of "Medical Services – Hospitals and Extended Care" use, and therefore would be permissible in the General Commercial (CR) zone. As described in Section 19.12.020 of the Buellton Municipal Code, this land use is defined as follows:

- "Medical services — hospitals and extended care (land use)" means hospitals and similar establishments primarily engaged in providing diagnostic services, extensive medical treatment including surgical and other hospital services; such establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care. May include accessory retail pharmacies, and emergency heliports. Also includes residential establishments providing nursing and health related care as a principal use with in-patient beds, such as: skilled nursing facilities (facilities allowing care for physically or mentally disabled persons, where care is less than that provided by an acute care facility); extended care facilities; convalescent and rest homes; board and care homes. Long-term personal care facilities that do not emphasize medical treatment are classified in "residential care."

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

1. **Conditional Use Permit (12-CUP-01).**

a. **Findings:**

i. That the site for the project is adequate in size, shape, location, and physical characteristics to accommodate the type of use and level of development proposed because the size of the site and its location are appropriate for this type of use. The Zoning Ordinance does not have requirements for lot size or site coverage. However, the site is adequate for the development and is accessible by a public street.

ii. That significant environmental impacts are mitigated to the maximum extent feasible. No adverse impacts have been identified with this Project and mitigation measures from the Final SEIR and prior environmental documents have been made conditions of approval and would mitigate any impacts to a level of insignificance.

iii. That streets and highways are adequate and properly designed per the requirements of the City's Public Works Director with conditions imposed herein. Traffic and circulation impacts are negligible with this type of low impact use.

iv. That there are adequate public services, including but not limited to fire protection, water supply, sewage disposal, and police protection to serve the Project. The Public Works Department is able to provide water and sewerage service to the project. The Fire Department has approved the plans and provided conditions of approval. The Sheriff's Department has no concerns with the Project.

v. That the Project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will be compatible with the surrounding area. The Project site is zoned for general commercial- land uses and the City Council has determined that this Project meets the definition of a Medical Services-Hospitals and Extended Care use. The project conforms to the requirements of the Zoning Ordinance as to site design and

layout and would not conflict with the surrounding area and land uses pursuant to the conditions of approval imposed on the project.

vi. That the Project is in conformance with the applicable provisions of Title 19 of the Municipal Code and the General Plan. With imposition of the conditions of approval, the Project complies with the General Plan and the Zoning Ordinance.

vii. That the project will not conflict with any easements required for public access through, or public use of a portion of the property.

viii. That the proposed development is in conformance with the Community Design Guidelines. The architectural style is Agrarian.

2. **Rear Yard Setback Reduction.**

a. **Findings:**

i. The reduced setback(s) will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding areas. The reduction of a portion of the rear setback would not be incompatible with the neighborhood because there is no development to the rear of the property and the property is zoned for agricultural uses.

ii. The reduced setback(s) conform with other applicable provisions of this title and with the general plan.

iii. The reduced setback(s) will not conflict with any easements required for public access through, or the public use of, a portion of the property. There are no easements in the area where the rear setback is reduced.

3. **Tentative Tract Map (TTM 31056).**

a. **Findings:**

i. The proposed subdivision, including its design and improvements, is consistent with Buellton's General Plan pursuant to the Public Works Director with the conditions of approval herein.

ii. The site is physically suitable for the type of development proposed as the site is planned and zoned for commercial development and the City Council has determined that the project falls into the commercial category.

iii. The site is physically suitable for the proposed density of development as the commercial development meets the standards of the Zoning Ordinance.

iv. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or injure fish or wildlife or their habitat as none exist on the property based on the findings in the Final SEIR and the mitigation measures imposed herein.

v. The design of the subdivision or the proposed improvements will not likely cause serious public health problems as no public health issues have been identified on the property.

vi. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large for access through or use of, property within the proposed subdivision; or that substantially equivalent alternate easements are provided. No public easements exist.

vii. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board.

viii. Proposed street names are consistent with the types of names used elsewhere in the community and, where applicable, are logical extensions of those existing in the area of the subdivision. There are no new street names.

ix. The proposed subdivision is consistent with all applicable provisions of this title, and the Buellton zoning ordinance, including but not limited to minimum lot area requirements, any other applicable provisions of this code, and the Subdivision Map Act.

SECTION 4: Based on the findings set forth in Section 3 and subject to the attached conditions of approval, the City Council hereby approves the Conditional Use Permit (12-CUP-01), Tentative Tract Map (TTM 31056) and the reduction in a portion of the rear setback as shown on the site plan dated March 22, 2012.

PASSED, APPROVED, AND ADOPTED this 24th day of October 2013.

Judith Dale
Mayor

ATTEST:

Linda Reid
City Clerk

I, Linda Reid, City Clerk of the City of Buellton, do hereby certify that the foregoing Resolution No. 13-16 was duly adopted by the City Council of the City of Buellton at the regular meeting held on the 24th day of October 2013 by the following vote of the Council:

AYES:	4	Council Members Andrisek, Elovitz, Sierra, and Vice Mayor Connolly
NOES:	1	Mayor Dale
ABSENT:	0	
ABSTAIN:	0	

Linda Reid
City Clerk

CONDITIONS OF APPROVAL
MERITAGE SENIOR LIVING PROJECT

CONDITIONAL USE PERMIT (12-CUP-01)
TENTATIVE TRACT MAP (TTM 31056)

A. GENERAL PROVISIONS

1. **Project Description.** The approval granted herein is based upon and limited to compliance with the Project Description contained in the application received January 5, 2012, and conditions of approval set forth below. The Project Description is as follows: A request by Norman Williams, Buellton Oaks, L.P., property owner, and Mark Edwards, agent (the "Applicant") for a Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056) to develop the Meritage Senior Living Project which consists of a 24-bed skilled nursing facility, a 40-unit memory building, 91 assisted living units, 92 independent living units, parking, landscaping, and an offsite drainage basin. Also proposed are a dining hall, commercial kitchen, pool and health center, social programming, health education, cultural programs, and concierge service (the "Project"). The Project is located on Jonata Park Road (Assessor Parcel Numbers 099-400-064, 099-400-065 and 099-400-069 (Offsite Portion)) (the "Property"). The project plans that are included in this approval include the site plan, floor plans, elevation plans, preliminary grading/drainage/utility plan, preliminary landscape plan, and tentative tract map dated March 22, 2012. Any deviations from the Project Description, exhibits or conditions must be reviewed and approved by the City for conformity with this approval. Deviations may require formal modification of the approval and/or further environmental review. Deviations without the above-described authorization will constitute a violation of this approval. The following are the approvals:

   - **Conditional Use Permit (Case No. 12-CUP-01):** A Conditional Use Permit (12-CUP-01) for the development of a skilled nursing facility (24 rooms), memory building (40 units), assisted living units (91), independent living units (92 units), 242 parking spaces, landscaping and walking paths. Also includes a dining hall, commercial kitchen, pool and health center, social programming, health education, cultural programs, and concierge service. A drainage basin, a portion of a roadway, and 23 of the parking spaces are located outside the city limits and would require approval from the County of Santa Barbara.

   - **Tentative Tract Map (TTM 31056):** A Tentative Tract Map (TTM 31056) for the creation of 6 parcels on an 18.2 acre parcel. The proposed parcels are 2.8 acres (Lot 1 - Vacant), 2.8 acres (Lot 2 - Vacant), 2.1 acres (Lot 3 – Skilled Nursing Facility), 5.4 acres (Lot 4 – Memory Building, Assisted

Living), 3.3 acres (Lot 5 – Independent Living, Community Center), and 1.9 acres (Lot 6 – Independent Living)

2. **Terminology.** Except where otherwise noted, the terms appearing throughout the conditions of approval set forth herein shall have the meanings as defined below. Capitalization is used to identify defined terms and shall have the meanings as set forth below unless the context in which they are used clearly requires otherwise.

a. **"Applicant"** means Norman Williams, Buellton Oaks L.P., property owner, and Mark Edwards, agent, and includes all agents, subdividers, developers, contractors, workers and personnel employed on the Project.

b. **"Building Department"** means the Building and Safety Division of the County (and all successors and assigns thereof), on behalf and under contract to the City to perform building plan check and inspection services.

c. **"City"** means the City of Buellton and includes the City Manager, City Engineer, Planning Director and all other duly appointed officials having responsibility for land use matters, as well as their respective assignees (e.g., Department staff members). Unless otherwise indicated, the Planning Department shall be the primary point of contact for the City.

d. **"County"** means the County of Santa Barbara.

e. **"Final Building Inspection Clearance"** means acknowledgement by the Building and Safety Division of the County that construction of the Project has been completed in full compliance with plans and specifications approved by the Building and Safety Division of the County. Such acknowledgement is typically evidenced by signature of appropriate Building and Safety Division staff on the building permit inspection form.

f. **"Fire Department"** means the Fire Department of the County (and all successors and assigns thereof), furnishing fire prevention and protection services to the City by operation of a special district.

g. **"Entitlement"** means the type of land use permit required by the Buellton Municipal Code in connection with the Project for which approval is granted herein.

h. **"Project"** means and includes all of the actions described in the Project Description above.

i. **"Project Inspection"** means a field inspection and documentation review performed by the Planning Director at the time of Final Building Inspection Clearance to verify that the Project has been completed in full compliance with the terms and conditions of approval. The Project Inspection shall be performed upon completion of construction and the Project must be fully compliant with all terms and conditions of approval prior to and as a condition precedent to obtaining Final Building Inspection Clearance.

j. **"Project Manager"** means person or personnel of the City assigned to oversee and administer the Permit including, but not limited to, compliance with the Mitigation Measures set forth herein.

k. **"Property"** means the land and improvements identified in the Project Description.

l. **"Property Owner"** means Norman Williams, Buellton Oaks, L.P., and includes all persons and entities possessing fee title (in full or in part) to the site of the Project.

m. **"Zoning Clearance"** means approval granted pursuant to 19.08.100 of the Buellton Municipal Code requisite to issuance of a building permit for authorized construction or land development activities.

3. **Additional Permits Required.** Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, enlarging, or rebuilding of any building, structure, or improvement, the Applicant shall: (i) obtain a Zoning Clearance (hereinafter defined below); and (ii) obtain all other permits and approvals that may be required by operation of the Buellton Municipal Code (e.g., grading permit, building permit, encroachment permit, etc.). Before any Zoning Clearance will be issued by the City, the Applicant must obtain written clearance from all departments having jurisdiction; such clearance shall indicate that the Applicant has satisfied all pre-construction conditions of approval. To the extent any condition or provision of the approval set forth herein is incompatible with or at variance with any other permit for the Project, the most restrictive condition and provision shall prevail.

4. **Interpretations and Exceptions.** The Planning Director is authorized to render decisions as to the applicability or interpretation of the conditions set forth herein, including minor changes, when the strict application of the conditions conflicts with the underlying purpose of the conditions or creates undue hardship or administrative burden. Any administrative change granted shall be subject to such conditions as will: (i) assure that the adjustment thereby authorized shall appropriately implement purposes and objectives of the original conditions; and (ii) not change or compromise the effectiveness of the original conditions. As an example, and for illustrative purposes only, the Planning Director may modify the implementation timing of specific conditions at the mutual convenience of the City and Applicant. Minor changes authorized pursuant to this condition shall not require separate processing of a formal amendment.

5. **Indemnity.** Applicant agrees, at its sole cost and expense, to defend, indemnify, and hold harmless the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul all, or any part, of the approval, decision or action of the City Council, Planning Commission, or other decision-making body, or staff action concerning the Project.

6. **Legal Challenge.** In the event that any condition imposing a fee, exaction, dedication or other mitigation measure is challenged by the Applicant in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided for by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action.

7. **Approval Limitations.** This approval is issued pursuant to the provisions of Title 19 of the Buellton Municipal Code and is subject to the foregoing conditions and limitations. Failure

to comply with said conditions of approval may subject the Applicant to remedies and penalties specified in the Buellton Municipal Code.

8. **Enforcement Costs.** In the event the City determines that it is necessary to take legal action to enforce any of the conditions of approval herein, and such legal action is taken, the Applicant shall be required to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the Applicant to waive said fees or any part thereof.

9. **Failure to Comply.** In the event that the Applicant fails to comply with any order of the City issued hereunder or any injunction of the Superior Court, it shall be liable in accordance with the provision of Section 1.32 of the Buellton Municipal Code.

10. **Access to Records and Facilities.** As to any condition that requires for its effective enforcement the inspection of records or facilities by City or its agents, the Applicant shall make such records available or provide access to such facilities upon reasonable notice from City

11. **Payment of Fees.** All applicable fees associated with development of the Project shall be paid by the Applicant at the time such fees become payable as provided by Buellton Municipal Code or otherwise stipulated in this approval (whichever date is sooner), and the amount payable shall be based on the fee schedules adopted by the City and then in effect at the time such fees become payable.

12. **Acceptance of Conditions.** The Applicant shall acknowledge and agree to all conditions of this approval within 60 days of the notice of final action, evidenced by the Applicant's signature on the space provided at the end of this document. The Applicant shall record this document on title to the subject Property prior to or concurrently with the filing of a Zoning Clearance. The Applicant, and all successors or assignees, are responsible for complying with all conditions of approval. Any zoning violations concerning the installation, operation, and/or abandonment of the Project are the responsibility of the Applicant, and all successors or assignees.

B. ENVIRONMENTAL MITIGATION MEASURES

Aesthetics

13. **AES-2 Exterior Building Materials.** New structures shall utilize non-reflective exterior materials to prevent glare, as feasible.

Air Quality

14. **AQ-3(a) Standard Dust Control Procedures.** During clearing, grading, earth moving, or excavation operation, excessive fugitive duct emissions shall be controlled by regular watering, paving construction roads, or other dust preventive measures such as using the following procedures:

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible.
- Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- Gravel pads must be installed at all access points to prevent tracking of mud on to public roads.
- If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.
- Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans.

15. **AQ-3(b) Application of Standard CBACT.** Best available control technology for construction equipment (CBACT) shall be applied to the piece of construction equipment estimated to cause the highest level of combustion emissions during any proposed construction, based on APCD standards. CBACT technology may include the following: fuel injection timing retard of 2 degrees; installation of high pressure injectors; coating of internal combustion surfaces (cylinder head, pistons, and valves); and/or use of reformulated diesel fuel.

16. **AQ-3(c) Standard Ozone Precursor Controls.** At all times, ozone precursor emissions shall be controlled not only through the routine maintenance of all construction equipment, but construction activities shall also be required to utilize new technologies to control ozone precursor emissions including:

- Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be utilized wherever feasible.
- The engine size of construction equipment shall be the minimum practical size.

- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction equipment shall be maintained in tune per the manufacturer's specifications.
- Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or precombustion chamber engines.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Agricultural Resources

17. **AG-2(a) Agricultural Buffer.** A 200-foot buffer between the senior center facilities and active agricultural uses on adjacent parcels shall be incorporated into the project site plans of the proposed project. The agricultural buffer shall be required to be incorporated into the applicable off-site agricultural parcel by easement.

18. **AG-2(b) Agricultural Buffer Monitoring.** As a component of monitoring AG-2(a), the project applicant shall provide photo documentation to City planning staff on an annual basis documenting adherence to the 200-foot buffer between the senior center facilities and active agricultural uses on the adjacent property.

Cultural and Historic Resources

19. **CR-2 Halt Work Order for Archaeological Resources.** If archaeological resources are exposed during construction of the proposed project, pursuant to the Land Use or Circulation Elements, all earth disturbing work within 100 feet 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.

Geology/Soils

20. **G-2 Reduction of Soil Stability Hazards.** Grading and construction of the proposed project shall incorporate all of the recommendations included in the Preliminary Geotechnical Investigation prepared by Pacific Material Laboratory, dated June 6, 2012. These recommendations are summarized below and include, but are not limited to, the following requirements designed to minimize impacts related to soil stability hazards.

    a. Grading
        - Soils found to be expansive will be excavated and wasted in landscape portions of the project.

- The footings of the proposed structures shall be supported completely by a uniform thickness of non-expansive soil. The structure shall not be supported over a cut/fill transition unless the foundation is engineered to account for the transition.
- Beneath the proposed structures and for a minimum distance of 5 feet beyond the exterior perimeters, the loose topsoil and compressible surface soils shall be removed and observed by a representative of Pacific Materials Laboratory.

b. Foundations
- All continuous exterior footing for one-story portions of the structure which rest upon compacted fill soils shall extend a minimum of 18 inches and all continuous interior one-story footing shall extend a minimum distance of 12 inches below compacted ground surface.
- All footings shall contain a minimum of two No. 4 horizontal rebar placed one in the base and one in the stem of the footing.

c. Resistance to Lateral Loads
- An allowable friction coefficient of 0.35 shall be used.
- The passive pressures of 350 pcf of footing shall be used.
- A triangular distribution shall be used.
- The frictional resistance and the passive pressure may be combined without reduction.
- The resistance may be increased by one-third for wind or seismic loading.

e. Retaining Walls
- The cantilevered retaining walls (site walls and garden walls) shall be designed assuming an active soil pressure equivalent to a fluid (E.F.P.) whose weight is 35 pcf for level backfill conditions and 52 pcd for backfill slopes, which are constructed at an angle of up to 27 degrees.
- Restrained and partially restrained retaining walls or cantilevered retaining walls which form a portion of the foundation system of the structure shall be designed assuming an at-rest soil pressure equivalent to a fluid (E.F.P.) whose weight is 60 pcf for level backfill conditions and 73 pcf for backfill slopes, which are constructed at an angle of up to 27 degrees.

f. Pavement
- Beneath the proposed parking areas, the top loose surface soils shall be removed, moistened or dried to at or near the optimum moisture content and compacted.
- R-values shall be performed once the subgrade elevations have been established. The parking lot shall be designed based on an estimated R-value of 35.
- Maintenance to reduce the potential for deterioration of paved areas shall include surface treatment approximately six months to one year after construction and approximately three years or less from the first treatment.

g. Adjacent Loads

- The effect of adjacent loads shall be calculated using the published Formulas for Stresses in Semi-infinite Elastic Foundations or the Boussinesq figures and equations.

h. Settlement
- The project shall achieve angular distortions of approximately 1/480.

The required provisions from the Preliminary Geotechnical Investigation shall be reflected on grading and foundation plans and reviewed by the City Engineer to very compliance as required.

21. **G-4(a) Grading and Erosion Control Plan.** A grading and erosion control plan that minimizes erosion, sedimentation and unstable slopes shall be prepared and implemented by the applicants for development projects, prior to issuance of Grading Permits. It must include one or more of the following erosion reduction methods, as determined by the City Engineer:

a. Methods such as retention basins, drainage diversion structures, spot grading, silt fencing/coordinated sediment trapping, straw bales, and sand bags shall be used to minimize erosion on slopes and siltation into Santa Ynez River, Zaca Creek and Thumbelina Creek during grading and construction activities.

b. Graded areas shall be revegetated within 4 weeks of grading activities with deep-rooted, native, drought-tolerant species to minimize slope failure and erosion potential. If determined necessary by the Planning Department, irrigation shall be provided. Geotextile binding fabrics shall be used if necessary to hold slope soils until vegetation is established.

c. After construction of tract improvements, exposed areas shall be stabilized to prevent wind and water erosion, using methods approved by the Planning Department and Air Pollution Control District. These methods may include importing of topsoil is to be imported and spread on the ground surface in areas having soils that can be transported by the wind, and/or the mixing of the highly erosive sand with finer-grained materials (silt or clay) in sufficient quantities to prevent its ability to be transported by wind. The topsoil or silt/clay mixture is to be used to stabilize the existing soil to prevent its ability to be transported by wind. As a minimum, six inches of topsoil or silt/clay/sand mixture is to be used to stabilize the wind-erodable soils.

d. Where necessary, site preparation shall include the removal of all or a portion of the expansive soils at the building sites and replacement with compacted fill.

e. Where necessary, construction on transitional lots shall include overexcavation to expose firm sub-grade, use of post tension slabs in future structures, or other geologically acceptable method.

f. Landscaped areas adjacent to structures shall be graded so that drainage is away from structures.

g. Irrigation shall be controlled so that overwatering does not occur. An irrigation schedule shall be reviewed and approved by Planning and Building prior to land use clearance for grading.

h. Grading on slopes steeper than 5:1 shall be designed to minimize surface water runoff.

i. Fills placed on slopes steeper than 5:1 shall be properly benched prior to placement of fill.

j. Brow ditches and/or berms shall be constructed and maintained above all cut and fill slopes, respectively.

k. Cut and fill benches shall be constructed at regular intervals.

l. Retaining walls shall be installed to stabilize slopes where there is a 10-foot or greater difference in elevation between buildable lots.

m. The applicant shall limit excavation and grading to the dry season of the year (typically April 15 to November 1, allowing for variations in weather) unless a Planning Department Building and Safety approved erosion control plan is in place and all measures therein are in effect.

The applicant shall post a bond with the County and hire a Planning Department-approved geologist or soils engineer prior to land use clearance for grading, and to ensure that erosion is controlled and mitigation measures are properly implemented.

Hazardous Materials

22. **S-1(b) Previously Unidentified Hazardous Materials.** In the event that hazardous waste and/or materials, including chemical odors or stained soils, are encountered during construction of future development sites, the following actions shall be taken by the applicant or authorized agent thereof: (1) all work in the vicinity of the suspected contaminant will be halted; (2) all persons shall be removed from the area; (3) the site shall be secured under the direction of the County Fire Department; and (4) the City of Buellton Hazardous Waste/Materials Coordinator shall be notified. Work shall not recommence until such time as the find is evaluated and appropriate measures are implemented as necessary to the satisfaction of the California Department of Toxic Substances Control.

23. **Asbestos Sampling and Supervision.** Prior to demolition of structures constructed prior to 1978, areas of the structures to be demolished shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants ("NESHAP"). If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos containing materials ("ACMs") shall be performed by a licensed asbestos abatement contractor under the supervision of a certified asbestos consultant and asbestos shall be removed and disposed of in compliance with applicable State laws. Regardless of whether asbestos is identified in any building, prior to demolition of existing structures the APCD shall be notified and an APCD Notification of Demolition and Renovation Checklist shall be submitted to both APCD and the Planning Director.

24. **Lead-Based Paint Management.** If during demolition of structures constructed prior to 1978 paint is separated from the building material (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified

hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control ("DTSC"), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements.

Drainage

25. **HWQ-3(b) Pervious Paving Material.** This project shall develop plans/practices for minimizing runoff rates and volumes of stormwater on-site to allow percolation to the underlying aquifer. Some methods that may be used to facilitate groundwater recharge and reduce surface water runoff may include, but are not limited to, the use of pervious paving material within parking lots and other paved areas to facilitate rainwater percolation.

26. **HWQ-4(a) Storm Water Quality Measures.** Best Management Practices (BMPs) shall be implemented to the project design in addition to construction activities. Water quality control devices shall be installed to intercept water flowing off of proposed parking lots and roadway surfaces for urban infill projects. Whenever feasible, the preferred approach to treating surface runoff will be the use of vegetated drainage swales. The chosen method for treating runoff will be a proven and documented pollution prevention technology that removes oil and sediment from stormwater runoff, and retains the contaminants for safe and easy removal. The chosen device shall possess design features to prevent resuspension of previously collected contaminants and materials, and contain a built-in diversion structure to divert intense runoff events and prevent scouring of the previously collected sediments. The filter devices shall be sized to capture all dry weather surface runoff and accommodate storm events as specified in the City's SWMP. The storm water quality system must be reviewed and approved by the City and Regional Water Quality Control Board (if applicable).

27. **HWQ-4(b) Stormwater BMP/LID Maintenance Plan.** All stormwater BMP/LID devices in new development shall be required to be cleaned and maintained in accordance with the manufacturer's maintenance specifications. The timing shall be at least twice per year: just prior to the onset of the rainy season (i.e., November 1st) and immediately after the end of the rainy season (i.e., May 1st). The maintenance plan must be submitted and approved by the City Engineer. Annual reporting documenting compliance shall be submitted to the City Engineer.

Greenhouse Gas (GHG) Emissions

28. **GHG Reduction Measures.** The project shall reduce operational greenhouse gas emissions through implementation of one or more of the following measures:
    a. Prior to permit issuance, the applicant shall develop a GHG Reduction Plan that would reduce annual greenhouse gas emissions from the project

by a minimum of 355 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 limited to, the following components:

- Alternative fuel vehicles
- Energy conservation policies
- Energy efficient equipment, appliances, heating and cooling
- Energy efficient lighting
- Green building and roofs
- Water conservation and recycling
- Renewable energy production
- Off-site vehicle trip reduction
- Carbon sequestration;

Or

b. If the greenhouse gas emissions cannot be reduced through compliance with a project GHG Reduction Plan, the project shall purchase carbon offsets to reduce GHG emissions below threshold levels. Purchased carbon offsets shall be approved by City staff prior to permit approval.

Noise

29. **N-1 Noise Reducing Building Construction Techniques.** Prior to issuance of the building permits, the property owner/project developer shall submit plans and specifications to the City Planning Department that include the following noise reduction measures:

a. All on-site residential structures facing U.S. Highway 101 shall include windows and exterior doors that have a minimum STC rating of 29 STC or higher. Exterior doors shall be solid core and be installed with weather stripping.

b. All on-site residential structures facing U.S. Highway 101 shall include exterior wall assemblies with a STC rating of 45 or higher. This can be accomplished using standard wall assemblies using 2 by 4 inch studs, batt insulation in the wall cavities, and a double-layer of half-inch drywall on each side, or using staggered 2 by 4 inch studs with 2 by 6 inch top and bottom plates and a single layer of half inch drywall on each side. Other methods of achieving STC 45 in exterior wall assemblies can be found at:

http:/inspectapedia.com/bestpractices/sound_control3.htm

http://www.stcratings.com/assemblies.html

http://www.sae.edu/reference_material/pages/STC%20Chart.htm

c. All onsite residential structures facing U.S. Highway 101 shall be provided with forced-air mechanical ventilation, as required by the Uniform Building Code, to adequately ventilate the interior space of the units when windows are closed to control noise.

30. **N-1(a) Notification of Temporary Construction Noise.** The applicant shall provide all residential property owners within 2,800 feet of proposed construction on the project site with a construction activity schedule and construction routes at least one week in advance of construction activities. Any alterations or additions shall require one week advanced notification.

31. **N-1(b). Construction Noise Attenuation Techniques.** Stationary construction equipment shall be shielded to the satisfaction of the Buellton Planning Department. For all construction activity on the project site, noise attenuation techniques shall be employed as needed to ensure that noise at nearby sensitive receptors remains within levels allowed by city noise standards. At a minimum, such techniques shall include:

a. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

b. Whenever feasible, electrical power shall be used to run air compressors and similar power tools.

c. Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters if within 300 feet of any sensitive receptor.

C. PLANNING CONDITIONS

32. **Conditional Use Permit/Tentative Tract Map.** Approval of the Conditional Use Permit (Case No. 12-CUP-01) and the Tentative Tract Map (Case No. TTM 31056) (the "Permit") is granted to the Applicant for the Property as identified in the Project Description. Except or unless indicated otherwise herein, all driveways, parking areas, and other facilities or features shall be located and maintained substantially as shown on the exhibits accompanying the application for the Project.

33. **Development Time Frame.** Building construction must be started not later than five years after approval of the Conditional Use Permit, or if a Permit is issued within the five year period, construction must be diligently pursued thereafter, or this approval will be revoked pursuant to the Buellton Municipal Code. However, if the approved plans and adjacent areas are unchanged, the Planning Director may grant one additional 12-month extension of time for construction of the Project. Start of construction is defined as:

a. All zoning and related approvals are effective; and

b. All required building and grading permits have been issued; and

c. The "foundation inspection" and "concrete slab or under floor inspection" as defined in the California Building Code have been made and received approval from the Building Department, i.e., all trenches must be excavated, forms erected, and all materials for the foundation delivered on the job and all in-slab or under floor building service equipment, conduit, piping accessories and other ancillary equipment items must be in place. Nothing in this definition shall be construed to alter the applicable legal standards for determining when vested property rights have arisen.

34. **Zoning Clearance.** As a condition precedent to obtaining building permits, and prior to improving any portion of the Property or commencing any work pertaining to the Project approved herein, the Applicant shall obtain Zoning Clearance from the Planning Director. Zoning Clearance shall only be granted upon satisfying all conditions precedent to construction as stated in these conditions of approval. Final architectural elevations shall be reviewed by the Planning Commission as part of the zoning clearance process.

35. **Performance Standards.** The design, operation, and use of the Project and Property shall comply with all outdoor storage, trash collection design, performance standards, landscaping requirements, and lighting provisions of the Buellton Municipal Code. All exterior lighting shall be located and designed so as to avoid creating substantial off-site glare, light spillover onto adjacent properties, or upward illumination into the sky. In addition, the Property shall be maintained in strict compliance with the following additional standards:

a. Use Limitations. No building or other improvement upon the Property shall be constructed, maintained, or used for any purpose other than that which is allowed by the Buellton Municipal Code or otherwise stipulated in the conditions of approval herein. Furthermore, the Property shall be maintained in strict compliance with the following additional standards:

(1) Unobstructed Access. All driveways and areas designated for off-street parking shall remain accessible at all times. Except as allowed by revocable license approved by the City, parking shall not be allowed on driveways at any time.

(2) Vehicle Repair. No disassembly, repair or any other work shall be performed on any vehicle, machine, motor, appliance or other similar device shall be allowed on any portion of the Property except or unless such work and device is wholly removed from public view.

(3) Exterior Storage. No storage of any goods, materials or equipment shall be permitted on the Property except within the confines of fully enclosed buildings or as approved in the Final Development Plan.

b. Prohibited Activities. No person owning, leasing, occupying or having charge or possession of the Property, or any portion thereof, shall maintain or use the premises in such a manner that any of the following conditions are found to exist:

(1) Fire and Explosion Hazards. Storage and transportation of flammable or explosive materials, as defined by the County of Santa Barbara Fire Department, which are provided without adequate safety devices against the hazard of fire and explosion and adequate firefighting and fire-suppression equipment and devices, standard in the industry.

(2) Fissionable, Radioactivity or Electrical Disturbance. Storage or use of fissionable or radioactive material, if their use or storage results at any time in the release or emission of any fissionable or radioactive material into the atmosphere, the ground, or sewage systems, or any activities which emit electrical disturbances, affecting the operation at any point of any equipment other than that of the creator of such disturbance.

(3) Glare, Humidity, Heat and Cold. Direct or sky-reflected glare, whether from floodlights or from high temperature processes, or humidity, heat or cold that is produced and is perceptible without instruments by the average person at the Property line.

(4) Liquid and Solid Wastes. Discharge at any point into any public sewer, private sewage disposal system, or stream, or into the ground, of any material of such nature or temperature as can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the emission of dangerous or offensive elements, except in accordance with standards approved by the California Department of Public Health or such other governmental agency as shall have jurisdiction over such activities.

(5) Odors. Emissions of odorous gases or other odorous matter that is produced in nuisance quantities at the Property line.

(6) Particulate Matter and Air Contaminants. Emissions, including but not limited to, fly ash, dust, fumes, vapors, gases, and other forms of air contaminants which are produced from any facility or activity which are readily detectable without instrument by the average person at the Property line which can cause any damage to health, animals, vegetation or other forms of property, or which can cause excessive soiling at any point.

(7) Vibration. Ground vibration that is produced and is discernible without instruments to the average person at the Property line. Ground vibration caused by motor vehicles, trains, aircraft, and temporary construction or demolition work is exempted from this standard.

(8) Prohibition of Dangerous Elements. Land or buildings which are used or occupied in any manner so as to create any dangerous, noxious, injurious or otherwise objectionable fire, explosive or other hazard; noise or vibration; glare; liquid or solid refuse or waste; or other dangerous or objectionable substance, condition, or element in such a manner or such an amount as to adversely affect other uses.

(9) Noise. Unless otherwise provided for, no person shall operate or cause to be operated any source of sound at or on the Property, or allow the creation of any noise on the Property owned, leased, occupied or otherwise controlled by such person which causes the noise level when measured on any receiving property to exceed the noise level limits set forth by the Buellton Municipal Code as adopted and amended.

36. **Fire Department.** The Project is located within the jurisdiction of the County Fire Department and shall comply with all applicable standards of that agency.

37. **Building Codes.** All building construction shall be designed and performed in accordance with the currently adopted California Building Code, and all other appropriate sections of the Buellton Municipal Code, State of California energy conservation standards and Title 24 handicap accessibility standards. All necessary plans and documentation shall be submitted at time of plan check including, but not limited to, complete architectural plans and appropriate engineering calculations prepared by a California Licensed Architect or Engineer.

38. **Grading and Drainage.** All building construction, grading and drainage shall be designed and performed in accordance with the currently adopted Excavation and Grading Code and all other appropriate sections of the Buellton Municipal Code and Santa Barbara Flood Control Design Standards dealing with grading, drainage and public improvements. Prior to construction, necessary plans and documentation shall be submitted for review and approval by the City Engineer including, but not limited to, complete civil engineering drawings, public improvement plans, utility specifications and appropriate engineering calculations prepared by a California Registered Civil Engineer.

39. **Final Occupancy Clearance.** No Final Building Inspection Clearance or release of occupancy will be granted for any building on the Property until all construction in the Phase is completed and all improvements and landscaping associated with the Phase are installed in accordance with the plans approved and the conditions specified herein. Exceptions to this requirement may be granted subject to: (i) approval of the City Engineer and Planning Director; (ii) assurance that unfinished items will be completed within a reasonable period of time (including, but not limited to, the posting of appropriate performance security to assure such completion); (iii) essential infrastructure necessary to serve the entire Project is fully installed; and (iv) public safety and convenience is appropriately protected. This condition only applies to the buildings, not to the public improvements associated with the tentative tract map.

40. **Property Maintenance.** The Project and Property, including the landscaping, shall be maintained in a continuous state of good condition and repair, in full compliance with all approved plans, specifications and conditions of approval. Corrective improvements shall be undertaken as necessary to continuously conform with and implement conditions of Project approval including, as applicable, repair, repainting and/or replacement of Project components as needed. Where a Project is found to be non-compliant, the Applicant shall adhere to City recommendations to bring the Project into compliance.

41. **Community Design Guidelines/Architecture/Amenities.** The Project shall be in conformance with the Community Design Guidelines. The design details and color of the Agrarian style architecture shown on the project plans shall be installed and maintained. Amenities, such as food service, laundry service, housekeeping, and panic buttons, shall be offered to the residents of the independent living units.

42. **Landscape Surety.** Prior to issuance of a building permit, a surety for installation of the landscaping and irrigation, and for maintenance for one year, shall be posted in a form acceptable to the City. The surety estimate shall be submitted as part of the building permit submittal.

43. **Landscape Installation.** Prior to obtaining Final Building Inspection Clearance, all landscaping and irrigation shall be completed and fully installed in accordance with the approved landscape plan submitted as part of the building plans. A letter from the landscape architect shall be submitted verifying compliance with the plans. The landscape and irrigation surety, less the one year maintenance portion, can be released at this time.

44. **Landscape Maintenance.** Following installation, all landscaping shall be continuously maintained thereafter for a period of not less than one year or until such time that all plant material has been completely established. The Planning Director shall inspect or cause to be inspected all landscaped areas after the one year maintenance period. If the landscaping is healthy and established, the one year maintenance portion of the surety may be released.

45. **Landscape Maintenance Agreement.** The Applicant shall acknowledge and sign the City's Landscape and Maintenance Agreement prior to issuance of the building permit. The Applicant, and all successors or assignees, are responsible for complying with all conditions of the Agreement. Any violations of the Landscape and Maintenance Agreement may result in Code Enforcement action.

46. **Lighting.** All new exterior lighting fixtures shall comply with the design requirements of the Community Design Guidelines and shall protect dark skies. All lighting shall be LED or Inductive technology or other energy efficient type of lighting.

47. **Parking.** A total of no more than 233 parking spaces are required onsite. If the project is phased, the first phase shall be per the City's standard, with parking for subsequent phases adjusted using actual parking data submitted by the applicant. The Planning Commission will review the parking data and approve any adjustments. Assisted Living employee parking shall be part of the required 1:1 parking ratio.

48. **CC&Rs.** Any CC&Rs developed for the project shall be reviewed by the City to ensure that there are no conflicts with the City's Municipal Code.

49. **Reciprocal Access, Drainage, and Parking.** A reciprocal parking, drainage, and access easement shall be recorded as part of, or concurrently with by separate document, the tract map.

50. **Bus Stop.** The project layout and design should incorporate a bus stop with turn-around route along Jonata Park Road for possible future service. The bus stop should be designed with a shelter and bench. The turn-around route should be designed to allow for a bus to safely turn around without having to make a u-turn.

51. **Signage.** The monument sign shown on the site plan is approved. A Zoning Clearance from the Planning Department is required for any other signage.

52. **County Permits.** All site work located outside of the City Limits shall require the appropriate permits from the County of Santa Barbara. The County building permit and City grading permit cannot be issued until such time as proof is provided that the off-site County permits have been issued. If the County does not issue the off-site permits, the revised project with all facilities located within the City Limits will have to be reviewed by the Planning Commission.

53. **Project Phasing.** Each of the Parcels will obtain separate building permits and will be constructed at their own rate of development.

54. **Agreement for Off-Site Improvements.** Prior to issuance of any certificate of occupancy, an Agreement shall be recorded for both properties that acknowledge that the drainage basin, access, and parking are required for this Project and cannot be removed.

55. **Walking Paths.** All walking paths shall be made of concrete. The walking path along the frontage of Jonata Park Road shall have connections to the sidewalk to the north and south of the site. The walking path to the east of the fire lane shall have a connection to the walking path along the fire lane.

56. **Windows.** The windows shall be recessed.

57. **Bike Racks.** Bike racks shall be added to the design.

D. ENGINEERING/CONDITIONAL USE PERMIT CONDITIONS

PRIOR TO GRADING PERMIT ISSUANCE:

58. **Grading and Utilities Improvement Plans.** Applicant shall cause to be prepared by a Civil Engineer, registered in the State of California, grading and utilities improvement plans, including, but not limited to, street, water, sewer, and storm drain improvements. An engineering cost estimate shall be submitted with the grading and improvement plans along with any calculations, signed/stamped certifications and plan check processing fees.

59. **Plan Requirements.** Plans for the improvements shall be drawn by a California Registered Civil Engineer. Drawings shall be prepared on 24-inch by 36-inch mylar (4 mil) showing all proposed improvements including, but not limited to, curbs, gutters, sidewalks, paving, driveway cuts, storm drains, street lights, utilities, and street trees.

60. **Soils Report.** At the time that Improvement Plans and/or Grading and Drainage Plans are submitted for review and approval by the City Engineer, two copies of a Soils Report, prepared by a California Registered Geologist or Soils Engineer, shall be submitted. The Report shall address soils engineering and compaction requirements, R-values, and other soils and geology related issues (including liquefaction) and shall contain recommendations as to foundation design, and paving sections, where applicable for the project.

61. **Erosion Control Plans.** Erosion Control Plans shall be completed and submitted to the City Engineer for review and approval. Appropriate BMP measures shall be undertaken at *all* times. This shall be in compliance with the Regional Water Quality Control Board requirements. NOI shall be filed. A SWPPP shall be developed for the project site by a certified QSD, draft copy shall be submitted for review prior to issuance of the grading permit. SWPPP shall be on-site at all times. Implementation shall be performed by a QSP.

62. **Hydrology Report.** At the time that Improvement and/or Grading and Drainage Plans are submitted for review and approval by the City Engineer, a complete hydrology/hydraulic report shall be submitted by the applicant's engineer determining the adequacy of the proposed drainage system and the adequacy of the existing downstream system. A rain fall frequency of twenty-five (25) years shall be used for sizing piping and inlet structures. If no overland escape is available, 100-year flows shall be used as the basis of design. Santa Barbara County Engineering Design Standards shall be used. Off-site drainage flows shall be address for flows anticipated from the upper watershed, as well as discharge from the project site. In addition, the report shall discuss the required stormwater management plan requirements and the LID proposed for compliance. CASQA Manuals and Guidelines shall be used for references.

63. **Drainage Plan.** The drainage plan shall identify potential pollutants of concern and demonstrates that post-construction BMPs projects will reduce to the Maximum Extent Practicable the projects potential to add pollutants to storm water or to affect the flow rate or velocity of stormwater runoff after construction is completed. It shall also demonstrate that the post-construction BMPs incorporated into the project will prevent it from significantly degrading receiving water quality, or, causing or contributing to an exceedance of receiving water quality objectives.

64. **State of California Regional Water Quality Control Board Requirements.** Development shall be undertaken in accordance with conditions and requirements of the State of California Regional Water Quality Control Board (RWQCB). Project Grading and Storm Drain Improvement Plans shall identify and incorporate Best Management Practices (BMPs) appropriate to the uses conducted on-site and during construction to effectively mitigate storm water pollution during construction as well as post-construction. Notice of Intent (NOI) must be filed electronically and applicant shall obtain their NPDES permit with the RWQCB and comply with all required reporting and monitoring requirements of the permit.

Stormwater management plan shall be submitted and low impact development (LID) incorporated in the improvement plans. Pre and post development hydrology shall be

consistent, considering flow volume and discharge. Design measures that minimize storm water run-off shall be incorporated. When possible, grading and drainage shall be designed so that the Effective Impervious Area is minimized. Examples include curb openings integration to enable run-off direction towards landscaped areas and impervious surfaces for infiltration. The plan shall provide information that proves the adequacy of BMPs selected, BMP location proposed, and sizing/configuration of BMPs. The report shall provide the detailed volume and velocity calculations so that the final improvements shall mimic the drainage patterns and discharge rate of the pre-development conditions.

The applicant shall submit a detailed plan that includes a combination of source control and structural treatment BMPs that at a minimum will:

- Control the post-development peak storm water runoff discharge rates and velocities to maintain or reduce pre-development downstream erosion;
- Conserve natural areas; Minimize pollutants of concern from urban runoff through implementation of source control BMPs;
- Remove pollutants of concern from urban runoff through implementation of site design, source control, and structural treatment BMPs implemented close to pollutant sources and prior to discharging into receiving waters;
- Minimize directly connected impervious areas;
- Protect slopes and channels from eroding;
- Include storm drain stenciling and signage;
- Include properly designed outdoor material and trash storage areas;
- Ensure that post-development runoff does not contain pollutant loads that have not been reduced to the maximum extent practicable.

65. **Maintenance/Water Quality Control Plan.** A maintenance/water quality control plan shall be submitted and include an owner's statement that maintenance of facilities will occur regularly (at least twice annually) and will be ongoing. The plan shall include an annual maintenance report which must be signed/certified by the QSD/QSP, property owner and contractor and submitted to the Public Works Department, for City review and approval. The mechanism must ensure ongoing long-term maintenance of these BMPs, all to the satisfaction of the City Engineer.

66. **Improvement Plans.** Applicant shall submit improvement plans for concurrent review with the Santa Barbara County Fire Department and shall provide documentation of submittal along with grading and utility improvement plans to the City Engineer. A copy of the Fire Department approval shall be submitted prior to issuance of grading permit.

67. **Right-of-Way Improvements.** Driveway, sidewalk and any other improvements made within the public right-of-way shall be shown on a separate sheet. These improvements shall utilize City of Buellton standard details and provide for ADA access.

68. **Mylars.** Upon approval of the final plans, the applicant shall furnish original stamped mylars to the City Engineer for signature and reproduction for permitting purposes. A final Engineer's estimate shall be prepared (updated from the original submittal and shall utilize prevailing wage rates) and permit/inspection fees paid.

69. **Faithful Performance and Labor/Material Bond.** A faithful performance and labor/material bond for the grading and utilities (each to be equal to 100% of the final City Engineer's estimate of costs, which shall include a 20% contingency), or equivalent form of guarantee, shall be posted by the applicant. The bonds shall remain in effect until the completion of the project and a certificate of occupancy has been issued, at which time, 10% of the bond shall be retained for a warranty period of 1 year after the City has approved a Notice of Completion and after receipt/approval of the As-built Record Drawings and all fees paid.

70. **Grading.** A geotechnical engineer or geologist licensed in the State of California shall provide guidance during grading operations and shall certify constructed pads and ensure all mitigation measures are properly implemented. Certifications and final reports shall be submitted to the City Engineer for approval.

71. **Off-Site Retention Basin.** Grading Permit for the off-site retention basin must be obtained from the County of Santa Barbara prior to issuance of the City's Grading Permit. Should the location of the retention basin change, plans and description should be submitted for planning review and approval prior to issuance of grading permits. Hydrology/Hydraulic study and stormwater management plan shall be modified accordingly.

72. **Caltrans Approval.** Sign-off by Caltrans must be obtained prior to issuance of the City's Grading permit to address their drainage issue concerns as noted in their February 4, 2013 letter.

73. **Other Permits.** The applicant shall acquire additional permits as applicable from other agencies (Caltrans, Fish & Game, etc.).

PRIOR TO BUILDING PERMIT ISSUANCE:

74. **Grading Permit.** The applicant shall obtain a grading permit from the City Engineer prior to obtaining a building permit.

75. **Rough Grading Certification.** Rough grading certification by the geotechnical engineer shall be approved by the City Engineer prior to obtaining a building permit.

76. **Industrial Waste Discharge Permit.** The applicant shall obtain an industrial waste discharge permit, as applicable, from the City Public Works Department prior to obtaining a building permit.

77. **Final Map.** A Final Map shall be submitted by the applicant to the City Engineer for review and approval. All conditions pertaining to the final map shall apply.

PRIOR TO OCCUPANCY CLEARANCE:

78. **Improvement Plans.** The applicant shall complete all required improvements to the satisfaction of the City Engineer. The applicant shall furnish the mylar or a reproducible copy of the improvement plans to the City Engineer, modified to reflect field changes made during construction and stamped "As-Built Record Drawings."

79. **Water and Sewer Fees.** The applicant shall pay water and sewer utilities fees from the Public Works Department prior to occupancy. In addition, all pretreatment and FOG compliance requirements must be in place prior to payment of water/sewer fees and occupancy. In the event that the water use or sewer discharge amount increases beyond original estimates used to pay these fees, the applicant shall be required to pay the additional fees.

80. **Tract Map.** Tract Map must be approved prior to occupancy.

81. **Easements.** Any required utility easements shall be offered for dedication as part of the Tract Map and shall be supplemented with a separate Grant of Easement document for recordation.

82. **Maps and Easements.** All maps and easements shall be recorded prior to issuance of Certificate of Occupancy.

83. **Map Conditions.** All map conditions shall apply.

GENERAL CONDITIONS:

84. **Public Improvements.** Unless superseded by Caltrans all public improvements shall be designed and constructed in conformance with The City of Buellton Standards, and when applicable, the Santa Barbara County Standards.

85. **Utility Easements.** Existing and proposed easements for all utilities shall be located and described on the engineering plans.

86. **Transit Vehicle Accommodations.** Driveway, entrances and drop-off/pick-up stops on-site shall accommodate transit vehicles.

87. **Landscape Plans.** The applicant shall submit, for review and approval, landscaping plans with characteristics that maximize infiltration, provide retention, reduce irrigation and storm runoff, use efficient irrigation, and minimize the use of fertilizers, herbicides and pesticides; all to the satisfaction of the Planning Director.

88. **New Utility Services.** All new utility services and existing telephone lines shall be placed underground and completed prior to any paving required for the project. No new utility poles shall be installed. All utility plans shall be coordinated with the respective utility companies and shall be submitted for review and approval by the City Engineer. All undergrounding shall be completed prior to any paving required for the project.

89. **Public Improvements along Development Frontage.** Public improvements, including road and shoulders (with adequate width to accommodate future bicycle lanes), curb/gutter and sidewalk shall be provided along development frontage. The final design of the public improvements shall be approved by the City Engineer. An asphalt public access path shall be installed along the frontage of Parcels 1 and 2 as part of the first phase.

90. **Infrastructure.** Water, sewer and other infrastructure shall be extended as necessary to provide service to the development. This shall be done at the expense of the developer.

91. **Grease Traps.** Kitchen shall include appropriately sized grease traps. Facility shall be subject to the City's Fats, Oils and Grease (FOG) program.

92. **Post Construction Requirements.** Applicant shall be made aware that the RWQCB has adopted new Post Construction Requirements (PCR), which the City is required to implement. Should the project be approved after March 6, 2014, this project must incorporate those PCRs.

93. **Construction Hours.** Construction shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Weekend construction shall require special approval from the City Engineer and be limited to the hours of 9:00 a.m. to 4:00 p.m.

94. **Dust and Erosion Control.** Applicant shall enforce dust control as well as erosion control at all times. Site shall be maintained after mass grading to ensure that dust and dirt are contained until development progresses. Exposed areas shall be stabilized to prevent wind and water erosion as approved by the City Engineer.

E. ENGINEERING/SUBDIVISION MAP CONDITIONS

PRIOR TO GRADING PERMIT ISSUANCE:

95. **Easement Dedication.** The applicant shall offer for dedication any utility easements required to accommodate the proposed water and sewer lines. Public Dedications shall be supplemented with Grant of Easement Deeds to the City of Buellton.

96. **Faithful Performance and Labor/Material Bond.** A faithful performance and labor/material bond for the grading and utilities (each to be equal to 100% of the final City Engineer's estimate of costs, which shall include a 20% contingency), or equivalent form of guarantee, shall be posted by the applicant. The bonds shall remain in effect until the completion of the project and a certificate of occupancy has been issued, at which time, 10% of the bond shall be retained for a warranty period of 1 year and until receipt of As-built Record Drawings and all fees paid.

97. **Drainage/Access Easements.** Any public or private easements required for drainage or access shall be described and shown on the Map.

98. **Hazard Determinations.** Any geotechnical hazard or other hazard determinations shall be shown on the map.

99. **Grading and Utilities Improvement Plans.** Applicant shall cause to be prepared by a Civil Engineer, registered in the State of California, grading and utilities improvement plans, including, but not limited to, street, water, sewer, and storm drain improvements. An engineering cost estimate shall be submitted with the grading and improvement plans along with any calculations, signed/stamped certifications and plan check processing fees.

100. **Improvement Plan Requirements.** Plans for the improvements shall be prepared on 24-inch by 36-inch mylar (4 mil) showing all proposed improvements including, but not limited to, curbs, gutters, sidewalks, paving, driveway cuts, storm drains, street lights, utilities, and street trees.

101. **Other Permits.** The applicant shall acquire additional permits from other affected agencies (Caltrans, Fish & Game, etc.) prior to grading permit issuance.

102. **Conditional Use Permit Conditions.** All conditions with the Conditional Use Permit shall apply.

103. **Regional Water Quality Control Board Regulations.** Compliance with all Regional Water Quality Control Board regulations shall apply, including but not limited to stormwater management plans and water quality control plans.

PRIOR TO BUILDING PERMIT ISSUANCE:

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

PRIOR TO OCCUPANCY CLEARANCE:

105. **Final Map Conformance/Fees.** The Final Map shall be in substantial conformance with the approved Tentative Map and shall be subject to final review by the City Council prior to recordation, if a public easement is required for dedication. All applicable fees then outstanding at the time of Council approval shall be paid by the applicant prior to Map recordation including, but not limited to, outstanding balances owed for development and map processing. Copies of the recorded Final Map shall be filed by the applicant with the City Engineer and Planning Director.

106. **Final Map Recordation.** The Final Map and all applicable private and public easements must be recorded with the County Recorder.

107. **Public Improvements.** The applicant shall complete all required public improvements to the satisfaction of the City Council. Prior to accepting the public improvements, the

applicant shall furnish the original mylar or a reproducible copy of the improvement plans to the City Engineer, modified to reflect field changes made during construction and stamped "Record Drawings." Public improvements shall only be accepted after: (i) all items required are completed to the satisfaction of the City Engineer; and (ii) a Notice of Completion is filed by the City Engineer and accepted by the City Council. An asphalt public access path shall be installed along the frontage of Parcels 1 and 2 as part of the first phase.

GENERAL CONDITIONS:

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

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

F. FIRE DEPARTMENT CONDITIONS

General Notice

109. **Certificates.** Fire Protection Certificates will be required.

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

Prior to Issuance of Conditional Use Permit the Following Conditions Shall be Met:

111. **Access Ways.** All access ways (public and private, road and driveways) shall be installed, made serviceable and maintained for the life of the project.
- Access shall be as shown on plans dated March 22, 2012.
- Access to this project shall conform to Santa Barbara County Fire Department Development Standard #1.
- Access ways shall be unobstructed and extended to within 150 feet of al portions of the exterior walls of the first story of any building.

- Dead-end access exceeding 150 feet shall terminate with a fire department approved turnaround.
- A minimum of 13 feet, 6 inches of vertical clearance shall be provided and maintained for the life of the project for emergency apparatus access.

112. **Fire Lane Signs.** Signs indicating "Fire Lane – No Stopping" shall be placed every 150 feet as required by the fire department. Refer to current adopted California Fire Code.

113. **Fire Lane.** The new fire lane on the west side of the Memory Building and the Assisted Living Building, shall be one-way traffic with a minimum 16 foot width with a 10 foot by 50 foot turnout by the West Wing of the Assisted Living Building for ladder truck access.

114. **Roof Access.** Permanent roof access ladders shall be provided for the 3-story building. Design and location shall be approved by fire department prior to construction.

115. **Fire Hydrants.** New fire hydrant(s) shall be installed. Fire hydrant(s) shall be located per fire department specifications. Flow rate to be determined by fire department. Plans shall be approved by the fire department prior to installation.

Prior to Occupancy Clearance the Following Conditions shall be Met:

116. **Fire Sprinklers.** An interior automatic fire sprinkler system shall be installed. Plans shall be approved by the fire department prior to installation. Fire sprinkler system plans shall require Fire Protection Engineer certification.

117. **Alarms.** An automatic fire or emergency alarm system shall be installed. Plans shall be approved by the fire department prior to installation. Alarm system plans shall require a Fire Protection Engineer certification.

118. **Fire Extinguishers.** Portable fire extinguishers are required. Plans shall be approved by the fire department prior to installation.

119. **Recorded Addresses.** Recorded addressing is required.

120. **Address Numbers.** Building address numbers shall be posted as required by the fire department.

121. **Knox Box.** Knox Box entry system(s) shall be installed. Plans shall be approved by the fire department prior to installation.

122. **Development Impact Fees.** Payment of development impact fees is required. The fees shall be computed on each new building, including non-habitable spaces.

Fees will be calculated as follows:

Mitigation Fee at $.10 per square foot for structures with fire sprinkler systems

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

G. COUNTY OF SANTA BARBARA BUILDING DIVISION

124. **Soils/Geology Report.** A soils/geology report is required. The soils report should include conclusions for liquefaction.

125. **State Licensing.** State licensing information is required.

126. **County Flood Control.** County Flood Control approval is required.

127. **Off-Site Improvements.** Santa Barbara County Planning and Development Zoning Approval is required for the off-site improvements.

128. **Accessibility.** Accessible parking is required in all parking lots. All ground floor dwelling units are required to be on an accessible route and adaptable. Coordinate this with the civil drawings. Provide a site accessibility plan detailing access throughout the site and to the right-of-way.

129. **Grading Plan Requirements.** A Grading Permit from Santa Barbara County is required for the off-site improvements. The Grading Plan shall include, but not be limited to, the following:

- A site plan with a vicinity map.
- Include all parcels involved, project name, owner name, addresses and north arrow on the plan.
- The plan scale should be no smaller than 1"=40'-0".
- Provide a signed and stamped copy of an engineered Hydrology Study taking into consideration the entire watershed/tributary area, crop types/agricultural activity, runoff coefficient, the Q event (25, 50, 100 year) to design the drainage basin.
- Provide two signed and stamped copies of a Geology Report with all appropriate recommendations.
- Provide a full narrative copy of a Stormwater Pollution Prevention Plan (SWPPP), with Waste Discharge Identification Number.
- Provide a comprehensive erosion and sediment control plan indication location and implementation of all appropriate Best Management Practices in the SWPPP.
- Provide a comprehensive grading plan.
- Provide a copy of the Project Improvement Plans.
- Engineer basin design, size/capacity, depth, details and dimensions of drainage structures metering/outlet orifice size and overland escape.
- Provide basin floor and top of berm elevations with outlet flow line/max water level elevations, etc.

- Is there a slurry cutoff wall in the berm? Address potential factors that have the potential to cause failure of basin. How will this be prevented so inundation of buildings does not occur due to seismic event, rodent excavation through berm, etc.
- Provide all existing contours and extend them 20' beyond project boundaries.
- Provide all proposed contours.
- Provide finished grade at all building corners.
- Provide a minimum 5% slope for 10' from all buildings.
- Ensure finished grade is a least 8" below finish floor elevation or 6" below weep screed
- Provide a comprehensive drainage plan. The drainage plan shall include the following:
  - Size of all curb inlets/drop inlets, storm drains, area drains, etc.
  - Indicate all downspout locations and ensure they are piped at a minimum 10' from the building or extended to rip-rapped outlet.
  - Provide all flow line's top of curb, finished surface and flow line for all hardscapes.
- Include emergency access per the Santa Barbara County Fire Department standards.
- Provide cross sections North/South, East/West through all buildings, basin, structural cross sections for interior, access roads, top of walls that are retaining a slope.
- Flood Control, Santa Barbara County Fire Department, Project Clean Water, and all City of Buellton Departments and Utilities applicable to this Project will require review and approval of these plans with appropriate signature blocks on the plans.

130. **California Green Code.** Incorporate California Green Code compliance on the plans.

H. FINANCE DEPARTMENT CONDITIONS

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

132. **Impact Fees.** The project applicant shall pay the water, sewer, park, and traffic impact fees in accordance with City requirements.

Project Applicant/Property Owner Acknowledgement of Required Conditions of Approval

Property Owner Signature _____ Date _____

Project Applicant/Agent/Representative Signature _____ Date _____

- Is there a slurry cutoff wall in the berm? Address potential factors that have the potential to cause failure of basin. How will this be prevented so inundation of buildings does not occur due to seismic event, rodent excavation through berm, etc.
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Project Applicant/Property Owner Acknowledgement of Required Conditions of Approval

Property Owner Signature — Date

Mark Edwards, agent — 10/29/13

Project Applicant/Agent/Representative Signature — Date

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  - Provide all flow line's top of curb, finished surface and flow line for all hardscapes.
- Include emergency access per the Santa Barbara County Fire Department standards.
- Provide cross sections North/South, East/West through all buildings, basin, structural cross sections for interior, access roads, top of walls that are retaining a slope.
- Flood Control, Santa Barbara County Fire Department, Project Clean Water, and all City of Buellton Departments and Utilities applicable to this Project will require review and approval of these plans with appropriate signature blocks on the plans.

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132. **Impact Fees.** The project applicant shall pay the water, sewer, park, and traffic impact fees in accordance with City requirements.

Project Applicant/Property Owner Acknowledgement of Required Conditions of Approval

Property Owner Signature — Date: 10/28/13

Project Applicant/Agent/Representative Signature — Date

PLANNING COMMISSION RESOLUTION NO. 18-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BUELLTON, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL THE APPROVAL OF A ONE-YEAR TIME EXTENSION (18-TE-01) REQUEST FOR CONDITIONAL USE PERMIT (12-CUP-01) AND TENTATIVE TRACT MAP (TTM 31056) FOR THE MERITAGE SENIOR LIVING PROJECT, LOCATED ON JONATA PARK ROAD (ASSESSOR PARCEL NUMBERS 099-400-064, 099-400-065 AND 099-400-069 (OFFSITE PORTION)), AND MAKING FINDINGS IN SUPPORT THEREOF

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

SECTION 1: Pursuant to the Zoning Ordinance of the City of Buellton, an application has been filed by Norman Williams, N & G Investments, property owner, and Mark Edwards, agent (hereinafter referred to as "Applicant"), requesting a one year time extension of the approved Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056) which includes the development of a senior living project that includes a skilled nursing facility (24 rooms), a memory building (40 units), 91 assisted living units, 92 independent living units, 242 parking spaces, landscaping and walking paths, a dining hall, commercial kitchen, pool and health center, social programming, health education, cultural programs, and concierge service on 18.2 acres (the "Project"), located on Jonata Park Road, Assessor Parcel Nos. 099-400-064, 099-400-065,099-400-069 (offsite portion) (the "Property").

SECTION 2: The application consists of a one-year time extension request (18-TE-01) for an approved Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056).

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

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

1. All public testimony, both written and oral, received in conjunction with that certain public hearing conducted by the Planning Commission on December 20, 2018 ("Public Hearing").

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

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

a. That certain written report and attachments submitted by the Planning Department dated December 20, 2018 (the "Staff Report").
b. The project file for 18-TE-01 and 12-CUP-01 and TTM 31056 and the set of project plans dated March 22, 2018.
c. The Subsequent Environmental Impact Report (12-EIR-01) prepared for the project.

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

1. A notice of public hearing was published in a newspaper on December 6, 2018 (the "Public Notice"), a minimum of 10 days in advance of the Public Hearing conducted on December 20, 2018.

2. The Public Notice was mailed to the Applicant, persons owning property within 300 feet of the Project site and others known to be interested in the matter on December 6, 2018, a minimum of 10 days in advance of the Public Hearing.

3. The PC Public Notice was posted in two public places on December 6, 2018, a minimum of 10 days in advance of the PC Public Hearing.

C. **Environmental Clearance.** As part of the original City Council approval of the Project, a Subsequent EIR was completed (June, 2013) in accordance with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code sections 21000 et seq., the State CEQA Guidelines, 14 California Code of Regulations sections 15000 et seq., and the CEQA Guidelines of the City of Buellton. No changes have occurred with respect to the Project, or its environmental surroundings, to require subsequent environmental review.

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

1. Tentative Tract Map (TTM 31056).

a. Findings:

i. There have been no changes to the provisions of the general plan, zoning ordinance (Title 19 of the Buellton Municipal Code), or this title applicable to the project since the approval of the tentative map.

ii. There have been no changes in the character of the site or its surroundings that affect how the policies of the general plan or standards of the zoning ordinance or this title apply to the project.

iii. There have been no changes to the capacities of community resources, including, but not limited to, water supply, sewage treatment or disposal facilities, roads or schools such that there is no longer sufficient remaining capacity to serve the project.

SECTION 4: Based upon the findings set forth in Section 3, the Planning Commission hereby recommends that the City Council approve the request for a one year time extension of the Conditional Use Permit (12-CUP-01) and Tentative Tract Map (TTM 31056).

SECTION 5: The Planning Commission Secretary shall certify to the adoption of this resolution.

PASSED, APPROVED, AND ADOPTED this 20th day of December, 2018

Brian Dunstan, Chair

ATTEST:

Clare Barcelona, Planning Commission Secretary

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

I, Clare Barcelona, Planning Commission Secretary of the City of Buellton, do hereby certify that the above and foregoing Resolution No. 18-09 was duly passed and adopted by the Planning Commission of said City at a regular meeting thereof, held on the 20th day of December, 2018, by the following vote, to wit.

AYES: ( )

NOES: ( )

ABSENT: ( )

NOT VOTING: ( )

IN WITNESS WHEREOF, I have hereunto set my hand this 20th day of December, 2018.

_____
Clare Barcelona
Planning Commission Secretary

CITY OF BUELLTON

Planning Commission Agenda Staff Report

Planning Director Review: AK
Planning Commission Agenda Item No: 4

To: The Honorable Chair and Commission Members

From: Andrea Keefer, Planning Director

Date: December 20, 2018

Subject: Resolution No. 18-07 – A Resolution of the Planning Commission of the City of Buellton, California, Approving an Addendum to the Oak Springs Village Specific Plan Final Environmental Impact Report for the Development of the Cambria Hotel and Boutique Hotel Project, Located on Assessor's Parcel Number 137-790-001, and Making Findings in Support Thereof

And

Resolution No. 18-08 - A Resolution of the Planning Commission of the City of Buellton, California, Approving a Final Development Plan (18-FDP-02) and Tentative Parcel Map (TPM 31062) for the Cambria Hotel and Boutique Hotel Project Located Between McMurray Road and Valley Vineyard Circle, Assessor's Parcel Number 137-790-001, and Making Findings in Support Thereof

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BACKGROUND/DISCUSSION

Owner: Christopher Atkinson, SY Valley Vineyard Resorts, LLC
Applicant/Agent: Thom Jess, Arris Studio Architects
Zoning: CR-SP (General Commercial – Specific Plan)
APN: 137-790-001

An application has been submitted by Christopher Atkinson, SY Valley Vineyard Resorts, LLC, property owner, for a Final Development Plan (18-FDP-02) and Tentative Parcel Map (TPM 31062). The proposed project consists of the development of two four-story hotels, each with 107 guest rooms, for a combined total of 214 guest rooms, and a separate meeting room building with a combined total of 140,400 square feet of building floor area for the three buildings. The meeting room building is proposed for use by both hotels. The proposed project is located on approximately 4.03 acres, between McMurray Road and Valley Vineyard Circle, on the hotel site of The Village Specific Plan (Attachment 1 – Vicinity Map and Attachment 1a – Village Specific Plan Map).

The project will also feature two pools, one for each hotel, and a shared outdoor open space, including an event lawn, outdoor seating areas, and a water feature. A project description is included as Attachment 2. The project plans, dated November 9, 2018, are included as Attachment 3. A colors and materials board has also been provided.

The project consists of the following applications:

Final Development Plan (18-FDP-02): Approval of a hotel project consisting of two separate hotels, 107 guest rooms each, for a total of 214 guest rooms, a separate meeting room building, a pool for each hotel, outdoor event/gathering space, and parking and landscaping in support of these facilities. A total of 222 parking spaces will be provided. The subject property is planned and zoned for General Commercial- Specific Plan (CR-SP).

Tentative Parcel Map (TPM 31062): The original Tentative Tract Map (TTM 31052) for The Village Specific Plan area subdivided the one original parcel into five separate parcels. The hotel site is located on one of those parcels. The hotel project now proposes to divide the hotel site into two separate parcels. The Planning Commission can review TPM 31062 as a tentative parcel map under the parcel map exception regulations of the Subdivision Map Act (Section 66426 (C). Below is a description of the existing lot and proposed new lots:

Existing Lot:	*Proposed New Lots:*
4.03 acres (APN 137-790-001)	Parcel A (Cambria Hotel) – 1.93 acres
	Parcel B (Boutique Hotel) – 2.10 acres

General Plan and Zoning Consistency

The project site is designated as CR-SP (General Commercial – Specific Plan) under the City's General Plan. The proposed project will be built on the portion of the Village Specific Plan designated for a hotel use.

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 is required to provide public sidewalks on the perimeter as a condition of approval to provide pedestrian connections from the project site throughout the Specific Plan

area and the neighborhood. A bus stop will be provided immediately adjacent to the project site along McMurray Road. Bicycle parking is provided for the project.

Policy L-12: All exterior lighting in new development shall be located and design 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: A photometric lighting plan has been provided. A condition of approval is included to require that all proposed exterior lighting is night-sky friendly, and directed downward as to not create substantial off-site glare and/or light spillover, and to address any corrections that are required to ensure proposed lighting complies with requirements.

Circulation

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 to encourage bicycle use. A bus stop will also be located immediately adjacent to the project site along McMurray Road. Pedestrian connections will be provided to the future public trail that will be provided on the perimeter of the Village Specific Plan area.

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 operate at LOS "C" or better, with the exception of the McMurray Road and Highway 246 intersection. Programmatic improvements planned for this intersection will bring level of service back to LOS "C".

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.

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 and City of Buellton standards.

Noise Element

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: Preliminary grading and drainage plans have been provided. Per standard conditions of approval for the project, final grading and drainage plans will be required prior to issuance of grading permit.

Safety Element

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

Consistent: Conditions of Approval have been provided by the Santa Barbara County Building Department for the project. Prior to issuance of building permits, the Santa Barbara County Building Department will review plans for consistency with requirements of the California Building Code.

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 investigation has been prepared for the project area and the project is subject to the California Building Code. Project conditions of approval have been included to ensure full compliance prior to grading/building permit issuance.

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 features called for in this policy, including underground stormwater detention basins, on-site landscaping around the perimeter, an outdoor gathering space that is extensively landscaped, and permeable pavement on some of the parking spaces. This will minimize erosion potential.

Project Consistency with CR Zoning District and Village Specific Plan Standards

Development Standard	Ordinance Requirement	Proposed Project/Consistency
Land Use:	Allowed Uses: Hotel and Hotel Support Services (per Village Specific Plan)	Consistent; Two separate hotels proposed (Hotel Use), as well as a meeting room building, restaurants within the hotels and an outdoor event space (Hotel Support Service Uses)
Minimum Lot Size	No minimum for new subdivisions or uses	Parcel A (Cambria) – 1.93 acres Parcel B (Boutique) – 2.10 acres
Setback –Front (W Prop. Line)	None required	Consistent ; 64.5 ft provided
Setback – Rear E Prop. Line)	15 feet (per Village Specific Plan)	Consistent; 59 ft provided
Setback- Side (N & S Prop. Line)	None; 3 ft. minimum if setbacks proposed	Consistent; 10 ft provided to trash enclosures (N and S)
Interior Setback	5 ft. minimum for residential structures, none otherwise	15 foot setback min. provided between buildings
Site Coverage	No maximum	Approximately 22% of total site area
Floor Area	100,000 – 200,000 sf anticipated (per Specific Plan)	Consistent Total floor area: 140,400 sf total Cambria Hotel – 72,00 sf Boutique Hotel – 64,000 sf Meeting Room Bldg – 4,400 sf
Height Limit	64 ft. maximum (per Village Specific Plan)	Consistent - Max height proposed: Cambria Hotel – 63 feet Boutique Hotel – 57 feet

Site Landscaping	a. 5% minimum of net lot area = 8,780 sf (net lot area is 175,587 sf) b. All setback areas fronting on streets	a. Consistent – 47,340 sf (27% of proposed lot area) provided b. Consistent – Perimeter of property contains landscaping strip

Source: City of Buellton Municipal Code, Title 19, Zoning & Revised Village Specific Plan (2007)

Consistency with the Village Specific Plan

The Village Specific Plan designated the hotel component with a land use and zoning designation of General Commercial-Specific Plan (CR-SP). Developments standards for the hotel component are consistent with the CR general development standards as listed in the Buellton Municipal Code and with standards listed in the Village Specific Plan. The size and height standards for the hotel component are consistent with standards specified in the Village Specific Plan. The allowable land uses for the hotel site include "hotel and hotel support services". The uses proposed as part of the Project are consistent with these allowable land uses.

The Specific Plan allows that the hotel component to reach heights of up to 64 feet and 3 to 4 stories tall. The highest point of the Cambria Hotel will reach approximately 63 feet in height. Both hotels will be four stories tall. The total combined floor area for both hotels and the meeting room building is 140,400 square feet. The Specific Plan anticipates up to 200,000 square feet of floor area. Additionally, the total combined square footage between the hotel and commercial components of the Specific Plan shall not exceed 255,000 square feet. With a total of 140,400 square feet of hotel floor area proposed and approximately 55,000 square feet of commercial area currently existing, the proposed development falls below this threshold at approximately 195,400 square feet.

A total of 150 to 225 hotel guest rooms are permitted as part of the Village Specific Plan. The Project proposed 214 total guest rooms.

The Village Specific Plan is a land use document that requires certain standards. Standards for the hotel project site include the incorporation of public plazas, fountains, paths and pedestrian connections to the other components of the Plan area. Additionally, the design and layout of the development shall provide maximum opportunity for pedestrian access throughout the site in a manner that minimized conflicts with vehicular traffic. The Cambria Hotel/Boutique Hotel project proposes a plaza area to be used for events. A water fountain is proposed within the outdoor space between the two hotels. As a condition of approval for the project, a public sidewalk is required on the project side along Valley Vineyard Circle to provide strong pedestrian connections to the other Specific Plan components.

Building Height, Architecture and Visual Quality

The proposed height of the Cambria Hotel is 50 feet to the top of mansard, with a tower structure that reaches a maximum height of 63 feet. The Boutique Hotel is 50 feet to the top of mansard, with a tower structure that reaches a maximum height of 57 feet. Both hotels are four stories tall. The proposed architectural style is Contemporary Ranch. Proposed colors and materials compliment the surrounding buildings and uses. Comments received from the City's contract architect and the Planning Commission have been addressed and incorporated into the project plans.

Parking

A total of 222 on-site parking spaces are required for the project; calculated at 1 space per hotel room, and 1 space per 5 employees. There are a total of 214 hotel rooms, and an estimated 40 employees required per shift. The proposed project plans provide a total of 222 parking spaces, including 7 ADA spaces. Based on the total number of parking spaces, 5 ADA spaces are required. There are 52 compact spaces (23% of total spaces). The Municipal Code allows a maximum of 30% of spaces to be compact. Bicycle parking has been added to the project plans.

Project Traffic and Site Access

A Traffic, Circulation and Access Study was prepared by Associated Transportation Engineers, dated November 13, 2018 (Included as Exhibit A to Resolution No. 18-07). The study analyzed project and cumulative traffic impacts. A previous traffic study was conducted for the 2007 Revised Village Specific Plan, which included traffic counts for the hotel project. Due to the amount of development that has occurred since the 2007 traffic study, the updated traffic study (2018) provided results for comparison with the 2007 traffic study. Upon comparison, it was determined that no new impacts as related to traffic would result. However, an Addendum to the Final Environmental Impact Report for the Village Specific Plan (formerly Oak Springs Village Specific Plan) was prepared to adequately document the findings.

Most notably, the Highway 246 and McMurray Road intersection currently operates at level of service "D". With the addition of the Cambria Hotel and Boutique Hotel project, this intersection would continue to operate at level of service "D". This is an acceptable level of service when there are planned intersection improvements. The City currently has planned improvements for the Highway 246 and McMurray Road intersection, which include plans to widen McMurray Road and implement left turn phasing on the northbound and southbound McMurray Road approaches. These improvements will reduce level of service back to "C", which is an acceptable level of service. Staff is currently working toward obtaining the required resources to begin implementing these improvements. The applicant is also required to pay a traffic mitigation fee.

Access to the project site is proposed from two locations; one access point is proposed via a driveway along McMurray Road and the other is on the interior of the lot along Valley Vineyard Circle. Adequate circulation through the project site is provided by the two proposed access points. The existing bus stop along McMurray Road is proposed to be moved from its current location to approximately 81 feet north in order to accommodate the access points for the hotel project. Santa Ynez Valley Transit has reviewed the proposed bus stop location and has provided their approval.

Truck Parking

In order to accommodate the hotel project, portions of the undesignated area currently used for large truck parking will be eliminated. A new driveway cut for access to the project site, required red curbing, and relocation of the existing bus stop along McMurray Road will result in a reduction in available areas currently used for large truck parking. However, there will still be several portions of McMurray Road that will remain available. Discussions with City Council are ongoing regarding the large truck parking that currently occurs in and around this location along McMurray Road.

Outdoor Event Space

An outdoor event space is proposed, associated with the proposed meeting room building. The applicant has expressed intent to use the meeting room building and adjacent outdoor space to host corporate events and weddings for both hotel guests and non-guests. Impacts of this use are not clear at this point. Staff is seeking input from the Planning Commission regarding the possible addition of conditions of approval to address concerns related to noise, traffic and parking that may result. Condition 87 in draft Resolution No. 18-08 lists several proposed conditions related to this proposed use that staff feels are appropriate. However, staff is requesting the input and direction of the Planning Commission on these proposed conditions.

Perimeter Sidewalk Improvements

Staff has determined that as part of the public improvements, the applicant is required to provide a public sidewalk along Valley Vineyard Circle. The intent of the Village Specific Plan is and has always been to provide pedestrian connections connecting the entire specific plan and adjacent properties. All other projects within the Village Specific Plan have provided sidewalk connections along Valley Vineyard Circle. The current hotel plans do not show a public sidewalk in this location. A letter has been submitted by the applicant indicated their position that a sidewalk in this location is not required (Attachment 4). Staff disagrees with this interpretation, and believes that a sidewalk shall be installed by the applicant as part of the project. Staff is seeking input from the Planning Commission regarding whether or not the applicant will be required to provide the public sidewalk within the ten foot public utility easement and within the public right-of-way on the edge of the hotel property.

Landscaping and Lighting Plans

The CR zone requires a minimum of 5% of the net lot area be covered in landscaping, and that all setback areas fronting on streets be covered in landscaping. Approximately 27% of the project site is proposed to be landscaped. The perimeter of the project site contains a landscape strip. The overall landscape percentage will be reduced with the addition of a public sidewalk. However, the resulting landscape percentage is not anticipated to go below the 5% requirement. All proposed trees are either on the City's approved tree planting list or are listed as an appropriate tree type for Climate Zone 14. Oak trees have been incorporated into the landscape plans. Irrigation plans will need to be provided. This has been included as a condition of approval.

The applicant has submitted proposed preliminary exterior lighting plan, lighting details and a photometric lighting plan. A condition of approval has been added to require a revised photometric lighting plan to show compliance with maximum foot candle and maximum pole light height requirements. All lighting shall be night-sky friendly.

Signage

A Master Sign Program has been included as part of the project plans dated November 9, 2018 (Sheets A7.0 and A7.1 of Attachment 2). All signage shall be consistent with the Master Sign Program as shown in the plans. The following table shows the square footage break down of the proposed signage.

PROJECT SIGNAGE		
Sign Type	**Number of Signs Proposed**	**Total SF**
Wall Mounted	**4**	230 SF
Monument Signs	**4**	158 SF
Meeting/Restaurant Directional Wall Sign	**1**	Unknown
TOTAL SIGN AREA		**388 SF**

There are 9 signs proposed. A total of five wall-mounted signs are proposed, including; one sign on west side of each hotel building on the towers, two wall signs on the meeting space building, and one restaurant wall sign on the east side of the boutique hotel building. A total of four monument signs are proposed, including; a directional monument sign for each hotel on the west entrance to the hotel buildings along McMurray Road (49 sf each x 2), a restaurant/meeting room directional sign on the south corner of McMurray Road and Valley Vineyard Circle, and an additional monument sign at the internal loop entrance driveway along Valley Vineyard Circle for the restaurant/meeting room (30 sf each x 2). Because the hotel project site has more than 400 square feet of street frontage, a total of up to 400 square feet of signage is allowed. A condition of approval has been added to require that the square footage of the meeting/restaurant wall sign is provided prior to issuance of zoning clearance. The sign shall not be larger than 12 square feet without requiring a separate Sign Ordinance Exemption.

Planning Commission Comments

A preliminary review of the Project was held on June 7, 2018 by the Planning Commission, at which time Commissioners had one comment in addition to comments provided by Staff. Below is the comment provided by the Planning Commission and the *Applicant's response shown in italics.*

1. The South East elevation of the Cambria Hotel adjacent to the event lawn should be developed further. As is currently shown, this portion of the elevation appears monochromatic and should provide more variety. *The South East elevation of Cambria Hotel has been revised to add more variety and color.*

Environmental

In accordance with the requirements of the California Environmental Quality Act, California Public Resources Code section 21000 *et seq.*, the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 *et seq.* and the Environmental Impact Report Guidelines of the City of Buellton (collectively, "CEQA"), an Environmental Impact Report (EIR) was prepared and adopted for the entire Village Specific Plan site (formerly known as Oak Springs Village). The Final EIR was certified on September 25, 2003. The Oak Springs Village Specific Plan was revised by Ordinance No. 06-05 on May 25 , 2006, and subsequently revised by Ordinance No. 07-07 on September 27, 2007. Separate Addendum Environmental Impact Reports to the Final EIR for Oak Springs Village were approved for each revised Specific Plan (the Final EIR and Addendums are collectively referred to as the FEIR). An additional Addendum to the Final EIR was prepared for the Cambria Hotel and Boutique Hotel Project. No further environmental review is required.

RECOMMENDATION

That the Planning Commission consider approval of Resolution Nos. 18-07 and 18-08, worded as follows;

Resolution No. 18-07 – A Resolution of the Planning Commission of the City of Buellton, California, Approving an Addendum to the Oak Springs Village Specific Plan Final Environmental Impact Report for the Development of the Cambria Hotel and Boutique Hotel Project, Located on Assessor's Parcel Number 137-790-001, and Making Findings in Support Thereof, and

Resolution No. 18-08 - A Resolution of the Planning Commission of the City of Buellton, California, Approving a Final Development Plan (18-FDP-02) and Tentative Parcel Map (TPM 31062) for the Cambria Hotel and Boutique Hotel Project Located Between McMurray Road and Valley Vineyard Circle, Assessor's Parcel Number 137-790-001, and Making Findings in Support Thereof

ATTACHMENTS

Resolution No. 18-07 with Exhibit A (Addendum) and Appendix A (ATE Traffic Impact Study)
Resolution No. 18-08
Attachment 1 – Vicinity Map
Attachment 1A – Village Specific Plan Map
Attachment 2 – Project Description
Attachment 3 – Project Plans (Dated November 9, 2018)
Attachment 4 – Letter Regarding Sidewalk Improvements

PLANNING COMMISSION RESOLUTION NO. 18-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BUELLTON, CALIFORNIA, ADOPTING AN ADDENDUM TO THE OAK SPRINGS VILLAGE SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT FOR THE DEVELOPMENT OF THE CAMBRIA HOTEL AND BOUTIQUE HOTEL PROJECT, LOCATED ON ASSESSOR'S PARCEL NUMBER 137-790-001, AND MAKING FINDINGS IN SUPPORT THEREOF

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

SECTION 1: In accordance with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000 *et seq.,* the State CEQA Guidelines, 14 C.C.R. section 15000 *et seq.,* and the Environmental Guidelines of the City of Buellton, a Final Environmental Impact Report (FEIR) for the Oak Springs Village Specific Plan (State Clearinghouse #2002081018) was certified by the Buellton City Council on September 25, 2003, by City Council Resolution 03-15. Since approval, four revisions to the Oak Springs Village Specific Plan (currently known as the Village Specific Plan) have occurred, resulting in three addendums to the FEIR. The Cambria Hotel and Boutique Hotel project site was identified for a hotel use in FEIR Addendum No. 3. Addendum No. 4 has been prepared for the Project to analyze current traffic patterns.

SECTION 2: Pursuant to the Zoning Ordinance of the City of Buellton, an application has been filed by the Christopher Atkinson, SY Valley Vineyard Resorts LLC, applicant, and Thom Jess, agent, hereinafter referred to as "Applicant", requesting approval to develop the Cambria Hotel and Boutique Hotel project, a hotel project that consists of two separate hotels, 107 guest rooms each, for a total of 214 guest rooms, a separate meeting room building, a pool for each hotel, outdoor event/gathering space, and parking and landscaping in support of these facilities. The project would be located between McMurray Road and Valley Vineyard Circle (Assessor's Parcel Number 137-790-001) on the hotel site of the Village Specific Plan. The subject property is currently zoned CR-SP (General Commercial-Specific Plan).

SECTION 3: The proposed Project consists of:

A. **Final Development Plan (18-FDP-02):** Approval of a hotel project consisting of two separate hotels, 107 guest rooms each, for a total of 214 guest rooms, a separate meeting room building, a pool for each hotel, outdoor event/gathering space, and parking and landscaping in support of these facilities. A total of 222 parking spaces will be provided. The subject property is planned and zoned for General Commercial- Specific Plan (CR-SP).

B. **Tentative Parcel Map (TPM 31062):** Approval to subdivide the existing hotel parcel of the Village Specific Plan into two separate parcels; one for each hotel.

Existing Lot	*Proposed New Lots*

4.03 acres (APN 137-790-001) Parcel A (Cambria Hotel) – 1.93 acres
Parcel B (Boutique Hotel) – 2.10 acres

SECTION 4: In conjunction with the proposed Cambria Hotel and Boutique Hotel project, the City has, in accordance with the requirements of CEQA, the State CEQA Guidelines and the Environmental Guidelines of the City of Buellton, prepared an Addendum to the Final EIR to evaluate the potential environmental impacts of the proposed project. A full, true and correct copy of the Addendum is attached hereto, marked as Exhibit "A," and incorporated herein by this reference. In addition, a copy of the Addendum is on file with the Planning Department of the City of Buellton.

SECTION 5: The Cambria Hotel and Boutique Hotel Project will not require any further environmental documentation beyond the Addendum (Exhibit "A"), provided the City makes the findings required by CEQA. Specifically, CEQA Section 21166 provides that in circumstances where an Environmental Impact Report has been prepared, no Subsequent EIR (CEQA Section 15162) or Supplemental EIR (CEQA Section 15163) is required unless one or more for the following occurs:

> "(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.
>
> (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.
>
> (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available."

SECTION 6: On December 20, 2018, the Planning Commission of the City of Buellton conducted a public meeting to review the Addendum and the information contained in this Resolution.

SECTION 7: All legal prerequisites have occurred prior to the adoption of this Resolution.

SECTION 8: Based upon the substantial evidence contained in the whole record, including the facts findings and conclusions contained in the Addendum, any written and/ oral staff reports presented to the Planning Commission with respect to the Addendum, as well as a review of the Final EIR in relation to the material contained in the Addendum, the Planning Commission of the City of Buellton does hereby find, determine, and declare that:

A. There are no substantial changes proposed in the Cambria Hotel and Boutique Hotel Project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

B. No substantial changes will occur with respect to the circumstances under which the Cambria Hotel and Boutique Hotel Project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and,

C. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

1. That the Cambria Hotel and Boutique Hotel Project will have one or more significant effects not discussed in the previous EIR;

2. That significant effects previously examined will be substantially more severe than shown in the previous EIR;

3. That mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Cambria Hotel and Boutique Hotel Project, but the project proponents decline to adopt the mitigation measure or alternative; and,

4. That mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

SECTION 9: In accordance with the requirements of CEQA Section 21166 and based on the information contained in the Addendum and the forgoing findings, the Planning Commission specifically finds that the Cambria Hotel and Boutique Hotel Project will not have a significant effect on the environment, because all potentially significant environmental effects have been analyzed adequately in the earlier Final EIR pursuant to the applicable standards of CEQA and all such potentially significant environmental effects have been avoided or mitigated, including revisions or mitigation measures that are imposed upon the project and as imposed on the proposed Cambria Hotel and Boutique Hotel Project, no further environmental review is required pursuant to CEQA, the State CEQA Guidelines or the Environmental Guidelines of the City of Buellton.

SECTION 10. The Planning Commission hereby takes the following actions:

1. Addendum: Adoption of the Addendum for the Cambria Hotel and Boutique Hotel Project.

2. Mitigation Monitoring: Monitoring of the mitigation measures pursuant to the mitigation monitoring procedures of the Environmental Guidelines of the City.

3. Notice of Determination: That the Planning Director is directed to prepare, and file with the County Clerk, a notice of determination as provided under Public Resources Code Section 21152 and CEQA Guidelines 15075.

PASSED, APPROVED and ADOPTED this 20th day of December 2018.

Brian Dunstan
Chair

ATTEST:

Clare Barcelona
Planning Commission Secretary

Exhibit A – Addendum with Appendix A

EXHIBIT A

ADDENDUM NO. 4
TO
OAK SPRINGS VILLAGE SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

1.0 INTRODUCTION

This document is an Addendum to the Final Environmental Impact Report (FEIR) for the Oak Springs Village Specific Plan (State Clearinghouse #2002081018) that addresses the Cambria Hotel and Boutique Hotel Project. The Buellton City Council adopted Resolution No. 03-15 certifying the FEIR on September 25, 2003. The Original Oak Springs Village Specific Plan (2003) was revised in 2005 and 2007 (now referred to as the "Village Specific Plan"). Minor text and phasing changes were made in 2012 and 2013, however neither of these revisions required an additional Addendum to the FEIR. An addendum to the FEIR (Addendum No. 3) was prepared to evaluate potential environmental impacts as a result of the 2007 Revised Specific Plan. The 2007 Revised Specific Plan included modifications of several of the land use components that were established in the Original Specific Plan, including the incorporation of a hotel use into the overall site plan. Included as part of Addendum No. 3 was an updated Traffic and Circulation Study prepared by Associated Transportation Engineers (May 29, 2007). Due to the amount of time that has passed since the 2007 traffic and circulation study was conducted, and the resulting development within that time period, an updated Traffic, Circulation and Access Study has been prepared by Associated Transportation Engineers (November 13, 2018). This document serves to provide updated and current information as related to traffic and circulation associated with the proposed hotel project. The Addendum provides a comparison of the 2007 traffic data with current data (2018) to ensure that no additional impacts related to traffic will result as a result of the proposed Cambria Hotel and Boutique Hotel project.

The Final Development Plan (18-FDP-02) and Tentative Parcel Map (TPM 31062) for the Cambria Hotel and Boutique Hotel project is for development of two 107-room hotels, for a total of 214 rooms, and a separate meeting room building on a site located between McMurray Road and Valley Vineyard Circle (Assessor's Parcel Number 137-790-001). A total of 140,400 square feet of floor area is proposed. The subject property is planned and zoned for General Commercial - Specific Plan (CR-SP) and is designated for hotel and hotel support services uses per the Village Specific Plan (formerly the Oak Springs Village Specific Plan).

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

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

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

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

The Cambria Hotel and Boutique Hotel project would not substantially increase the magnitude or severity of any impact, including traffic, identified in the Final EIR. As specified in Section 15164(c) of the State CEQA Guidelines, an Addendum need not be circulated for public review but can be included in or attached to the Final EIR. The City of Buellton shall consider the Addendum with the Final EIR prior to making a decision on the Cambria Hotel and Boutique Hotel project.

2.0 ENVIRONMENTAL IMPACT ANALYSIS

This Addendum addresses the effects of traffic related to the Cambria Hotel and Boutique Hotel project. A Traffic, Circulation and Access Study was prepared for the project by Associated Transportation Engineers (November 13, 2018), and is included as Appendix A. At the time the Final EIR was prepared for the Original Oak Springs Village Specific Plan (September 25, 2003), a hotel use was not proposed as part of the Specific Plan. However, the Revised Specific Plan (2007) and Addendum No. 3 (June 2007) to the FEIR was previously prepared, in part, to address and incorporate the change of use to allow up to 225 hotel rooms and up to 200,000 square feet of floor area on hotel project site. Potential traffic impacts were analyzed at that time in a traffic and circulation study conducted by Associated Transportation Engineers (May 29, 2007). The results indicated that potential traffic impacts associated with this change in proposed use were consistent with the Final EIR, and were therefore not significant.

The proposed project would be considered substantially consistent with the provisions of the Final EIR, including the subsequent Addendum No. 3 for the following reasons:

- The Cambria Hotel and Boutique Hotel project would not create new significant environmental effects or substantially increase the magnitude or severity of any impact, including traffic, identified in the Final EIR and Addendum No. 3. No significant effects related to traffic were previously identified for the project. Traffic effects were determined to be less than significant in the 2007 traffic study. The number of trips, both average daily trips and P.M. peak hour trips analyzed in the updated (2018) traffic study are consistent with those of the 2007 traffic study. With the implementation of planned improvements at the Highway 246 and McMurray intersection and the payment of the required traffic mitigation fee, no new impacts will occur as a result of the project.
- Since the Cambria Hotel and Boutique Hotel project would occur within the same area evaluated in the Final EIR and Addendum No. 3, impacts related to site disturbance (e.g., agricultural resources, biological resources, cultural resources, etc.) would be similar for the proposed project as evaluated in the Final EIR.

For these reasons, the Final EIR, including Addendum No. 3, may be used as the environmental document to assess the impacts of the Cambria Hotel and Boutique Hotel project.

It should be noted that all applicable mitigation measures identified in the Final EIR would continue to apply to the Cambria Hotel and Boutique Hotel project. The Final EIR, including Addendum No. 3 is available for review at the City of Buellton Planning Department, 107 West Highway 246, Buellton, CA 93427.

The conformity of the Cambria Hotel and Boutique Hotel project with the Final EIR and Addendum No. 3 in regards to transportation and circulation are described further below.

Transportation and Circulation. The traffic impacts of the Cambria Hotel and Boutique Hotel project were evaluated by Associated Transportation Engineers, Inc. (ATE) in a Traffic and Circulation study dated November 13, 2018 (Appendix A). The Study concluded that the Cambria Hotel and Boutique Hotel project would generate 1,790 average daily trips and 128 P.M. peak hour trips. These numbers are slightly less than those analyzed in Addendum No. 3 traffic counts (ATE, May 29, 2007), which calculated 2,007 average daily trips and 158 P.M. peak hour trips for the hotel use. This is due, in part, to the reduction in proposed number of hotel rooms and overall floor area of the project than originally considered in the FEIR. Therefore, the proposed project would not substantially increase the magnitude or severity of any impacts related to traffic and circulation, as none previously existed.

As a result of additional development that has occurred since the preparation of the FEIR, levels of service (LOS) have decreased slightly at several intersections surrounding the project site. One intersection has experienced a larger decrease in level of service when compared to other surrounding intersections. The Highway 246 and McMurray Road intersection currently operates at LOS D. The intersection is anticipated to continue to operate at LOS D with the addition of the Cambria Hotel and Boutique Hotel project. LOS D is considered acceptable when there are planned improvements that will reduce the impact to the intersection to acceptable levels. There are planned intersection improvements for the Highway 246 and McMurray Road intersection, including plans to widen McMurray Road and implement left-turn phasing on the northbound and southbound McMurray Road approaches. Once these improvements are complete, LOS at this intersection will return LOS C, which is an acceptable level. The 2018 Traffic, Circulation and Access Study provides the following summary of findings:

SR 246/McMurray Road. *This intersection operates at LOS D and is forecast to operate at LOS D with Existing + Project and Cumulative + Project traffic. The City's level of service standards considers LOS D acceptable as an interim condition where programmatic implementation of transportation infrastructure improvements is planned to take place over a period that would return the level of service to an acceptable level. The City has a plan to widen McMurray Road and implement left-turn phasing on the northbound and southbound McMurray Road approaches (which are currently split phased). This plan would return operations to LOS C and mitigate this potential impact.*

Improvements to the intersection were planned at the time the FEIR was certified. However, in order to expressly state and document that the proposed project will result in a less than significant impact, the following additional mitigation measure shall be incorporated into the Addendum EIR and made a condition of approval for the project.

*T-3. **Traffic Mitigation Fee.** A traffic mitigation fee is required for all development projects prior to building permit issuance. These funds are utilized for required traffic improvements that result from cumulative impacts to the roadway system over time. Payment of the required fee will provide adequate mitigation for project-related traffic impacts.*

All other intersections continue, and will continue to operate at acceptable levels of service as a result of the project. The current Traffic Study (2018) indicates no impacts related to site access and circulation. Driveway alignments and existing and proposed driveways that serve as access points into the project site are properly aligned.

As noted in the Final EIR and Addendum No. 3, the City of Buellton requires all new development to pay traffic impact mitigation fees to offset cumulative incremental traffic impacts. Payment of these fees, in addition to the implementation of the planned improvements at the Highway 246 and McMurray Road Intersection, would result in no significant project-specific or cumulative impacts with the Cambria Hotel and Boutique Hotel project as related to traffic and circulation.

3.0 ORIGINAL FEIR MITIGATION MEASURES

The following are mitigation measures from the Final EIR that are applicable to the Cambria Hotel and Boutique Hotel project and will be made conditions of approval.

Aesthetics

AES-1(a) Lighting/Compatibility. Prior to development of each development phase, proposed lighting shall be indicated on site plans that demonstrate that spillover of lighting would not affect residential areas located east of the site. The lighting plan shall incorporate lighting that direct light pools downward to prevent glare on adjacent and surrounding areas. Lights shall have solid sides and reflectors to further reduce lighting impacts by controlling light spillage. Light fixtures that shield nearby residences from excessive brightness at night shall be included in the lighting plan. Non-glare lighting shall be used. The design, scale, and character of the Specific Plan residential building architecture shall be generally compatible with the scale of existing residential uses east of the site.

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

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

Agricultural Resources

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

Air Quality

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

- Installation of heat transfer modules in furnaces;
- Use of light colored water-based paint and roofing materials;
- Use of natural lighting;
- Use of concrete or other non-pollutant materials for parking lots instead of asphalt;
- Installation of energy efficient lighting;
- Use of landscaping to shade buildings and parking lots;
- Installation of sidewalks and bikepaths;

- Installation of covered bus stops to encourage use of mass transportation

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

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

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

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

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

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

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

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

AQ-3(h) Monitoring of Dust Control Program. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.

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

- Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be used wherever feasible;
- The engine size must be the minimum practical size;
- The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;
- Construction equipment must be maintained in tune per manufacturer's specifications;

- Equipment shall be equipped with 2 to 4-degree engine timing retard or precombustion chamber engines;
- Catalytic converters shall be installed, if feasible;
- Diesel catalytic converters shall be installed, if available;
- Diesel-powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Diesel particulate emissions shall be reduced using EPA or California-certified and/or verified control technologies like particulate traps.

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

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

Noise

N-1(a) Construction Equipment. All stationary construction equipment shall be located at least 300 feet from occupied on- and off-site residences and the adjacent hotel structure west of the site unless noise reducing engine housing enclosures or noise screens are provided by the contractor. All construction equipment powered by internal combustion engines shall be properly muffled and maintained. Unnecessary idling of internal combustion engines shall be prohibited.

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

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

Transportation and Circulation

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

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

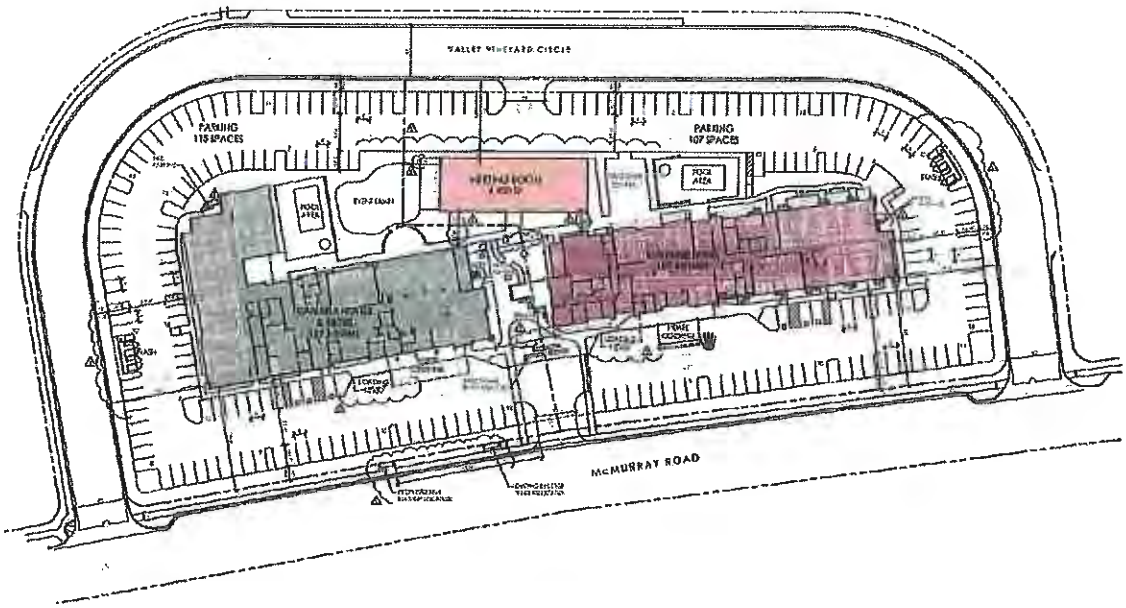
Growth-Inducing Impacts

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

Appendix A: Traffic Impact Study – The Cambria Hotel and Suites

THE CAMBRIA HOTEL & SUITES
BUELLTON, CALIFORNIA

TRAFFIC IMPACT STUDY



November 13, 2018 **ATE #17030**

Prepared for:

City of Buellton
PO Box 1819
Buellton, CA 93427

REGISTERED PROFESSIONAL ENGINEER
RICHARD L. POOL
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November 13, 2018 18093R02

Andrea Keefer
City of Buellton
PO Box 1819
Buellton, CA 93427

TRAFFIC IMPACT STUDY FOR THE CAMBRIA HOTEL & SUITES PROJECT, BUELLTON, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit the following traffic impact study for the Cambria Hotel & Suites. It is our understanding that the results of the study will be incorporated into the environmental documents being prepared by the City of Buellton.

We appreciate the opportunity to assist the City of Buellton with this project.

Associated Transportation Engineers

Richard L. Pool, PE
President

REGISTERED PROFESSIONAL ENGINEER
RICHARD L. POOL
C 18030
CIVIL
STATE OF CALIFORNIA

Appendix A

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TABLES

FIGURES

Appendix A

INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with The Cambria Hotel & Suites Project (the "Project") in the City of Buellton. The study examines Existing, Existing + Project, Cumulative, and Cumulative + Project conditions within the study-area and assesses potential traffic impacts associated with the Project. The study also reviews the site access and circulation plan.

PROJECT DESCRIPTION

As shown on Figure 1, the Project is located on McMurray Road and Valley Vineyard Circle in the City of Buellton. The Project is proposing a commercial hotel development that will consist of two 107-room hotels with 3,200 square-feet of meeting space and related hotel amenities. A total of 222 parking spaces will be provided. Regional access will be provided by US Highway 101 via the SR 246 interchange. Local access is provided via McMurray Road. The Project site plan is presented on Figure 2.

IMPACT THRESHOLDS

Because traffic flow on urban arterials is most constrained at intersections, detailed flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used. LOS A and LOS B represent primarily free-flow operations, LOS C represents stable conditions, LOS D nears unstable operations with restrictions on maneuverability within traffic streams, LOS E represents unstable operations with maneuverability very limited, and LOS F represents breakdown or forced flow conditions.

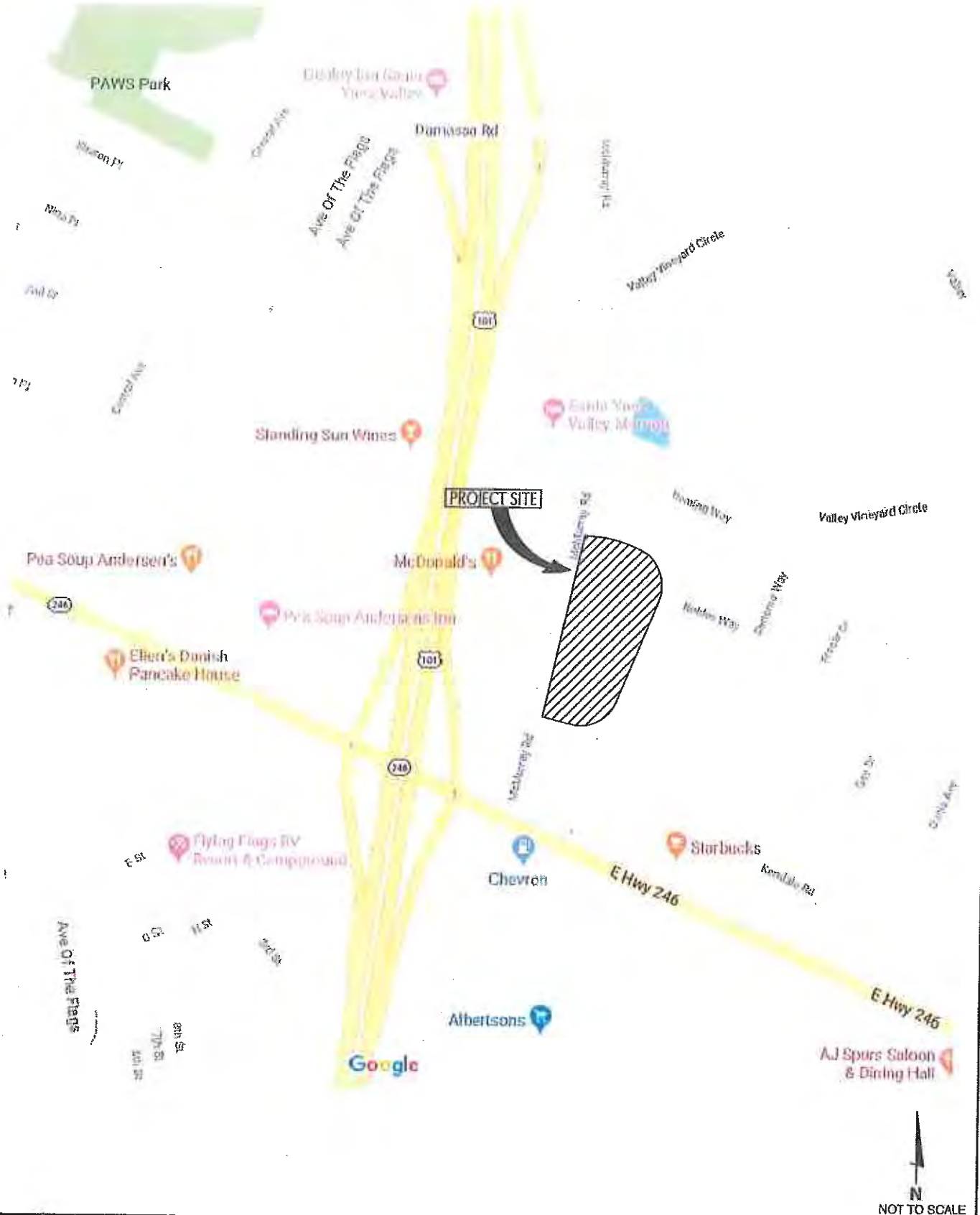
The City of Buellton considers LOS C as the minimum standard for traffic operations on City roadways and intersections. LOS D is considered acceptable as an interim condition where programmatic implementation of transportation infrastructure improvements is planned to take place over a period that would return the level of service to an acceptable level.

EXISTING CONDITIONS

Existing Street Network

The circulation system is comprised of regional highways, arterials and collector streets, which are illustrated on Figure 3. The following text discusses the major roadways serving the site.

US Highway 101, located west of the Project, is a multi-lane highway serving the California coast between Los Angeles and San Francisco. US Highway 101 is 4-lanes wide in the City of Buellton and provides regional access to the Project.



ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE LOCATION

FIGURE 1

EKM - ATE#18093

PROJECT SITE PLAN

FIGURE 2

EKM - ATE#18093

ASSOCIATED TRANSPORTATION ENGINEERS

SR 246, located south of the Project site, is an east-west state highway which extends from the Pacific Ocean west of Lompoc through Buellton, Solvang and Santa Ynez, to SR 154 on the east. SR 246 is a 4-lane arterial from the western Buellton city limit to Freear Drive near the Eastern city limit.

McMurray Road, located along the western frontage of the Project site, is a north-south two-lane roadway that extends southerly from Easy Street to its terminus south of the SR 246. McMurray Road provides access to the industrial area north of Damassa Road and the freeway commercial uses located between Damassa Road and SR 246.

Damassa Road is a two-lane east-west roadway that extends from Avenue of Flags to McMurray Road. The US Highway 101 interchange provided at Damassa Road includes northbound and southbound on-ramps and northbound off-ramps. The southbound off-ramp for this interchange is located north of Damassa Road, at the Avenue of Flags/Jonata Park Road/Central Avenue intersection.

Freer Drive, located west of the Project site, is a north-south collector street which terminates approximately a quarter-mile north and south of SR 246.

Existing Intersection Operations

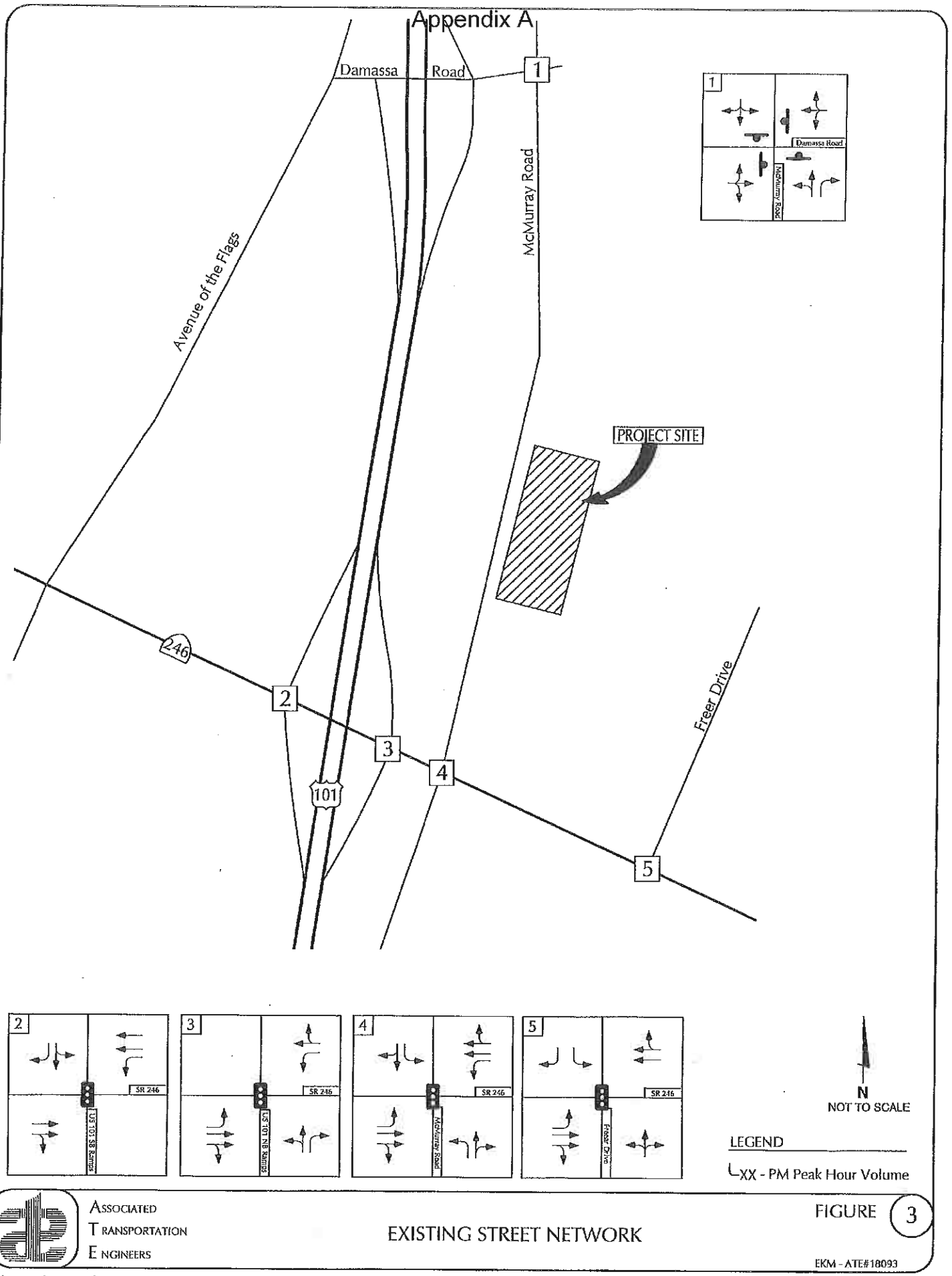
Existing peak hour volumes were obtained for the study-area intersections from traffic count data collected by ATE in October of 2018 for this study. Existing PM peak hour volumes are illustrated on Figure 4. Existing levels of service were calculated for the study-area intersections using the Highway Capacity Manual (HCM)[1] methodologies, as required by the City of Buellton. Table 1 presents the Existing levels of service (LOS calculations contained in Technical Appendix).

Table 1
Existing Levels of Service

Intersection	Control	Delay / LOS (a) PM Peak Hour
#1 – Damassa Road/McMurray Road	Unsignalized	9.7 Sec/LOS A
#2 - SR 246/US 101 SB Ramp	Signal	16.7 Sec/LOS B
#3 – SR 246/US 101 NB Ramp	Signal	11.2 Sec/LOS B
#4 – SR 246/McMurray Road	Signal	**38.3 Sec/LOS D**
#5 - SR 246/Freer Drive	Signal	17.6 Sec/LOS B

(a) LOS based on average delay per vehicle in seconds pursuant to HCM procedures.

[1] Highway Capacity Manual, Transportation Research Board, 2016.



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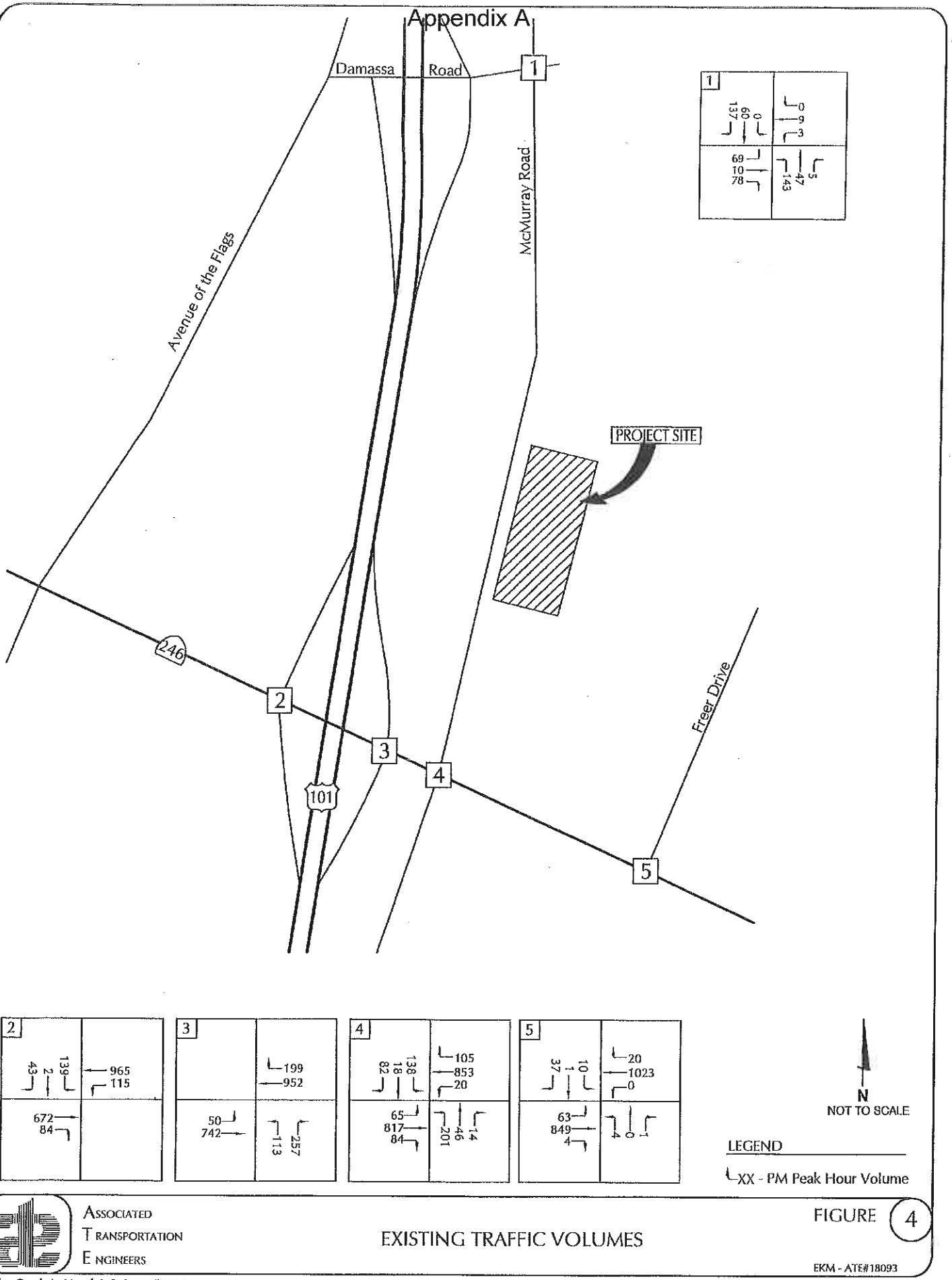
EXISTING STREET NETWORK

FIGURE 3

EKM - ATE#18093



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EXISTING TRAFFIC VOLUMES

FIGURE 4

EKM - ATE#18093

The data presented in Table 1 indicate that most of the study-area intersections currently operate in the LOS A-B range during the PM peak hour periods, which meets the City's LOS C operating standard. The SR 246/McMurray Road intersection operates at LOS D during the PM peak hour. The City's level of service standards considers LOS D acceptable as an interim condition where programmatic implementation of transportation infrastructure improvements is planned to take place over a period that would return the level of service to an acceptable level. Improvements planned for the intersection are discussed in the Mitigation Measures section.

PROJECT SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates were developed for the Project using rates presented in the Institute of Transportation Engineers (ITE) Trip Generation manual for Hotels (Land-Use #310).[2] Table 2 presents trip generation estimates for the Project.

Table 2
Project Trip Generation

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Hotel – Suites	107 rooms	8.36	895	0.47	50	0.60	64
Hotel - Boutique	107 rooms	8.36	895	0.47	50	0.60	64
Total			**1,790**		**100**		**128**

As shown in Table 2, the Project is forecast to generate 1,790 average daily trips, 100 AM peak hour trips, and 128 PM peak hour trips.

Project Trip Distribution

Table 3 shows the trip distribution pattern developed for the Project. The trip distribution pattern was developed based on existing traffic flows and the surrounding land uses in the area. Figure 5 shows the trip distribution pattern and the assignment of trips generated by the Project.

[2] Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

Table 3
Project Trip Distribution Percentages

Origin/Destination	Direction	Percentage
SR 246	East	5%
	West	10%
US 101	North	30%
	South	35%
Avenue of Flags	Local	10%
McMurray Road	Local	10%
Total		**100%**

Intersection Operations

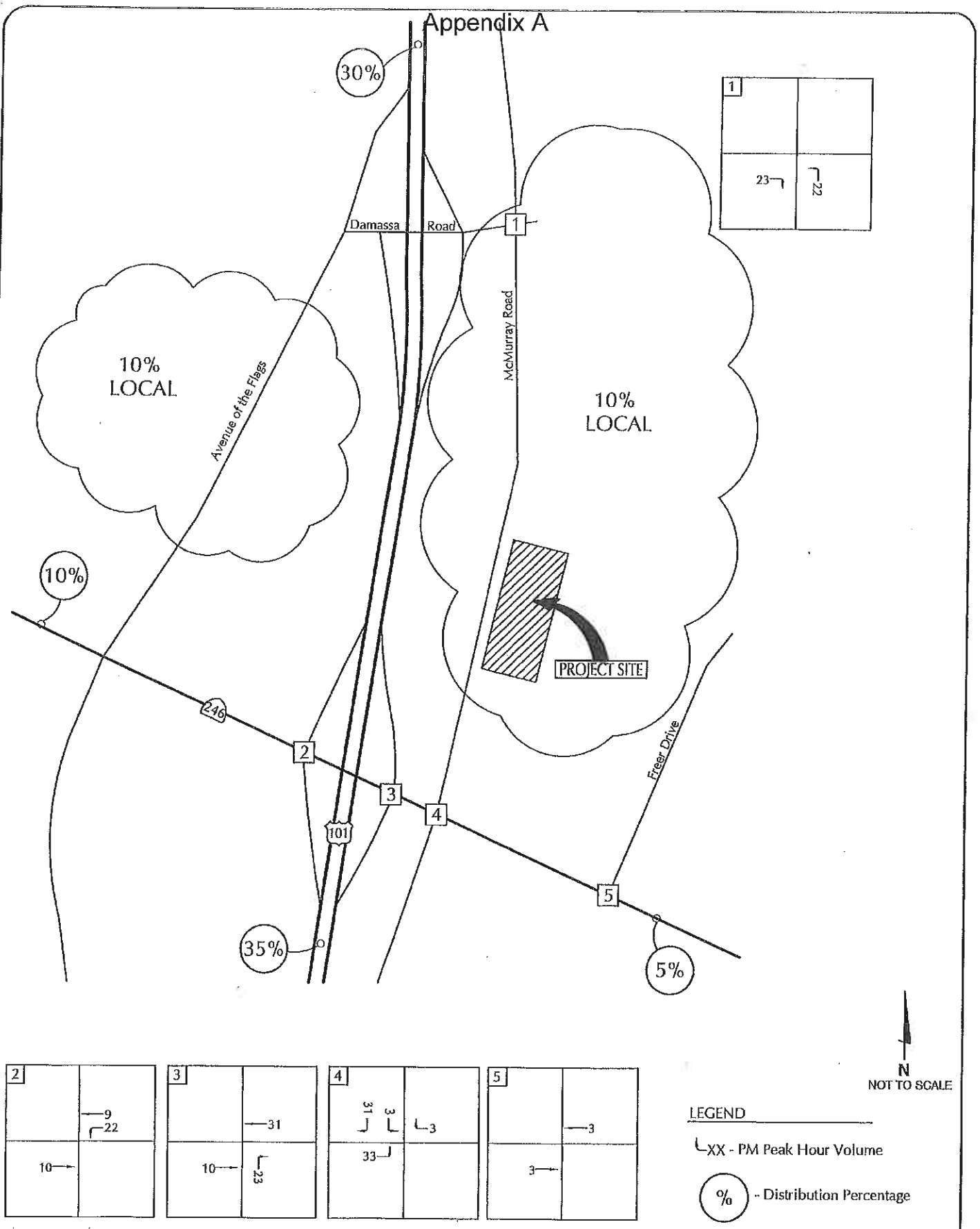
Levels of service were calculated for the study-area intersections based on the Existing + Project volumes shown on Figure 6. Table 4 lists the Existing + Project levels of service for the study-area intersections.

Table 4
Existing + Project Levels of Service

Intersection	Delay / LOS (a) PM Peak Hour	
	Existing	Existing + Project
#1 – Damassa Road/McMurray Road	9.7 Sec/LOS A	10.1 Sec./LOS B
#2 - SR 246/US 101 SB Ramp	16.7 Sec/LOS B	16.9 Sec./LOS B
#3 – SR 246/US 101 NB Ramp	11.2 Sec/LOS B	11.5 Sec./LOS B
#4 – SR 246/McMurray Road	**38.3 Sec/LOS D**	**40.5 Sec./LOS D**
#5 - SR 246/Freer Drive	17.6 Sec/LOS B	17.6 Sec./LOS B

(a) LOS based on average delay per vehicle in seconds pursuant to HCM procedures.

The data presented in Table 4 indicate that most of the study-area intersections will continue to operate in the LOS A-B range or better with Existing + Project traffic, which meets the City's LOS C standards. The SR 246/McMurray Road intersection is forecast to continue to operate at LOS D during the PM peak hour with Existing + Project traffic, which is a potential impact. As noted, the City's level of service standards considers LOS D acceptable as an interim condition where programmatic implementation of transportation infrastructure improvements is planned to take place over a period that would return the level of service to an acceptable level. Improvements planned for the intersection are discussed in the Mitigation Measures section.

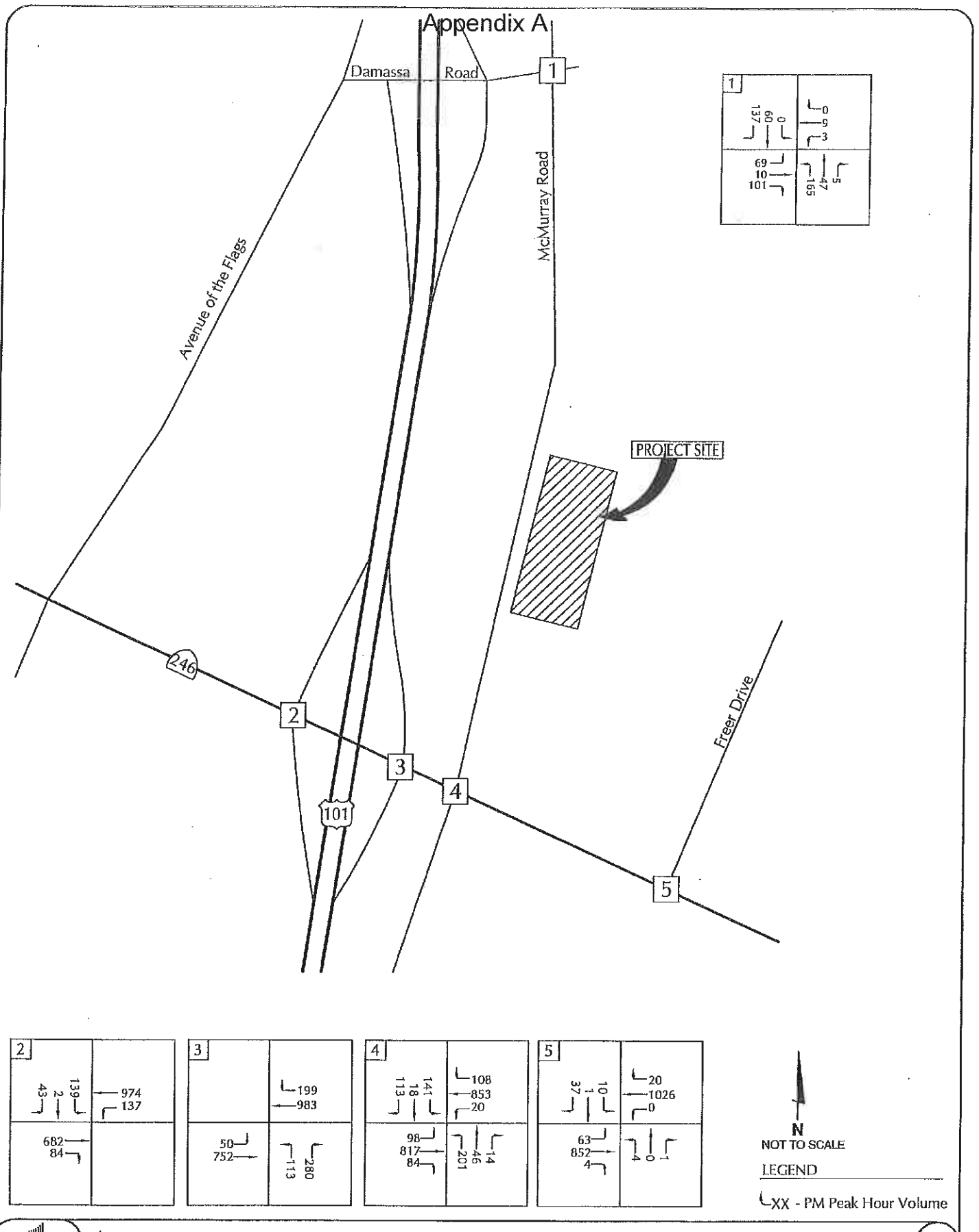


ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

EKM - ATE#18093



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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

EKM - ATE#18093

CUMULATIVE ANALYSIS

Traffic Forecasts

Cumulative traffic volumes were forecast for the study-area intersections assuming development of the approved and pending projects proposed within the City of Buellton (a copy of the October 2018 list summarizing the approved and pending projects is contained the Technical Appendix for reference). Trip generation estimates were developed for the cumulative projects using the rates presented in the ITE Trip Generation report. Cumulative traffic volumes are shown on Figure 7 and Cumulative + Project volumes are shown on Figure 8.

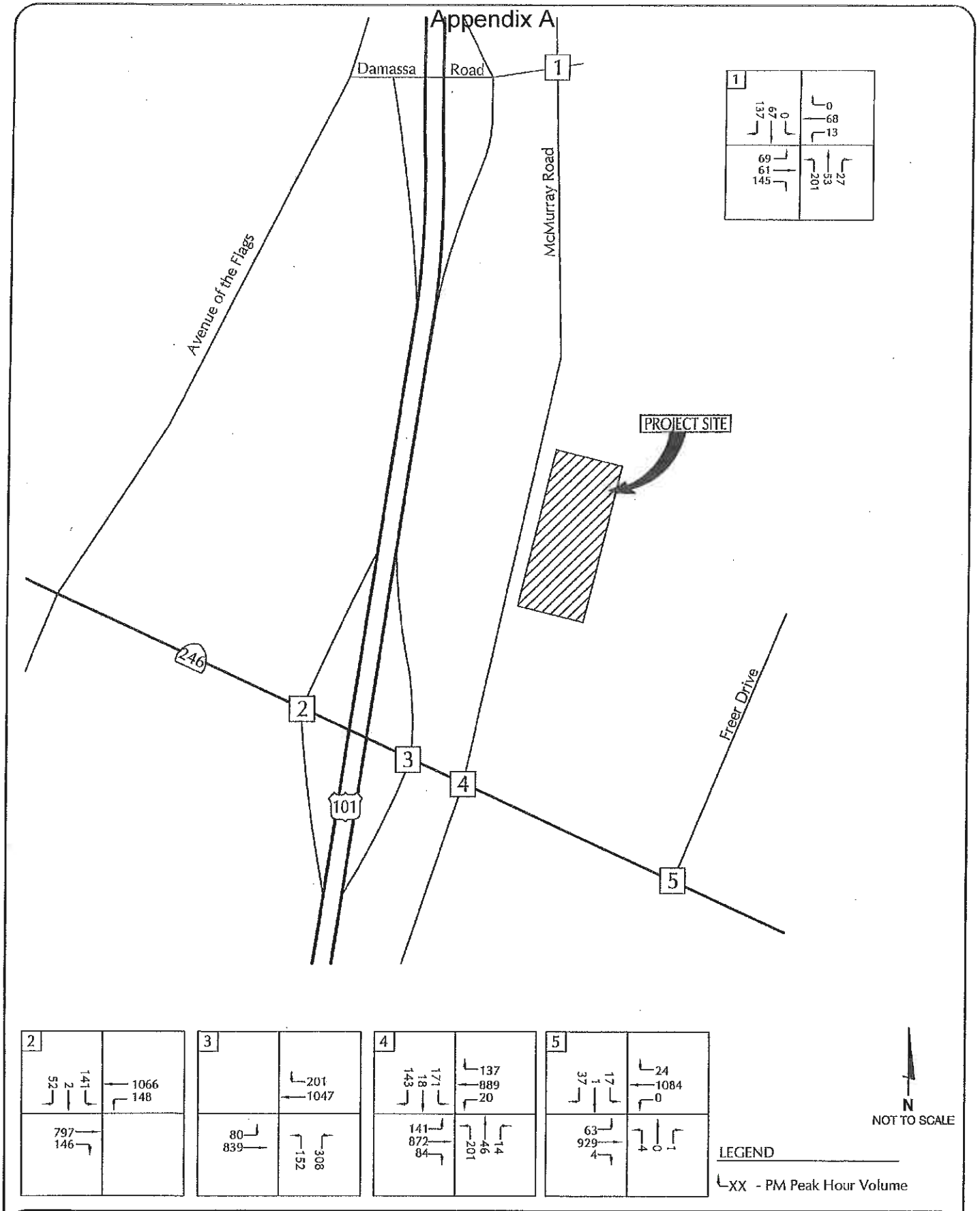
Intersection Operations

Table 5 compares the Cumulative and Cumulative + Project levels of service for the study-area intersections.

Table 5
Cumulative + Project Levels of Service

Intersection	Delay / LOS (a) PM Peak Hour	
	Cumulative	Cumulative + Project
#1 – Damassa Road/McMurray Road	13.9 Sec./LOS B	15.5 Sec./LOS C
#2 - SR 246/US 101 SB Ramp	16.8 Sec./LOS B	18.0 Sec./LOS B
#3 – SR 246/US 101 NB Ramp	13.1 Sec./LOS B	13.0 Sec./LOS B
#4 – SR 246/McMurray Road	**42.5 Sec./LOS D**	**45.0 Sec./LOS D**
#5 - SR 246/Freer Drive	17.0 Sec./LOS B	17.1 Sec./LOS B

The data presented in Table 5 indicate that most of the study-area intersections are forecast to operate at LOS C or better with Cumulative and Cumulative + Project Traffic, which meets the City's LOS C standard. The SR 246/McMurray Road intersection is forecast to operate at LOS D with Cumulative and Cumulative + Project traffic, a potential cumulative impact. As noted, the City's level of service standards considers LOS D acceptable as an interim condition where programmatic implementation of transportation infrastructure improvements is planned to take place over a period that would return the level of service to an acceptable level. Improvements planned for the intersection are discussed in the Mitigation Measures section.

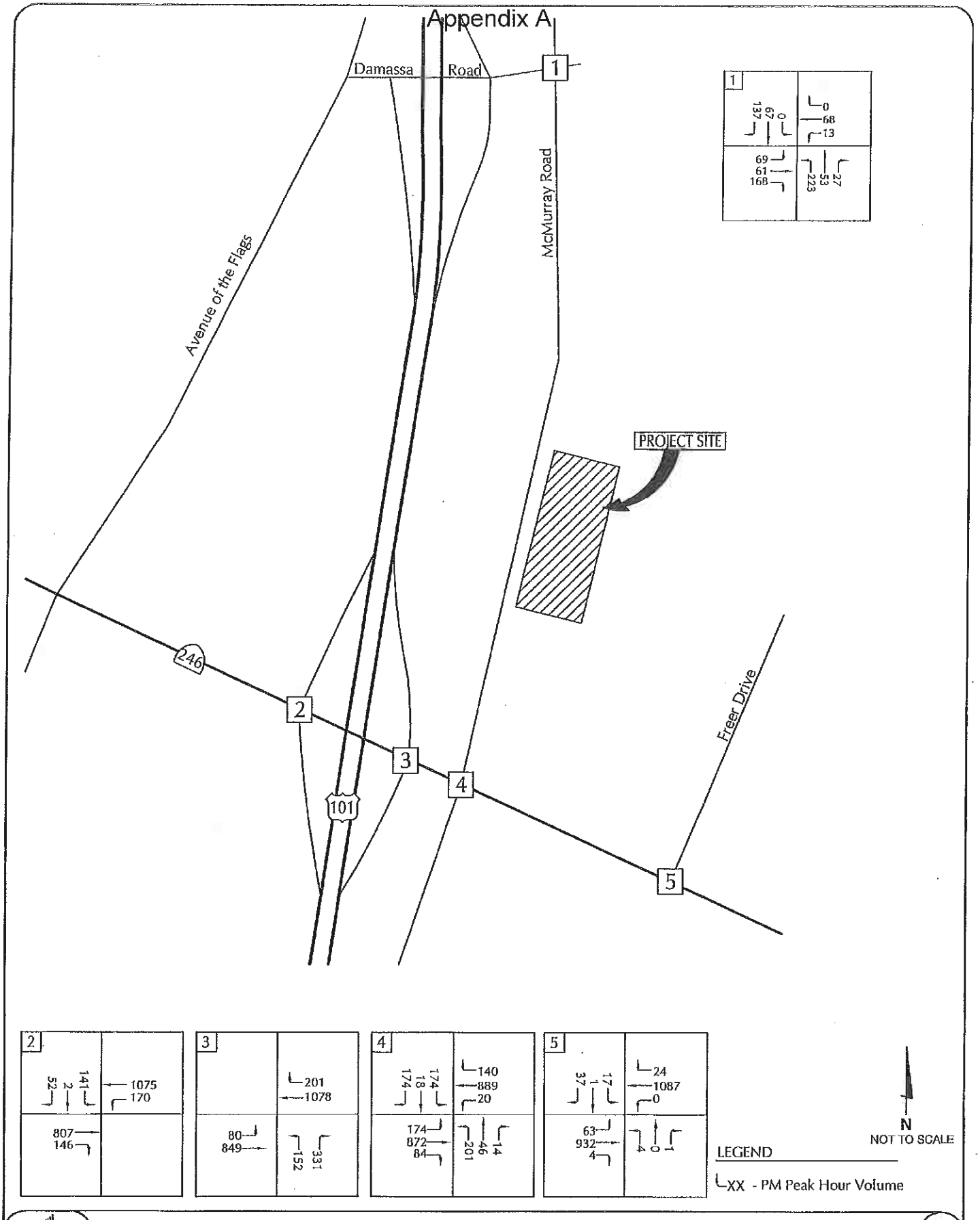


ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

EKM - ATE#18093



ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

EKM - ATE#18093

SITE ACCESS AND CIRCULATION

Primary access to the Project site is proposed via one driveway connection on McMurray Road and secondary access is proposed via one driveway on Valley Vineyard Circle (see Figure 2 – Project Site Plan). Most of the Project's traffic is anticipated to use the main driveway on McMurray Road, which is properly aligned opposite the outbound driveway that serves the McDonalds on the west side of McMurray Road. Traffic operations were evaluated for the Project's access connections were evaluated using the Cumulative + Project forecasts shown on Figure 9. Delays and level of service were calculated for the Project's main driveway connection on McMurray Road and the Valley Vineyard Circle connections to McMurray Road. Table 6 lists the results and level calculations are included in the Technical Appendix.

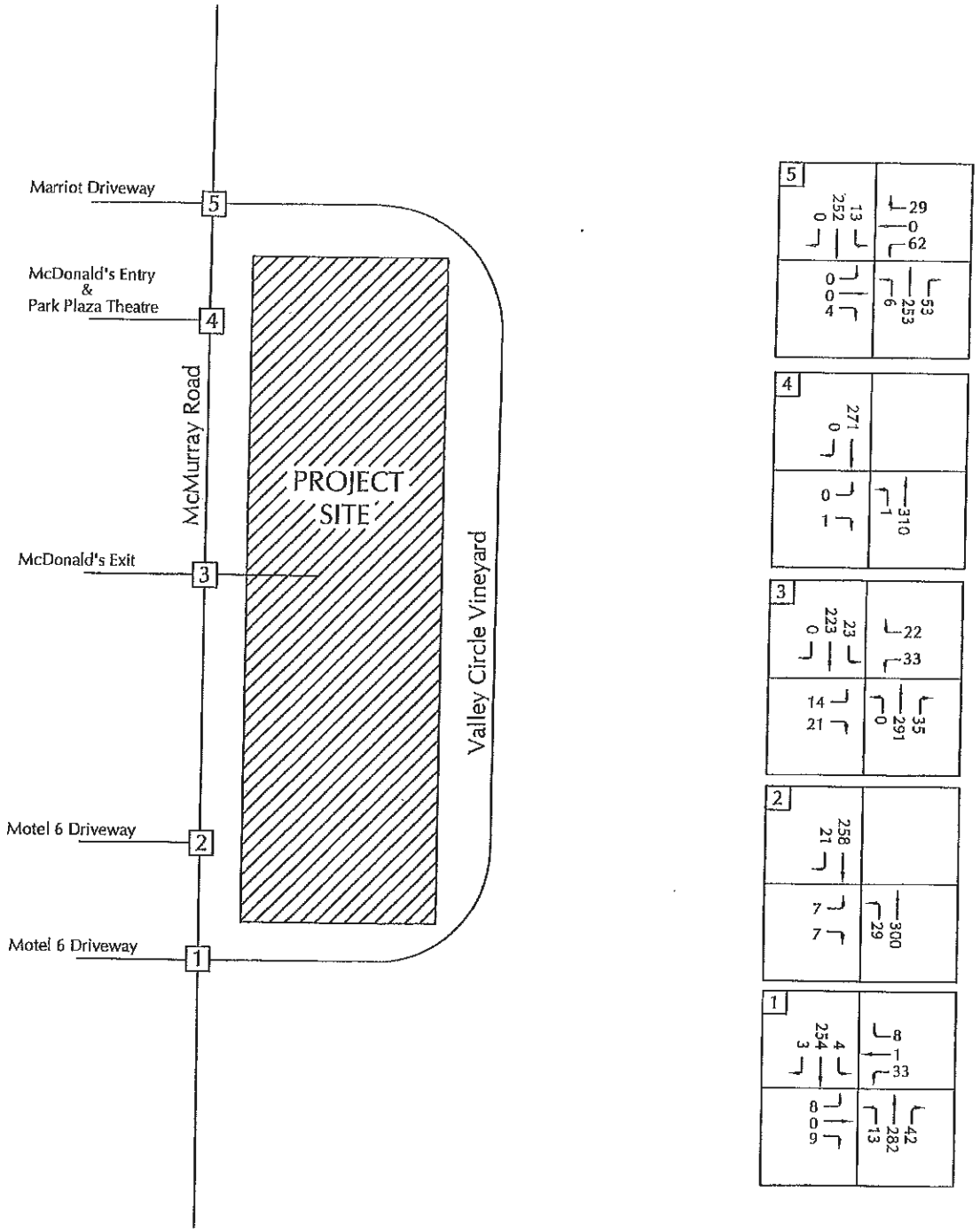
Table 6
Site Access Delays & Levels of Service – PM Peak Hour

Access Connection	Cumulative + Project	
	Delay	LOS(a)
Main Driveway/McMurray Road		
Northbound Left Turn	7.7 Sec.	LOS A
Southbound Left Turn	8.1 Sec.	LOS A
Eastbound Left + Thru + Right Turn	11.2 Sec.	LOS B
Westbound Left + Thru + Right Turn	12.4 Sec.	LOS B
North Valley Circle Vineyard Connection/McMurray Road		
Northbound Left Turn	7.8 Sec.	LOS A
Southbound Left Turn	8.0 Sec.	LOS A
Eastbound Left + Thru + Right Turn	9.8 Sec.	LOS A
Westbound Left + Thru + Right Turn	13.0 Sec.	LOS B
South Valley Circle Vineyard Connection/McMurray Road		
Northbound Left Turn	7.9 Sec.	LOS A
Southbound Left Turn	8.0 Sec.	LOS A
Eastbound Left + Thru + Right Turn	11.3 Sec.	LOS B
Westbound Left + Thru + Right Turn	12.8 Sec.	LOS B

(a) LOS based on average delay per vehicle in seconds pursuant to HCM procedures.

Main Driveway/McMurray Road. As shown in Table 6, delays for turning to/from the main driveway are forecast at LOS A-B, indicating good operations. This driveway is located opposite the outbound driveway that service McDonalds and the existing vehicle from the McDonalds site would not be impacted. McMurray is flat and straight adjacent to the proposed new connection, thereby providing good sight distances for drivers entering/exiting the Project site.

North Valley Circle Vineyard Connection/McMurray Road. Delays at this intersection are also forecast at LOS A-B, indicating good operations. The North Valley Circle Vineyard connection is located opposite the Marriott driveway and movement to/from that driveway



ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE + PROJECT DRIVEWAY VOLUMES

FIGURE 9

EKM - ATE#18093

would not be impacted by the Project. McMurray is flat and straight adjacent to the intersection, thereby providing good sight distances.

South Valley Circle Vineyard Connection/McMurray Road. Delays at this intersection are also forecast at LOS A-B, indicating good operations. The South Valley Circle Vineyard connection is located opposite the Motel 6 driveway and movement to/from that driveway would not be impacted by the Project. McMurray is flat and straight adjacent to the intersection, thereby providing good sight distances.

Finally, there are two driveways located on McMurray Road in the vicinity of the Project's main driveway (see Figure 9). The driveway located to the north of the Project's main driveway provides access to the McDonalds and the Park Plaza Theater. As shown on Figure 9, the traffic volumes using this driveway are relatively low. This driveway would not be negatively affected by Project traffic since there is sufficient spacing between the driveways and volumes are low. The driveway located south of the Project's main driveway provides access to the Motel 6 and the traffic volumes using this driveway are relatively low (see Figure 9). This driveway would not be negatively affected by Project traffic since there is sufficient spacing between the driveways and volumes are low.

PEDESTRIAN AND BICYCLE FACILITIES

There are sidewalks along McMurray Road between SR 246 and Damassa Road; and sidewalks along SR 246 north and south of McMurray Road. These facilities would provide pedestrian connections to the adjacent land uses for hotel users. Similarly, there are Class II bicycle lanes along McMurray Road and along SR 246 – which would provide bike access for hotel users.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

Impact Criteria

The Santa Barbara County Association of Governments (SBCAG) 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 within the Congestion Management Program (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.

1. For any roadway or intersection operating at "Level of Service" (LOS) A or B, a decrease of two levels of service resulting from the addition of project-generated traffic.

2. For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse.

3. For intersections within the CMP system with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	20
LOS E	10
LOS F	10

4. For freeway or highway segments with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	100
LOS E	50
LOS F	50

Potential Intersection Impacts

The traffic analysis found that most of the intersections along SR 246 are forecast to operate at LOS D or better with Existing + Project and Cumulative + Project traffic – which meet the CMP standards. The SR 246/McMurray Road intersection is forecast to operate at LOS D during the PM peak hour with Existing + Project and Cumulative + Project traffic conditions and the Project would add 70 PM peak hour trips to the intersection – which is considered a potentially significantly impact based on the CMP thresholds. Pursuant to CMP criteria, the City will be required to prepare a deficiency plan when the intersection degrades to LOS E.

Potential Freeway Impacts

The Project would add less than 100 peak hour trips to US 101 north and south of SR 246. Based on CMP criteria, the Project would not significantly impact US 101 in Buellton.

MITIGATION MEASURES

SR 246/McMurray Road. This intersection currently operates at LOS D and is forecast to operate at LOS D with Existing + Project and Cumulative + Project traffic. The City's level of service standards considers LOS D acceptable as an interim condition where programmatic implementation of transportation infrastructure improvements is planned to take place over a period that would return the level of service to an acceptable level. The City has a plan to widen McMurray Road and implement left-turn phasing on the northbound and southbound McMurray Road approaches (which are currently split phased). This plan would return operations to LOS C and mitigate this potential impact.

Appendix A

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

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Scott A. Schell, AICP, PTP, Principal Transportation Planner
Dan Dawson, PTP, Supervising Transportation Planner
Erica Monson, Transportation Planner I

Persons Contacted

Andrea Olson Keefer, Planning Director, City of Buellton
Rose Hess, Planner, City of Buellton

References

City of Buellton General Plan, City of Buellton, December 2008.

Highway Capacity Manual, Transportation Research Board, 2016.

Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

Bicycle and Pedestrian Master Plan Final, City of Buellton, 2012.

Appendix A

TECHNICAL APPENDIX

CONTENTS:

Appendix A

LEVEL OF SERVICE DEFINITIONS

Appendix A

Signalized Intersection Level of Service Definitions

LOS	Delay (a)	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

(a) Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

[1] Highway Capacity Manual, National Research Board, 2010

Appendix A

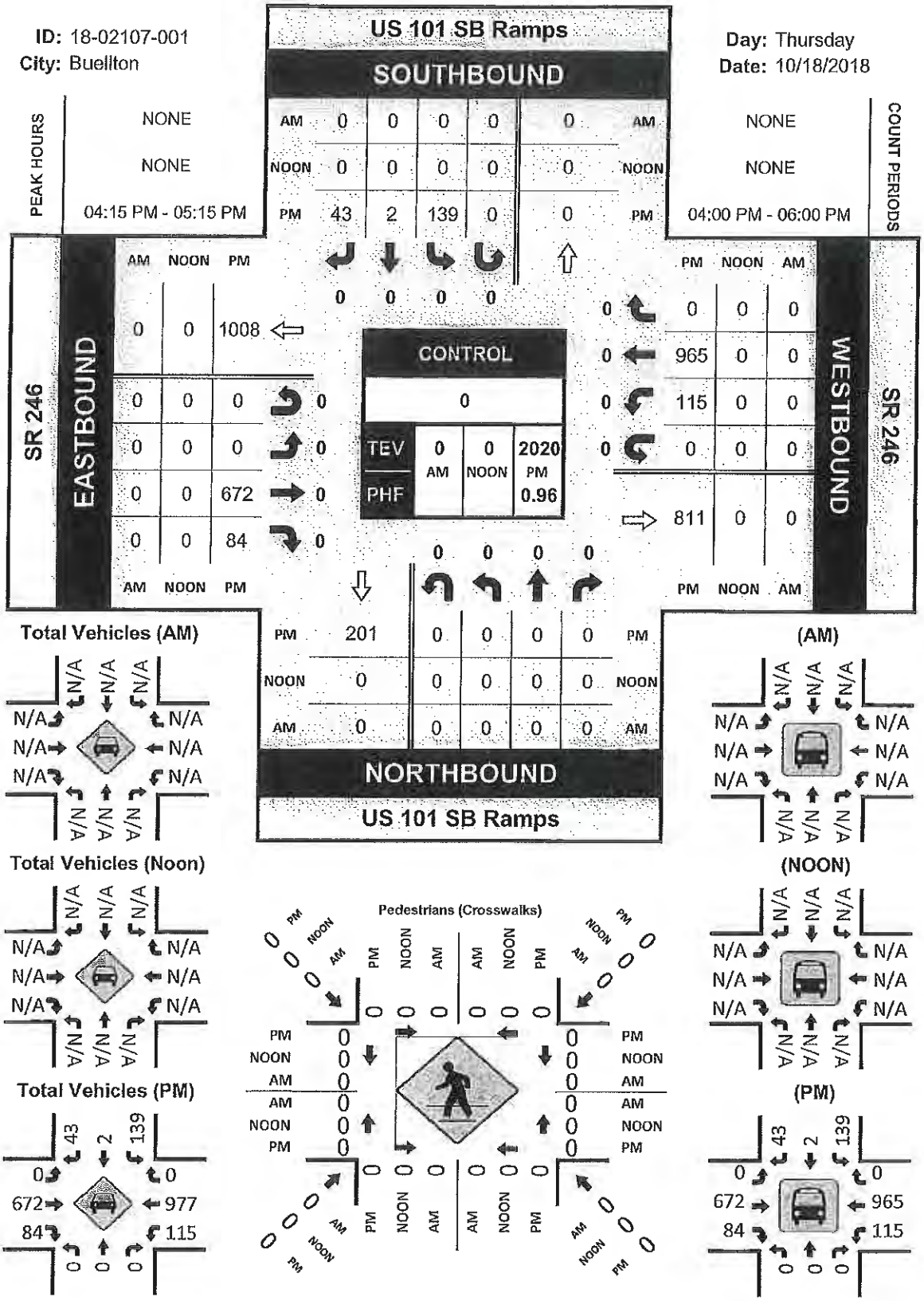
TRAFFIC COUNT DATA

Appendix A

Prepared by National Data & Surveying Services

US 101 SB Ramps & SR 246

Peak Hour Turning Movement Count



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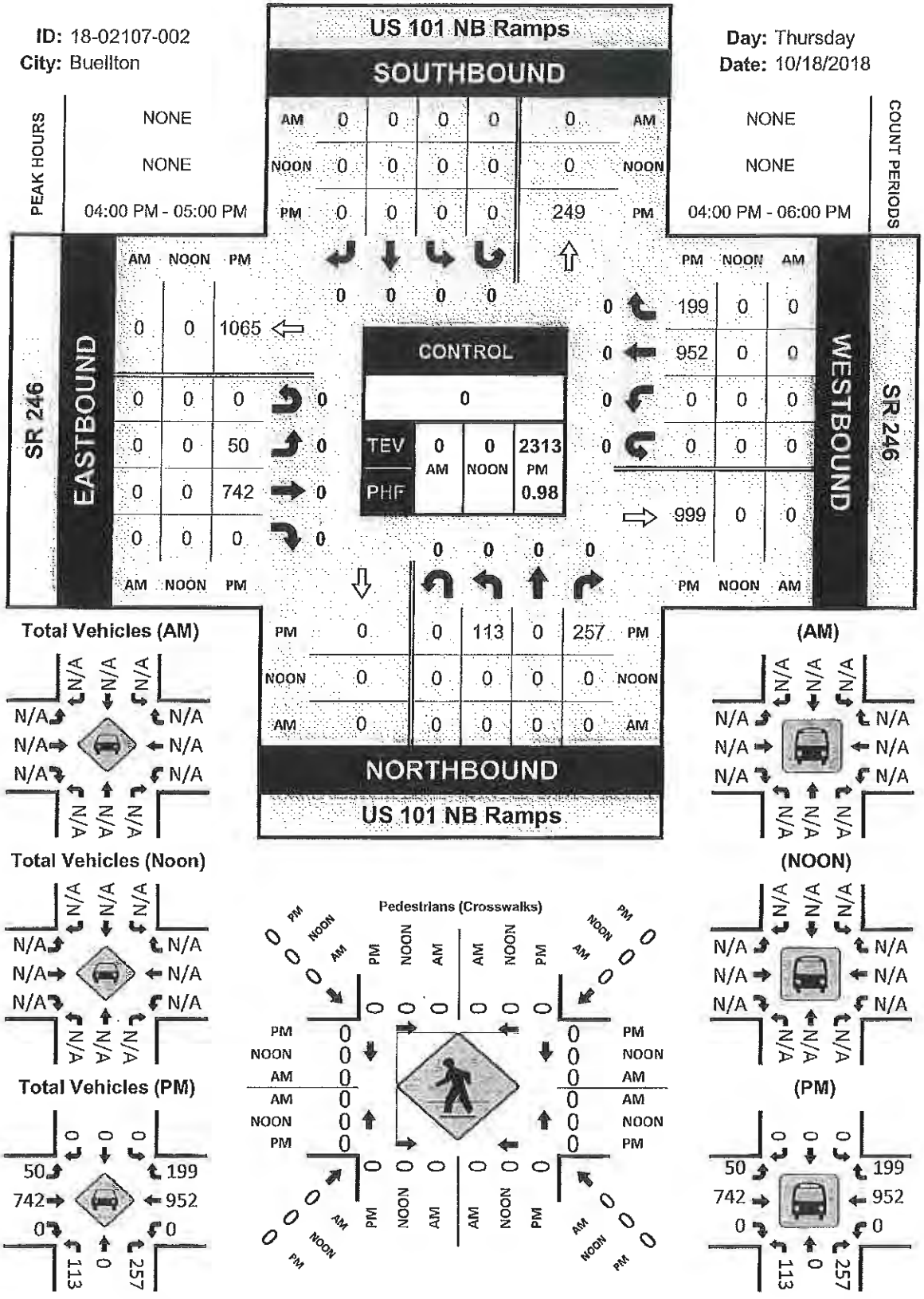
Prepared by National Data & Surveying Services

US 101 NB Ramps & SR 246

Peak Hour Turning Movement Count

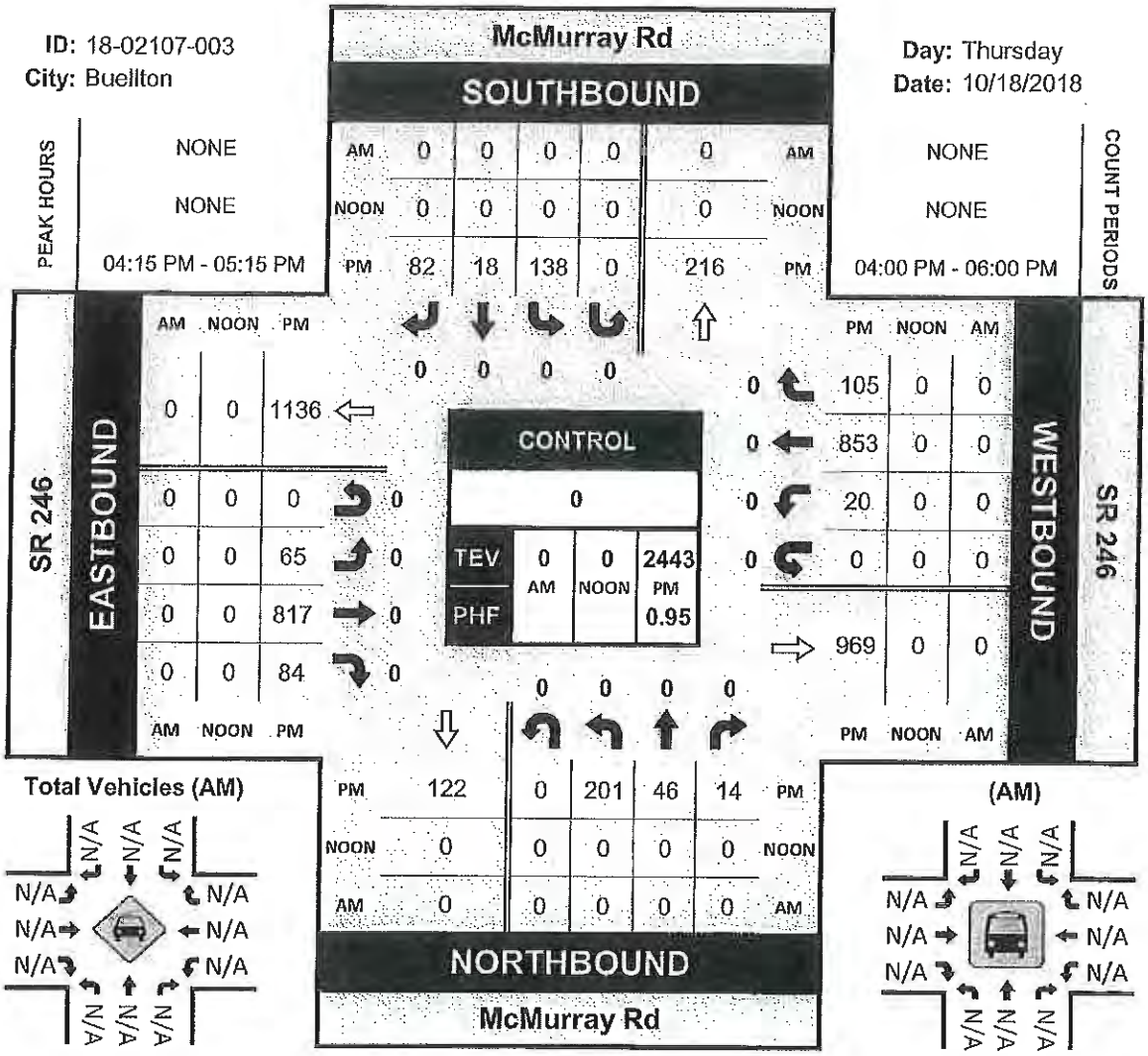


Appendix A

Prepared by National Data & Surveying Services

McMurray Rd & SR 246

Peak Hour Turning Movement Count

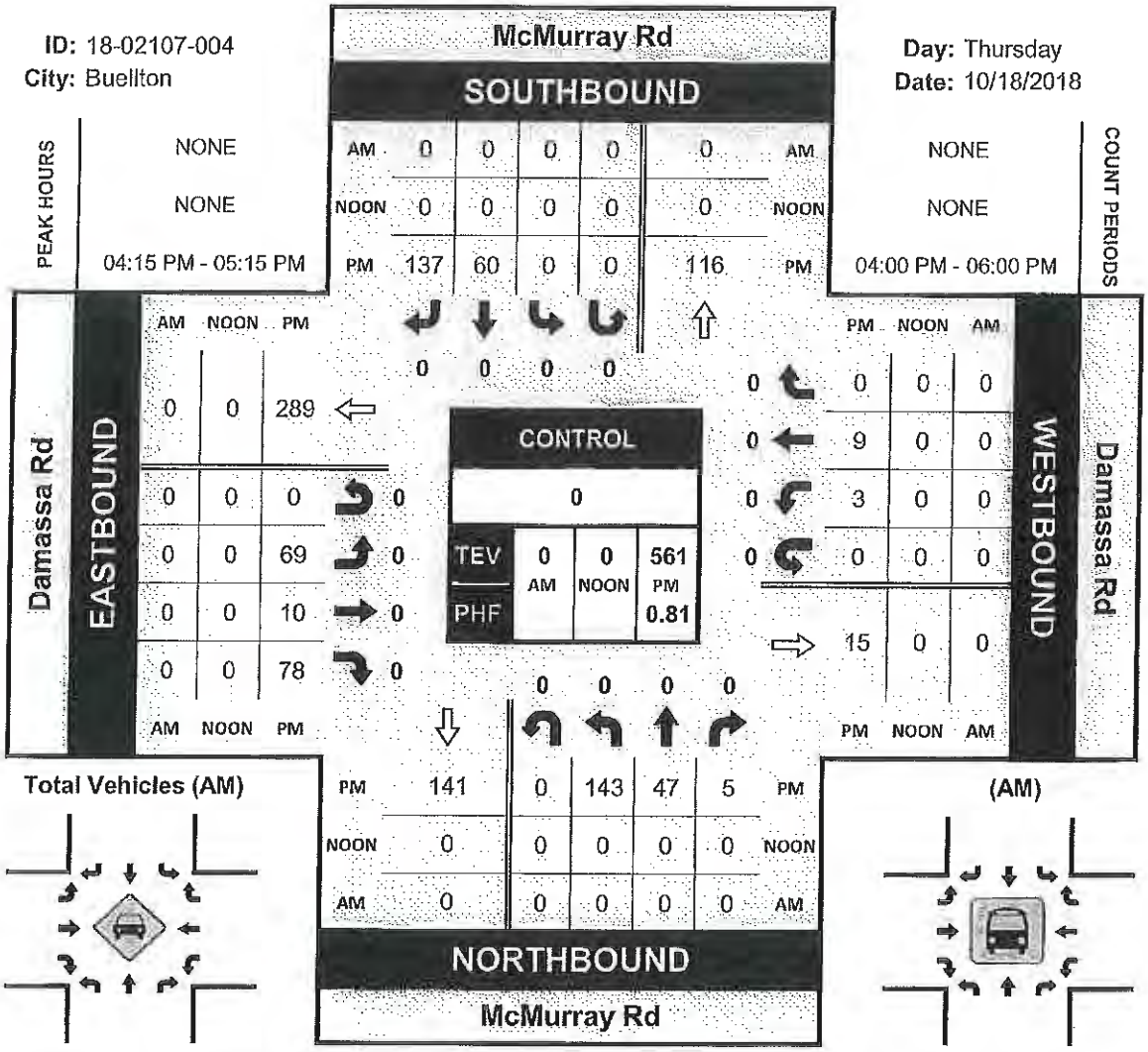


Appendix A

Prepared by National Data & Surveying Services

McMurray Rd & Damassa Rd

Peak Hour Turning Movement Count



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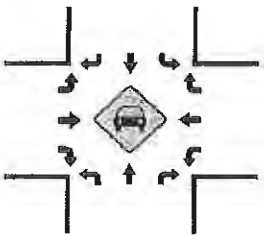
Total Vehicles (Noon)



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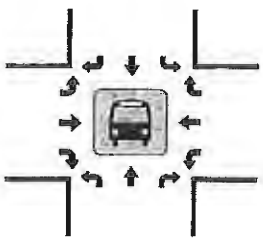
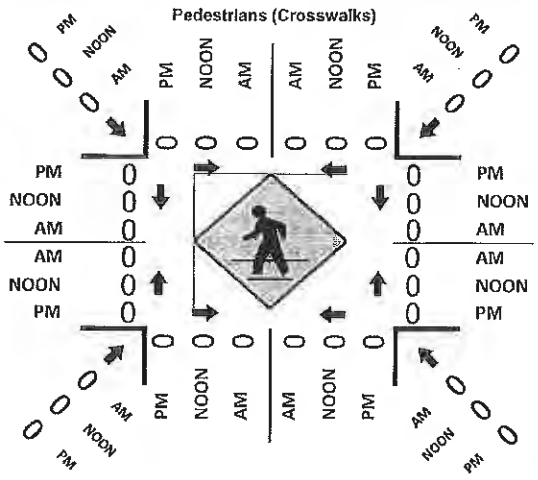


Pedestrians (Crosswalks)



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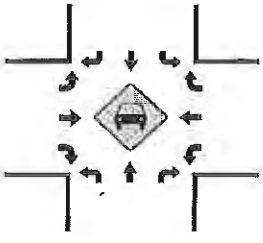

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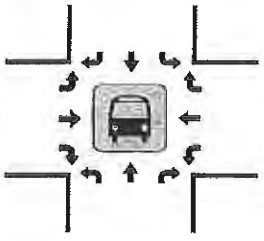

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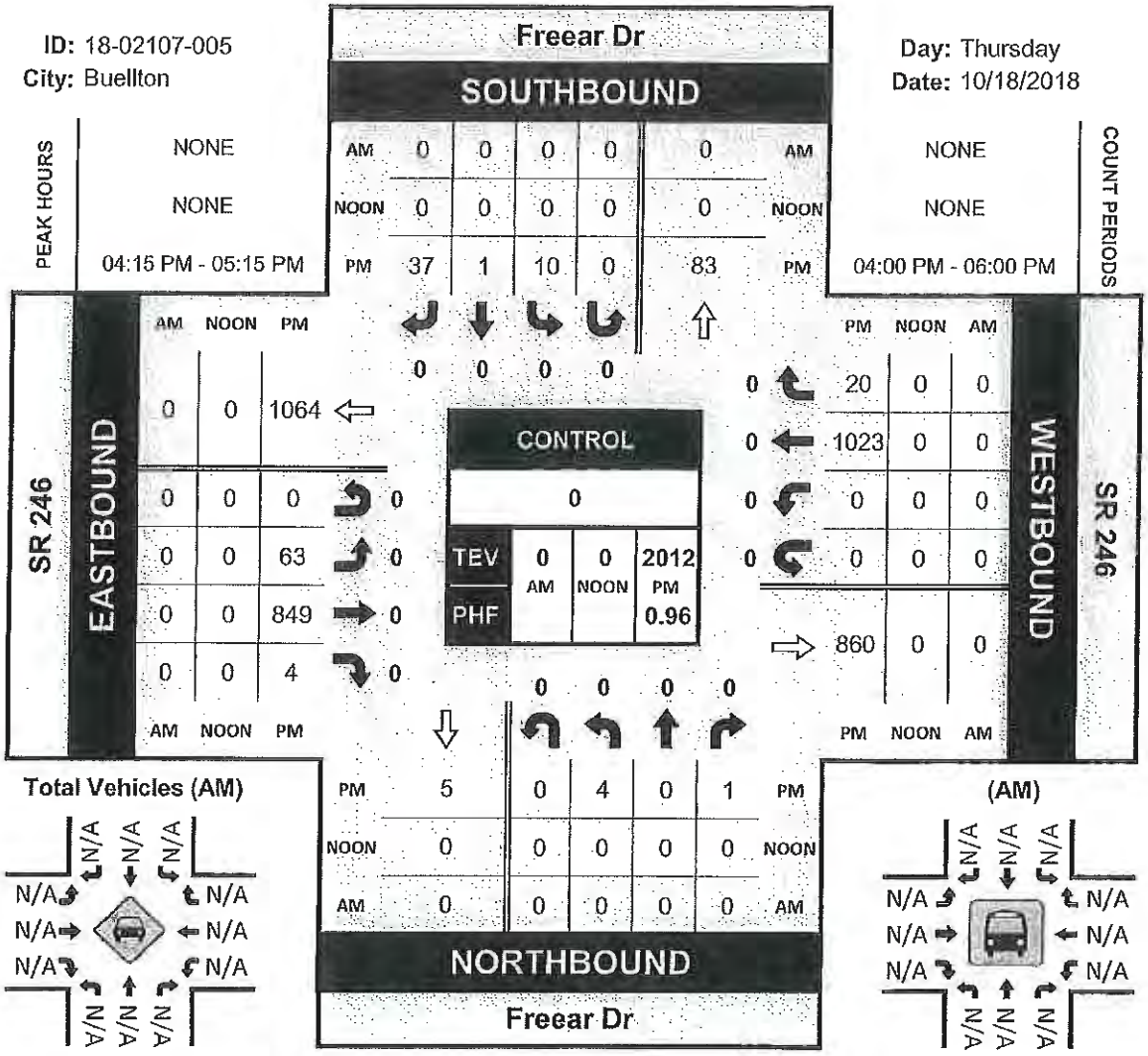
Prepared by National Data & Surveying Services

Freear Dr & SR 246

Peak Hour Turning Movement Count



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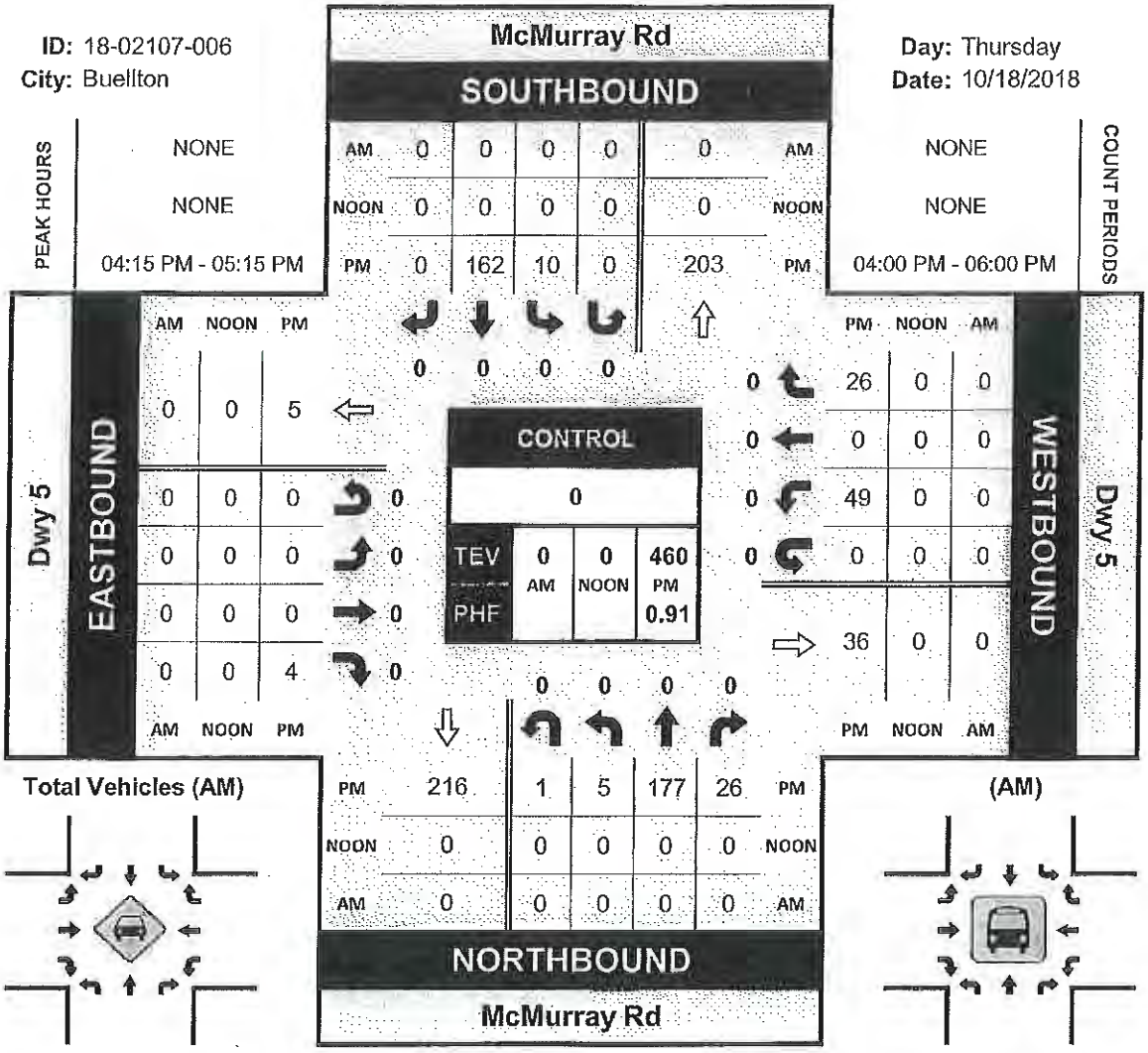
McMurray Rd & Dwy 5

Peak Hour Turning Movement Count



Total Vehicles (AM)

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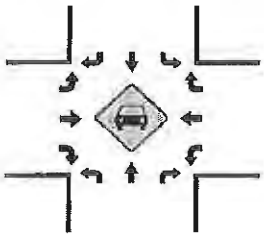
Total Vehicles (Noon)



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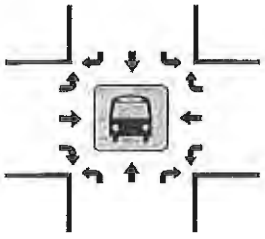
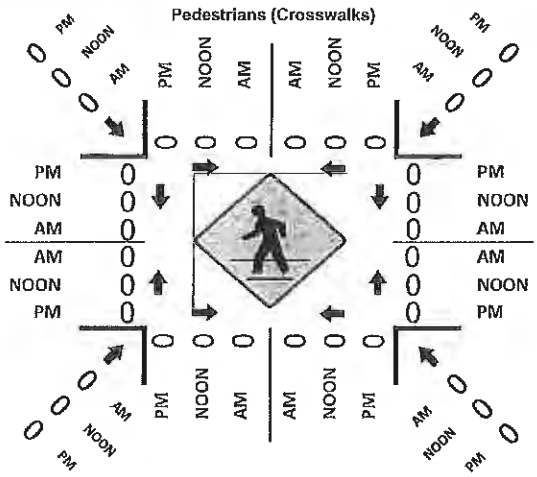


Pedestrians (Crosswalks)



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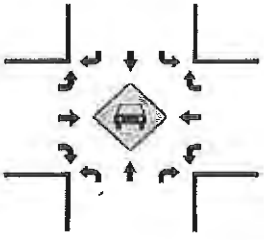

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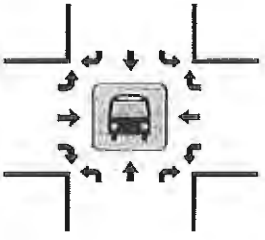
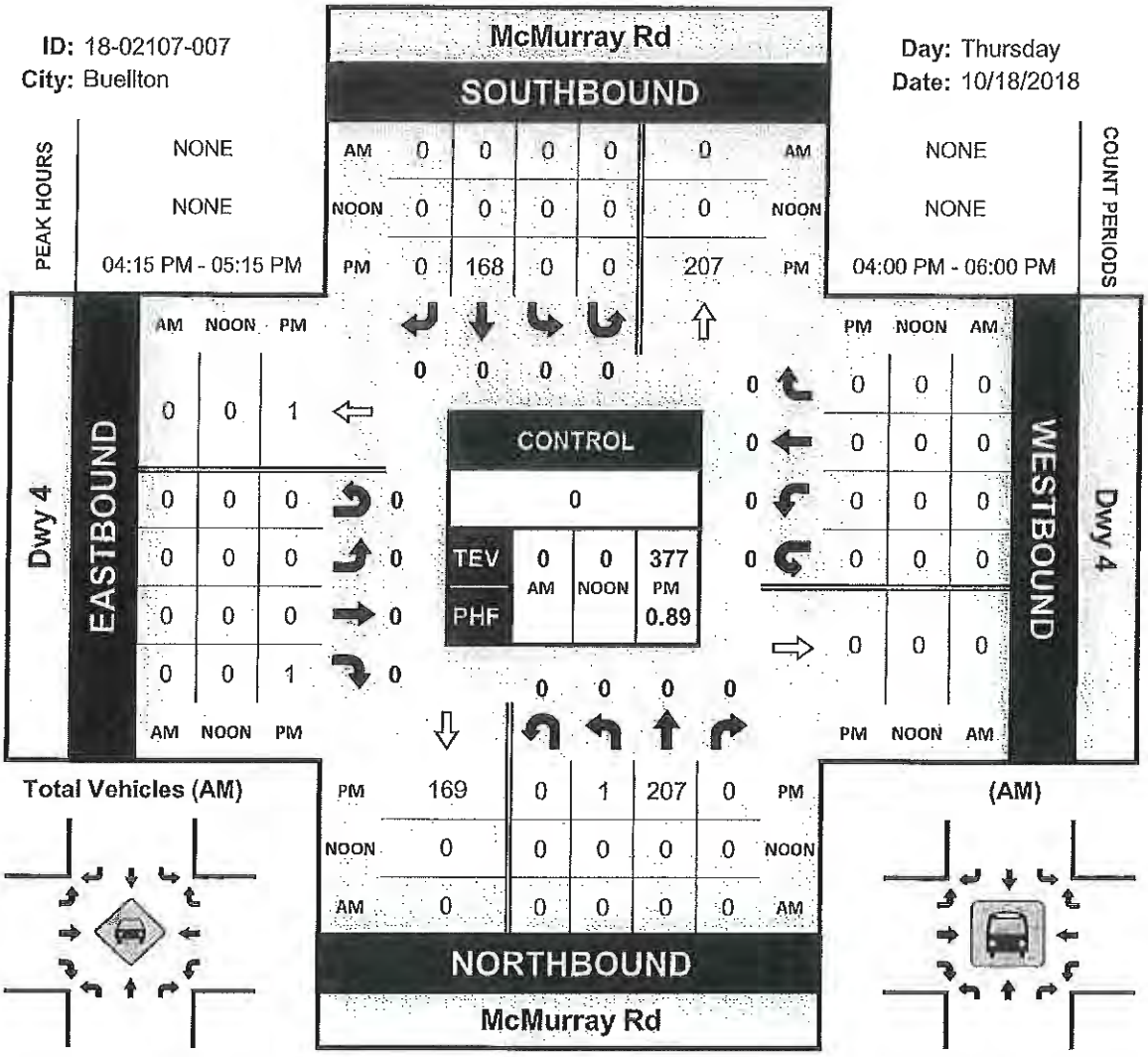


Appendix A

Prepared by National Data & Surveying Services

McMurray Rd & Dwy 4

Peak Hour Turning Movement Count



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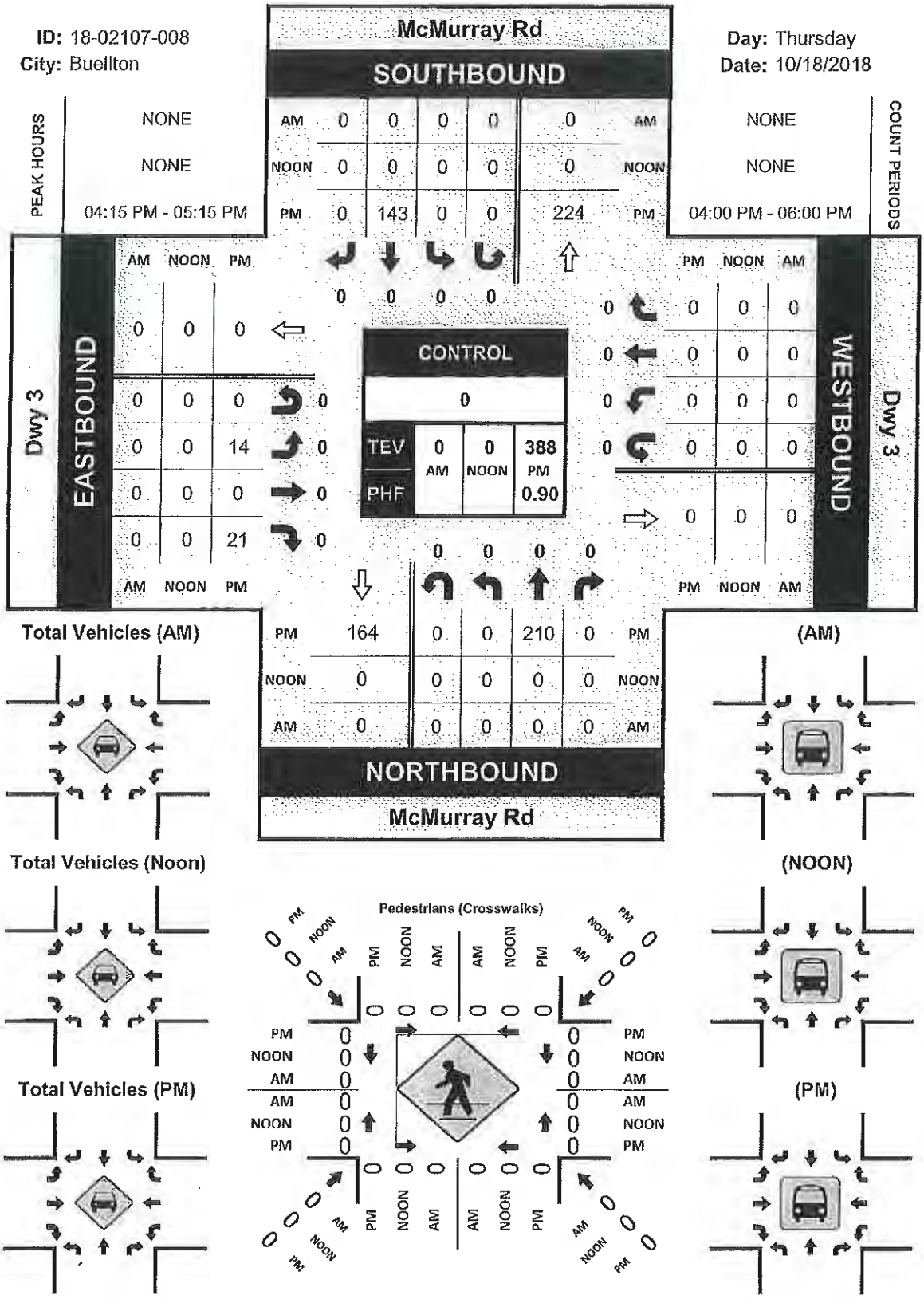
Prepared by National Data & Surveying Services

McMurray Rd & Dwy 3

Peak Hour Turning Movement Count



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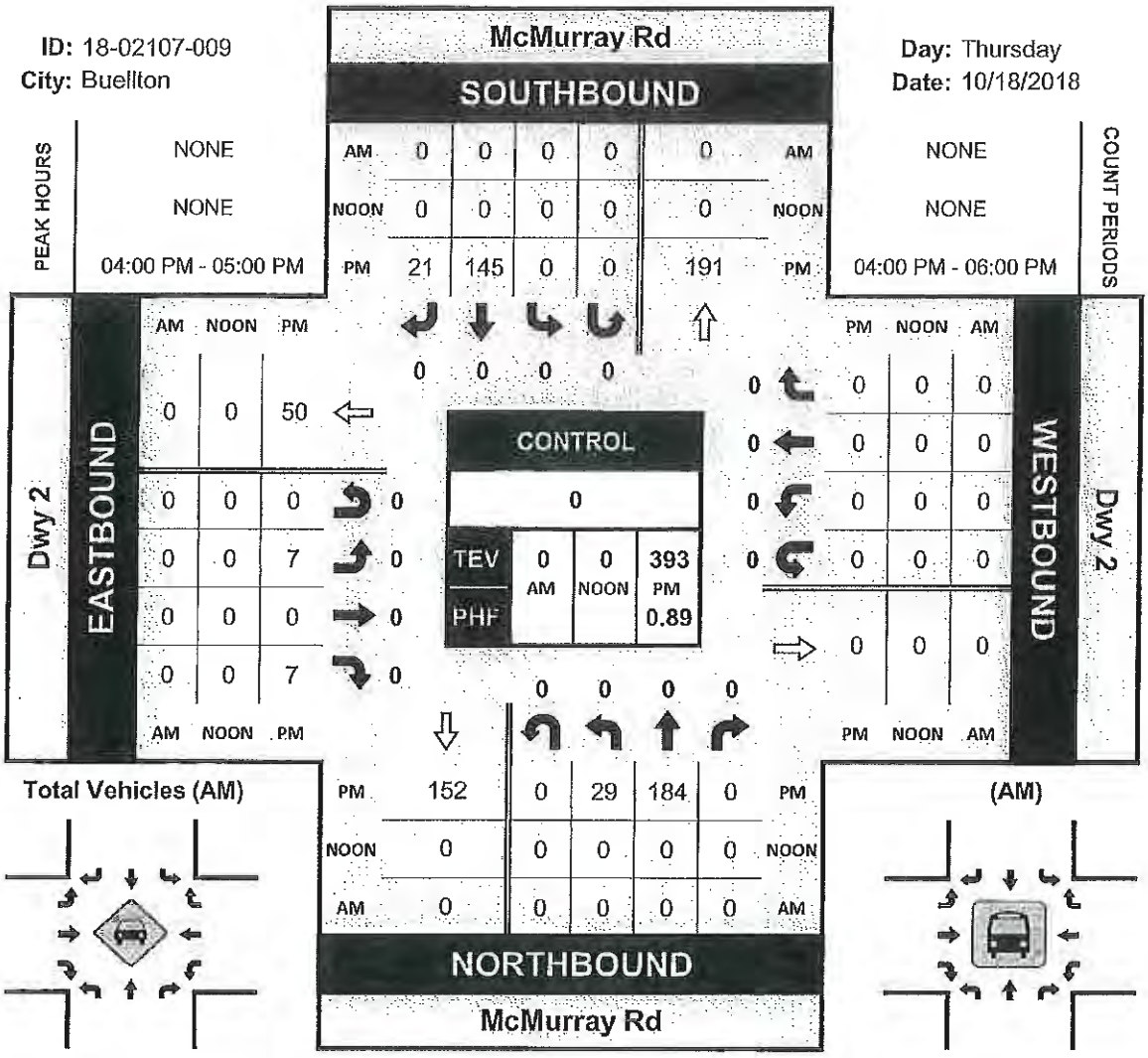
McMurray Rd & Dwy 2

Peak Hour Turning Movement Count



Appendix A

Prepared by National Data & Surveying Services

McMurray Rd & Dwy 1

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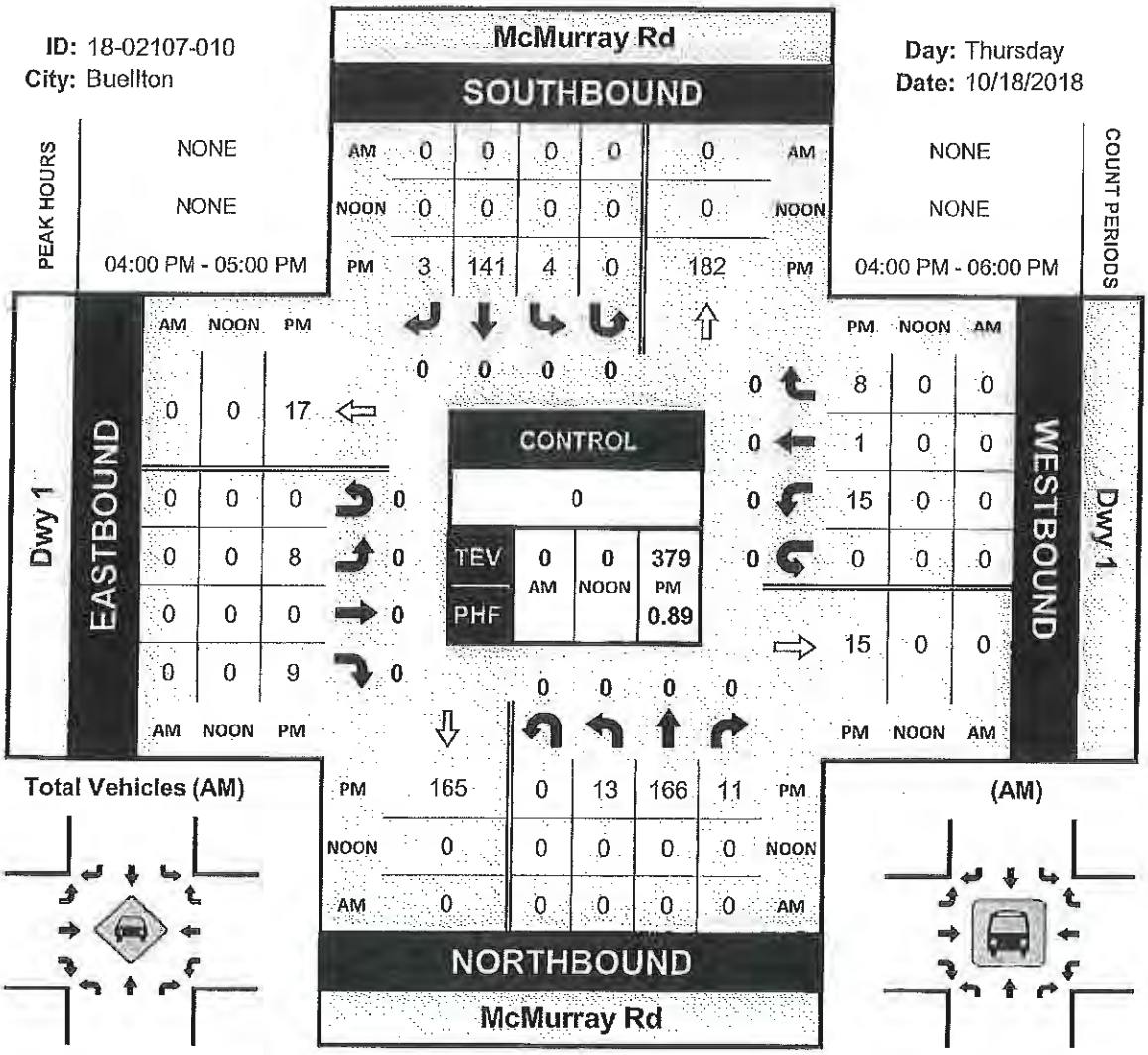

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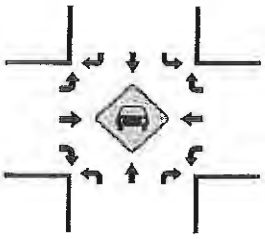
Total Vehicles (Noon)



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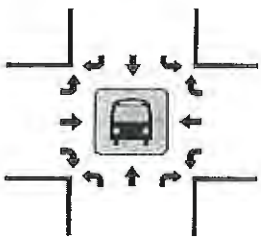

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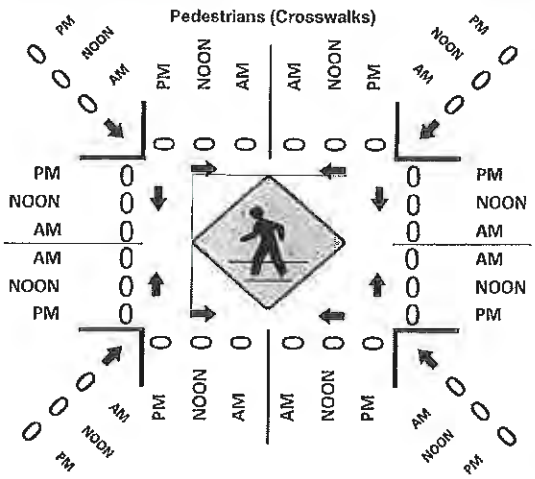

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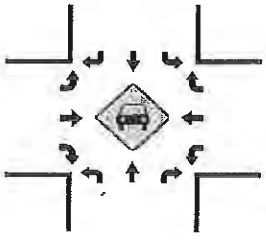

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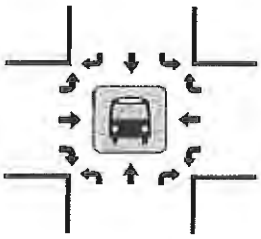


Appendix A

PROJECT TRIP GENERATION CALCULATIONS

Associated Transportation Engineers
Trip Generation Worksheet

CAMBRIA HOTEL & SUITES (#18093)

Land Use	Size	ADT		A.M. PEAK HOUR						P.M. PEAK HOUR					
		Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
West Malibu															
1. Hotel - Suites	107 rooms	8.36	895	0.47	50	59%	30	41%	20	0.60	64	51%	33	49%	31
2. Hotel - Boutique	107 rooms	8.36	895	0.47	50	59%	30	41%	20	0.60	64	51%	33	49%	31
TOTALS:			**1,790**		**100**		**60**		**40**		**128**		**66**		**62**

(a) Trip generation based on ITE Code #310 (Hotel).

Appendix A

Appendix A

CUMULATIVE PROJECT LIST

Appendix A

APPROVED / PENDING DEVELOPMENT PROJECT SUMMARY

(used for) CAMBRIA HOTEL & SUITES/BOUTIQUE HOTEL PROJECT – TRAFFIC STUDY

October 10, 2018

A. APPLICATIONS IN PROCESS	LAND USE	SIZE	NOTES
1. Arco AM-PM Gas Station	Retail (con. Store) Office (2nd floor) Gas Canopy	4,400 sf 2,500 sf 3,180 sf (12 gas pumps)	
2. 518 Avenue of Flags Mixed Use	Retail Office Storage	7,350 sf 7,693 sf 4,938 sf	
3. The Central Homes	Residential	8 units	8 single family homes 3 bed/2.5 bath each
4. Village Hotel Site (Village SP) *Cambria & Boutique Hotel*	*Hotel (2)* *Meeting Room Building*	*Boutique – 107 rooms* *Branded – 107 rooms* *4,400 sf*	**Traffic Study is for this project*
B. APPROVED – ON HOLD BY APPLICANT (no plans submitted)			
5. Live Oak Lanes Development Plan Modification	Bowling/Family Entertainment	40,606 sf	Awaiting building plan submittal
6. Buellton Hub	Light Industrial & Mftrg R & D Residential	46,676 sf 28,066 sf 54 units	Awaiting building plan submittal -22 X 2 bdr,32 x1 bdr
7. The Commons at Zaca Creek	Retail Commercial Restaurant Warehouse/Storage Residential (Mgr. Apt)	28,097 sf 13,423 sf 11,661 sf 1 unit	Awaiting building plan submittal
8. Chumash Mixed Use	Multi-Family Resid'l Commercial	7 units 7,911 sf	On hold
9. Village Senior Apartments	Multi-Family Resid'l	50 units	On hold
10. Terravant Annex	Light Industrial/ Warehouse	48,000 sf	On hold
11. Davidson Dev't (1 bldg remaining)	Light Industrial	6,000 sf	On hold
C. PLAN CHECK & UNDER CONSTRUCTION			
12. The Network	Light Industrial	66,822 sf	Plans submitted for review
13. Fig Mtn Brewery Expansion Fig Mtn – Malt Silos	Light Industrial Foundation Only	1,606 sf n/a	
14. The Village Specific Plan	Commercial Residential Park	48,830 sf 155 units 1.8 acres	
15. Flying Flags - Phase III	RV Park	29 new RV spaces, 7 new tent spaces *new pool/spa/pavilion *3 RR bldgs, *maintenance shop	- - *accessory uses

Appendix A

16. Meritage Senior Living Community	Senior Board and Health Care Community	247 Senior Residential Units – Independent living, assisted living, memory building and skilled nursing building	Time Extension Application Submitted

Appendix A

CUMULATIVE TRIP GENERATION WORKSHEET

Associated Transportation Engineers
Trip Generation Worksheet

CAMBRIA HOTEL & SUITES PROJECT - APPROVED/PENDING TRIP GENERATION

Name	Use	Size	ADT		A.M. PEAK HOUR						P.M. PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
APPLICATIONS IN PROCESS																
Arco AM-PM Gas Station	Office	2,500 SF	9.74	24	1.16	3	86%	3	14%	0	1.15	3	16%	0	84%	3
	Gas Pumps	12 Pumps	205.36	2,464	12.47	150	51%	77	49%	73	13.99	168	51%	86	49%	82
	Retail	4,400 SF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
518 Avenue of Flags Mixed Use	Retail	7,350 SF	37.75	277	0.94	7	62%	4	38%	3	3.81	28	48%	13	52%	15
	Office	7,693 SF	9.74	75	1.16	9	86%	8	14%	1	1.15	9	16%	1	84%	8
	Storage	4,938 SF	1.51	7	0.10	0	60%	0	40%	0	0.17	1	47%	0	53%	1
The Central Townhomes	Residential	8 DU	6.65	53	0.51	4	20%	1	80%	3	0.62	5	65%	3	35%	2
APPROVED																
Buellton Hub	Light Industrial	46,676 SF	6.97	325	0.92	43	88%	38	12%	5	0.97	45	12%	5	88%	40
	Business/Research	28,066 SF	8.11	228	1.22	34	83%	28	17%	6	1.07	30	15%	5	85%	25
	Residential	54 DU	6.65	359	0.51	28	20%	6	80%	22	0.62	33	65%	21	35%	12
Chumash Mixed Use	Retail	7,911 SF	44.32	351	1.33	11	50%	6	50%	5	2.71	21	44%	9	56%	12
	Residential	7 DU	6.65	47	0.51	4	20%	1	80%	3	0.62	4	65%	3	35%	1
Village Senior Apts	Senior Apartments	50 DU	3.44	172	0.20	10	34%	3	66%	7	0.25	13	54%	7	46%	6
Terravant Annex	Light Industrial	48,000 SF	6.97	335	0.92	44	88%	39	12%	5	0.97	47	12%	6	88%	41
Davidson Development	Light Industrial	6,000 SF	6.97	42	0.92	6	88%	5	12%	1	0.97	6	12%	1	88%	5
Commons at Zaca Creek	Commercial	28,097 SF	44.32	1,245	1.33	37	50%	19	50%	18	2.71	76	44%	33	56%	43
	Restaurant	13,423 SF	127.15	1,707	10.81	145	55%	80	45%	65	9.85	132	60%	79	40%	53
	Warehouse	11,661 SF	3.56	42	0.30	3	79%	2	21%	1	0.32	4	25%	1	75%	3
	Apartment	1 DU	6.65	7	0.51	1	20%	0	80%	1	0.62	1	65%	1	35%	0
Live Oak Lanes	Bowling Alley	45,633 SF	33.33	1,521	0.00	0	55%	0	45%	0	1.71	78	61%	48	39%	30
PLAN CHECK & UNDER CONSTRUCTION																
The Network	Light Industrial	74,300 SF	6.97	518	0.92	68	88%	60	12%	8	0.97	72	12%	9	88%	63
Fig Mountain Expansion	Light Industrial	1,606 SF	6.97	11	0.92	1	88%	1	12%	0	0.97	2	12%	0	88%	2
The Village SP	Commercial	48,830 SF	42.70	2,085	0.96	47	62%	29	38%	18	3.71	181	48%	87	52%	94
	Townhomes	155 DU	5.81	901	0.44	68	17%	12	83%	56	0.52	81	67%	54	33%	27
	Park	1.8 Acres	20.00	36	0.80	1	50%	1	50%	0	1.60	3	50%	2	50%	1
Meritage Senior Living Community	Senior Housing	247 Units	3.44	850	0.20	49	34%	17	66%	32	0.25	62	54%	33	46%	29
Flying Flags Phase III	Camping	36 Sites	2.70	97	0.21	8	36%	3	64%	5	0.27	10	65%	7	35%	3

Appendix A

Appendix A

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1	Damassa Road/McMurray Road
Reference 2	SR 246/US 101 SB Ramps
Reference 3	SR 246/US 101 NB Ramps
Reference 4	SR 246/McMurray Road
Reference 5	SR 246/Freer Drive

Appendix A

EXISTING PM PEAK HOUR
1: McMurray Road & Damassa/Driveway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	69	10	78	3	9	0	143	47	5	0	60	137
Future Volume (vph)	69	10	78	3	9	0	143	47	5	0	60	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	85	12	96	4	11	0	177	58	6	0	74	169

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	193	15	241	243
Volume Left (vph)	85	4	177	0
Volume Right (vph)	96	0	6	169
Hadj (s)	-0.18	0.09	0.17	-0.38
Departure Headway (s)	4.9	5.4	4.9	4.4
Degree Utilization, x	0.26	0.02	0.33	0.29
Capacity (veh/h)	677	580	703	778
Control Delay (s)	9.6	8.6	10.2	9.2
Approach Delay (s)	9.6	8.6	10.2	9.2
Approach LOS	A	A	B	A

Intersection Summary				
Delay		9.7		
Level of Service		A		
Intersection Capacity Utilization		48.1%	ICU Level of Service	A
Analysis Period (min)		15		

Appendix A

EX +PR PM PEAK HOUR

1: McMurray Road & Damassa/Driveway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	69	10	101	3	9	0	165	47	5	0	60	137
Future Volume (vph)	69	10	101	3	9	0	165	47	5	0	60	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	85	12	125	4	11	0	204	58	6	0	74	169

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	222	15	268	243
Volume Left (vph)	85	4	204	0
Volume Right (vph)	125	0	6	169
Hadj (s)	-0.23	0.09	0.17	-0.38
Departure Headway (s)	4.9	5.6	5.0	4.5
Degree Utilization, x	0.30	0.02	0.37	0.30
Capacity (veh/h)	672	556	688	753
Control Delay (s)	10.0	8.7	10.9	9.4
Approach Delay (s)	10.0	8.7	10.9	9.4
Approach LOS	B	A	B	A

Intersection Summary				
Delay		10.1		
Level of Service		B		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Appendix A

CUMULATIVE PM PEAK HOUR
1: McMurray Road & Damassa/Driveway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	69	61	145	13	68	0	201	53	27	0	67	137
Future Volume (vph)	69	61	145	13	68	0	201	53	27	0	67	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	85	75	179	16	84	0	248	65	33	0	83	169

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	339	100	346	252
Volume Left (vph)	85	16	248	0
Volume Right (vph)	179	0	33	169
Hadj (s)	-0.23	0.07	0.12	-0.37
Departure Headway (s)	5.6	6.4	5.8	5.5
Degree Utilization, x	0.52	0.18	0.55	0.38
Capacity (veh/h)	598	470	585	596
Control Delay (s)	14.6	10.7	15.7	11.8
Approach Delay (s)	14.6	10.7	15.7	11.8
Approach LOS	B	B	C	B

Intersection Summary				
Delay	13.9			
Level of Service	B			
Intersection Capacity Utilization	60.1%	ICU Level of Service		B
Analysis Period (min)	15			

Appendix A

CU+PR PM PEAK HOUR
1: McMurray Road & Damassa/Driveway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	69	61	168	13	68	0	223	53	27	0	67	137
Future Volume (vph)	69	61	168	13	68	0	223	53	27	0	67	137
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	85	75	207	16	84	0	275	65	33	0	83	169

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	367	100	373	252
Volume Left (vph)	85	16	275	0
Volume Right (vph)	207	0	33	169
Hadj (s)	-0.26	0.07	0.13	-0.37
Departure Headway (s)	5.7	6.6	5.9	5.7
Degree Utilization, x	0.58	0.18	0.62	0.40
Capacity (veh/h)	590	447	574	562
Control Delay (s)	16.4	11.1	18.0	12.5
Approach Delay (s)	16.4	11.1	18.0	12.5
Approach LOS	C	B	C	B

Intersection Summary				
Delay	15.5			
Level of Service	C			
Intersection Capacity Utilization	62.7%	ICU Level of Service	B	
Analysis Period (min)	15			

EXISTING PM PEAK HOUR
2: State Route 246 & U.S. Highway 101 SB Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	672	84	115	965	0	0	0	0	139	2	43
Future Volume (veh/h)	0	672	84	115	965	0	0	0	0	139	2	43
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	700	88	120	1005	0				145	2	45
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	883	111	607	2366	0				415	6	375
Arrive On Green	0.00	0.28	0.28	0.68	1.00	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	3258	398	1774	3632	0				1751	24	1583
Grp Volume(v), veh/h	0	391	397	120	1005	0				147	0	45
Grp Sat Flow(s),veh/h/ln	0	1770	1793	1774	1770	0				1775	0	1583
Q Serve(g_s), s	0.0	19.4	19.5	2.3	0.0	0.0				6.5	0.0	2.1
Cycle Q Clear(g_c), s	0.0	19.4	19.5	2.3	0.0	0.0				6.5	0.0	2.1
Prop In Lane	0.00		0.22	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	494	500	607	2366	0				420	0	375
V/C Ratio(X)	0.00	0.79	0.79	0.20	0.42	0.00				0.35	0.00	0.12
Avail Cap(c_a), veh/h	0	773	783	607	2366	0				420	0	375
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.73	0.73	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.7	31.7	10.2	0.0	0.0				30.2	0.0	28.5
Incr Delay (d2), s/veh	0.0	3.0	3.0	0.1	0.4	0.0				2.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.9	10.0	1.1	0.1	0.0				3.5	0.0	1.0
LnGrp Delay(d),s/veh	0.0	34.8	34.8	10.4	0.4	0.0				32.4	0.0	29.1
LnGrp LOS		C	C	B	A					C		C
Approach Vol, veh/h		788			1125						192	
Approach Delay, s/veh		34.8			1.5						31.7	
Approach LOS		C			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			37.0	31.0		27.0		68.0
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			17.5	41.5		22.5		63.5
Max Q Clear Time (g_c+I1), s			4.3	21.5		8.5		2.0
Green Ext Time (p_c), s			6.2	5.0		0.7		10.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

EX+PR PM PEAK HOUR
2: State Route 246 & U.S. Highway 101 SB Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↰	↑↑						↰	↱
Traffic Volume (veh/h)	0	682	84	137	974	0	0	0	0	139	2	43
Future Volume (veh/h)	0	682	84	137	974	0	0	0	0	139	2	43
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	710	88	143	1015	0				145	2	45
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	888	110	605	2366	0				415	6	375
Arrive On Green	0.00	0.28	0.28	0.68	1.00	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	3264	393	1774	3632	0				1751	24	1583
Grp Volume(v), veh/h	0	396	402	143	1015	0				147	0	45
Grp Sat Flow(s),veh/h/ln	0	1770	1793	1774	1770	0				1775	0	1583
Q Serve(g_s), s	0.0	19.7	19.8	2.9	0.0	0.0				6.5	0.0	2.1
Cycle Q Clear(g_c), s	0.0	19.7	19.8	2.9	0.0	0.0				6.5	0.0	2.1
Prop In Lane	0.00		0.22	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	496	502	605	2366	0				420	0	375
V/C Ratio(X)	0.00	0.80	0.80	0.24	0.43	0.00				0.35	0.00	0.12
Avail Cap(c_a), veh/h	0	736	746	605	2366	0				420	0	375
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.71	0.71	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.7	31.7	10.4	0.0	0.0				30.2	0.0	28.5
Incr Delay (d2), s/veh	0.0	3.8	3.8	0.1	0.4	0.0				2.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.1	10.2	1.4	0.1	0.0				3.5	0.0	1.0
LnGrp Delay(d),s/veh	0.0	35.5	35.5	10.6	0.4	0.0				32.4	0.0	29.1
LnGrp LOS		D	D	B	A					C		C
Approach Vol, veh/h		798			1158						192	
Approach Delay, s/veh		35.5			1.7						31.7	
Approach LOS		D			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			36.9	31.1		27.0		68.0
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			19.5	39.5		22.5		63.5
Max Q Clear Time (g_c+I1), s			4.9	21.8		8.5		2.0
Green Ext Time (p_c), s			6.7	4.9		0.7		10.4

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Appendix A

CUMULATIVE PM PEAK HOUR
2: State Route 246 & U.S. Highway 101 SB Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	797	146	148	1066	0	0	0	0	141	2	52
Future Volume (veh/h)	0	797	146	148	1066	0	0	0	0	141	2	52
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	830	152	154	1110	0				147	2	54
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1014	186	521	2418	0				379	5	343
Arrive On Green	0.00	0.34	0.34	0.59	1.00	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	3082	547	1774	3632	0				1751	24	1583
Grp Volume(v), veh/h	0	491	491	154	1110	0				149	0	54
Grp Sat Flow(s),veh/h/ln	0	1770	1766	1774	1770	0				1775	0	1583
Q Serve(g_s), s	0.0	22.9	22.9	3.9	0.0	0.0				6.5	0.0	2.5
Cycle Q Clear(g_c), s	0.0	22.9	22.9	3.9	0.0	0.0				6.5	0.0	2.5
Prop In Lane	0.00		0.31	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	601	600	521	2418	0				385	0	343
V/C Ratio(X)	0.00	0.82	0.82	0.30	0.46	0.00				0.39	0.00	0.16
Avail Cap(c_a), veh/h	0	777	775	521	2418	0				385	0	343
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.56	0.56	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.2	27.2	13.9	0.0	0.0				30.1	0.0	28.6
Incr Delay (d2), s/veh	0.0	5.4	5.4	0.2	0.4	0.0				2.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.0	11.9	1.9	0.1	0.0				3.5	0.0	1.2
LnGrp Delay(d),s/veh	0.0	32.6	32.6	14.1	0.4	0.0				33.1	0.0	29.6
LnGrp LOS		C	C	B	A					C		C
Approach Vol, veh/h		982			1264						203	
Approach Delay, s/veh		32.6			2.0						32.1	
Approach LOS		C			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			31.0	35.0		24.0		66.0
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			17.5	39.5		19.5		61.5
Max Q Clear Time (g_c+I1), s			5.9	24.9		8.5		2.0
Green Ext Time (p_c), s			6.3	5.7		0.7		12.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

CU+PR PM PEAK HOUR

2: State Route 246 & U.S. Highway 101 SB Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↰	↑↑						↰	↱
Traffic Volume (veh/h)	0	807	146	170	1075	0	0	0	0	141	2	52
Future Volume (veh/h)	0	807	146	170	1075	0	0	0	0	141	2	52
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	841	152	177	1120	0				147	2	54
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1026	185	516	2418	0				379	5	343
Arrive On Green	0.00	0.34	0.34	0.39	0.91	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	3089	541	1774	3632	0				1751	24	1583
Grp Volume(v), veh/h	0	497	496	177	1120	0				149	0	54
Grp Sat Flow(s),veh/h/ln	0	1770	1767	1774	1770	0				1775	0	1583
Q Serve(g_s), s	0.0	23.1	23.1	6.3	4.5	0.0				6.5	0.0	2.5
Cycle Q Clear(g_c), s	0.0	23.1	23.1	6.3	4.5	0.0				6.5	0.0	2.5
Prop In Lane	0.00		0.31	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	606	605	516	2418	0				385	0	343
V/C Ratio(X)	0.00	0.82	0.82	0.34	0.46	0.00				0.39	0.00	0.16
Avail Cap(c_a), veh/h	0	777	776	516	2418	0				385	0	343
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.57	0.57	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.1	27.1	21.5	1.5	0.0				30.1	0.0	28.6
Incr Delay (d2), s/veh	0.0	5.5	5.5	0.2	0.4	0.0				2.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.1	12.1	3.1	2.1	0.0				3.5	0.0	1.2
LnGrp Delay(d),s/veh	0.0	32.6	32.6	21.7	1.9	0.0				33.1	0.0	29.6
LnGrp LOS		C	C	C	A					C		C
Approach Vol, veh/h		993			1297						203	
Approach Delay, s/veh		32.6			4.6						32.1	
Approach LOS		C			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			30.7	35.3		24.0		66.0
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			17.5	39.5		19.5		61.5
Max Q Clear Time (g_c+I1), s			8.3	25.1		8.5		6.5
Green Ext Time (p_c), s			5.4	5.7		0.7		12.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

EXISTING PM PEAK HOUR
3: U.S. Highway 101 NB Ramps & State Route 246

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	742	0	0	952	199	113	0	257	0	0	0
Future Volume (veh/h)	50	742	0	0	952	199	113	0	257	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1863			
Adj Flow Rate, veh/h	51	757	0	0	971	203	115	0	262			
Adj No. of Lanes	1	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	90	2228	0	0	1550	324	420	0	375			
Arrive On Green	0.05	0.63	0.00	0.00	1.00	1.00	0.24	0.00	0.24			
Sat Flow, veh/h	1774	3632	0	0	3009	609	1774	0	1583			
Grp Volume(v), veh/h	51	757	0	0	589	585	115	0	262			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1755	1774	0	1583			
Q Serve(g_s), s	2.7	9.6	0.0	0.0	0.0	0.0	5.0	0.0	14.4			
Cycle Q Clear(g_c), s	2.7	9.6	0.0	0.0	0.0	0.0	5.0	0.0	14.4			
Prop In Lane	1.00		0.00	0.00		0.35	1.00		1.00			
Lane Grp Cap(c), veh/h	90	2228	0	0	941	933	420	0	375			
V/C Ratio(X)	0.57	0.34	0.00	0.00	0.63	0.63	0.27	0.00	0.70			
Avail Cap(c_a), veh/h	159	2366	0	0	941	933	420	0	375			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.80	0.80	0.00	0.00	0.71	0.71	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.1	8.3	0.0	0.0	0.0	0.0	29.6	0.0	33.1			
Incr Delay (d2), s/veh	4.4	0.1	0.0	0.0	2.2	2.3	1.6	0.0	10.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	4.6	0.0	0.0	0.6	0.6	2.6	0.0	7.3			
LnGrp Delay(d),s/veh	48.5	8.4	0.0	0.0	2.2	2.3	31.2	0.0	43.5			
LnGrp LOS	D	A			A	A	C		D			
Approach Vol, veh/h		808			1174			377				
Approach Delay, s/veh		10.9			2.2			39.7				
Approach LOS		B			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		27.0		64.3			9.3	55.0
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		22.5		63.5			8.5	50.5
Max Q Clear Time (g_c+I1), s		16.4		11.6			4.7	2.0
Green Ext Time (p_c), s		0.8		6.6			1.8	10.9

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Appendix A

EX +PR PM PEAK HOUR
3: U.S. Highway 101 NB Ramps & State Route 246

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	752	0	0	983	199	113	0	280	0	0	0
Future Volume (veh/h)	50	752	0	0	983	199	113	0	280	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1863			
Adj Flow Rate, veh/h	51	767	0	0	1003	203	115	0	286			
Adj No. of Lanes	1	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	84	2217	0	0	1560	315	439	0	392			
Arrive On Green	0.05	0.63	0.00	0.00	1.00	1.00	0.25	0.00	0.25			
Sat Flow, veh/h	1774	3632	0	0	3028	593	1774	0	1583			
Grp Volume(v), veh/h	51	767	0	0	604	602	115	0	286			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1758	1774	0	1583			
Q Serve(g_s), s	2.7	9.8	0.0	0.0	0.0	0.0	5.0	0.0	15.8			
Cycle Q Clear(g_c), s	2.7	9.8	0.0	0.0	0.0	0.0	5.0	0.0	15.8			
Prop In Lane	1.00		0.00	0.00		0.34	1.00		1.00			
Lane Grp Cap(c), veh/h	84	2217	0	0	941	935	439	0	392			
V/C Ratio(X)	0.60	0.35	0.00	0.00	0.64	0.64	0.26	0.00	0.73			
Avail Cap(c_a), veh/h	140	2328	0	0	941	935	439	0	392			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.59	0.59	0.00	0.00	0.67	0.67	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.4	8.5	0.0	0.0	0.0	0.0	28.8	0.0	32.8			
Incr Delay (d2), s/veh	4.1	0.1	0.0	0.0	2.3	2.3	1.5	0.0	11.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	4.8	0.0	0.0	0.6	0.6	2.6	0.0	8.1			
LnGrp Delay(d),s/veh	48.5	8.5	0.0	0.0	2.3	2.3	30.2	0.0	44.2			
LnGrp LOS	D	A			A	A	C		D			
Approach Vol, veh/h		818			1206			401				
Approach Delay, s/veh		11.0			2.3			40.2				
Approach LOS		B			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		28.0		64.0			9.0	55.0
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		23.5		62.5			7.5	50.5
Max Q Clear Time (g_c+I1), s		17.8		11.8			4.7	2.0
Green Ext Time (p_c), s		0.9		6.7			1.4	11.4

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

CUMULATIVE PM PEAK HOUR
3: U.S. Highway 101 NB Ramps & State Route 246

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	839	0	0	1047	201	152	0	308	0	0	0
Future Volume (veh/h)	80	839	0	0	1047	201	152	0	308	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1863			
Adj Flow Rate, veh/h	82	856	0	0	1068	205	155	0	314			
Adj No. of Lanes	1	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	140	2156	0	0	1423	272	459	0	410			
Arrive On Green	0.08	0.61	0.00	0.00	0.96	0.96	0.26	0.00	0.26			
Sat Flow, veh/h	1774	3632	0	0	3058	567	1774	0	1583			
Grp Volume(v), veh/h	82	856	0	0	636	637	155	0	314			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1763	1774	0	1583			
Q Serve(g_s), s	4.0	11.2	0.0	0.0	4.6	4.7	6.4	0.0	16.5			
Cycle Q Clear(g_c), s	4.0	11.2	0.0	0.0	4.6	4.7	6.4	0.0	16.5			
Prop In Lane	1.00		0.00	0.00		0.32	1.00		1.00			
Lane Grp Cap(c), veh/h	140	2156	0	0	849	846	459	0	410			
V/C Ratio(X)	0.58	0.40	0.00	0.00	0.75	0.75	0.34	0.00	0.77			
Avail Cap(c_a), veh/h	197	2269	0	0	849	846	459	0	410			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.56	0.56	0.00	0.00	0.54	0.54	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.0	9.1	0.0	0.0	1.0	1.0	27.1	0.0	30.8			
Incr Delay (d2), s/veh	2.2	0.1	0.0	0.0	3.3	3.4	2.0	0.0	12.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	5.5	0.0	0.0	1.8	1.9	3.4	0.0	8.6			
LnGrp Delay(d),s/veh	42.2	9.1	0.0	0.0	4.3	4.4	29.1	0.0	43.6			
LnGrp LOS	D	A			A	A	C		D			
Approach Vol, veh/h		938			1273			469				
Approach Delay, s/veh		12.0			4.4			38.8				
Approach LOS		B			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		27.8		59.3			11.6	47.7
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		23.3		57.7			10.0	43.2
Max Q Clear Time (g_c+I1), s		18.5		13.2			6.0	6.7
Green Ext Time (p_c), s		0.9		7.7			2.2	11.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

CU+PR PM PEAK HOUR
3: U.S. Highway 101 NB Ramps & State Route 246

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	849	0	0	1078	201	152	0	331	0	0	0
Future Volume (veh/h)	80	849	0	0	1078	201	152	0	331	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1863			
Adj Flow Rate, veh/h	82	866	0	0	1100	205	155	0	338			
Adj No. of Lanes	1	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	128	2183	0	0	1474	274	463	0	413			
Arrive On Green	0.07	0.62	0.00	0.00	0.99	0.99	0.26	0.00	0.26			
Sat Flow, veh/h	1774	3632	0	0	3074	554	1774	0	1583			
Grp Volume(v), veh/h	82	866	0	0	651	654	155	0	338			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1765	1774	0	1583			
Q Serve(g_s), s	4.0	11.2	0.0	0.0	1.4	1.4	6.4	0.0	18.0			
Cycle Q Clear(g_c), s	4.0	11.2	0.0	0.0	1.4	1.4	6.4	0.0	18.0			
Prop In Lane	1.00		0.00	0.00		0.31	1.00		1.00			
Lane Grp Cap(c), veh/h	128	2183	0	0	875	873	463	0	413			
V/C Ratio(X)	0.64	0.40	0.00	0.00	0.74	0.75	0.33	0.00	0.82			
Avail Cap(c_a), veh/h	168	2261	0	0	875	873	463	0	413			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.56	0.56	0.00	0.00	0.48	0.48	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.6	8.8	0.0	0.0	0.3	0.3	26.9	0.0	31.2			
Incr Delay (d2), s/veh	3.0	0.1	0.0	0.0	2.8	2.9	1.9	0.0	16.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.1	5.4	0.0	0.0	0.9	0.9	3.3	0.0	9.8			
LnGrp Delay(d),s/veh	43.6	8.8	0.0	0.0	3.1	3.1	28.9	0.0	47.5			
LnGrp LOS	D	A			A	A	C		D			
Approach Vol, veh/h		948			1305			493				
Approach Delay, s/veh		11.8			3.1			41.7				
Approach LOS		B			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		28.0		60.0			11.0	49.0
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		23.5		57.5			8.5	44.5
Max Q Clear Time (g_c+I1), s		20.0		13.2			6.0	3.4
Green Ext Time (p_c), s		0.8		7.9			1.4	12.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Appendix A

EXISTING PM PEAK HOUR
4: McMurray Road & State Route 246

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	817	84	20	853	105	201	46	14	138	18	82
Future Volume (veh/h)	65	817	84	20	853	105	201	46	14	138	18	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	68	860	88	21	898	111	212	48	15	145	19	86
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	1017	104	177	1125	139	257	198	62	195	32	147
Arrive On Green	0.06	0.31	0.31	0.10	0.35	0.35	0.15	0.15	0.15	0.11	0.11	0.11
Sat Flow, veh/h	1774	3242	332	1774	3171	392	1774	1362	426	1774	295	1333
Grp Volume(v), veh/h	68	469	479	21	501	508	212	0	63	145	0	105
Grp Sat Flow(s),veh/h/ln	1774	1770	1804	1774	1770	1794	1774	0	1788	1774	0	1628
Q Serve(g_s), s	3.6	23.5	23.5	1.0	24.2	24.2	11.0	0.0	3.0	7.5	0.0	5.8
Cycle Q Clear(g_c), s	3.6	23.5	23.5	1.0	24.2	24.2	11.0	0.0	3.0	7.5	0.0	5.8
Prop In Lane	1.00		0.18	1.00		0.22	1.00		0.24	1.00		0.82
Lane Grp Cap(c), veh/h	104	555	566	177	628	636	257	0	259	195	0	179
V/C Ratio(X)	0.65	0.85	0.85	0.12	0.80	0.80	0.82	0.00	0.24	0.74	0.00	0.59
Avail Cap(c_a), veh/h	125	658	670	177	628	636	355	0	358	347	0	319
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.52	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.8	30.4	30.4	38.9	27.6	27.6	39.4	0.0	36.0	41.0	0.0	40.2
Incr Delay (d2), s/veh	8.2	8.2	8.1	0.2	5.6	5.5	10.6	0.0	0.5	5.5	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	12.7	13.0	0.5	12.8	13.0	6.2	0.0	1.5	4.0	0.0	2.8
LnGrp Delay(d),s/veh	51.9	38.7	38.5	39.1	33.2	33.1	50.1	0.0	36.5	46.5	0.0	43.3
LnGrp LOS	D	D	D	D	C	C	D		D	D		D
Approach Vol, veh/h		1016			1030			275			250	
Approach Delay, s/veh		39.5			33.3			47.0			45.1	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		17.8	14.0	34.3		14.4	10.1	38.2
Change Period (Y+Rc), s		4.0	4.5	4.5		4.0	4.5	4.5
Max Green Setting (Gmax), s		19.0	5.1	35.3		18.6	6.7	33.7
Max Q Clear Time (g_c+I1), s		13.0	3.0	25.5		9.5	5.6	26.2
Green Ext Time (p_c), s		0.8	0.1	4.3		0.9	0.0	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D

EX+PR PM PEAK HOUR
4: McMurray Road & State Route 246

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	817	84	20	853	108	201	46	14	141	18	113
Future Volume (veh/h)	98	817	84	20	853	108	201	46	14	141	18	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	103	860	88	21	898	114	212	48	15	148	19	119
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	1017	104	175	1055	134	257	197	62	204	26	160
Arrive On Green	0.08	0.31	0.31	0.10	0.33	0.33	0.14	0.14	0.14	0.11	0.11	0.11
Sat Flow, veh/h	1774	3242	332	1774	3160	401	1774	1362	426	1774	223	1394
Grp Volume(v), veh/h	103	469	479	21	503	509	212	0	63	148	0	138
Grp Sat Flow(s),veh/h/ln	1774	1770	1804	1774	1770	1792	1774	0	1788	1774	0	1617
Q Serve(g_s), s	5.4	23.5	23.5	1.0	25.1	25.1	11.0	0.0	3.0	7.7	0.0	7.8
Cycle Q Clear(g_c), s	5.4	23.5	23.5	1.0	25.1	25.1	11.0	0.0	3.0	7.7	0.0	7.8
Prop In Lane	1.00		0.18	1.00		0.22	1.00		0.24	1.00		0.86
Lane Grp Cap(c), veh/h	139	555	566	175	590	598	257	0	259	204	0	186
V/C Ratio(X)	0.74	0.85	0.85	0.12	0.85	0.85	0.82	0.00	0.24	0.73	0.00	0.74
Avail Cap(c_a), veh/h	166	658	670	175	590	598	351	0	354	347	0	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.52	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	30.4	30.4	39.1	29.5	29.5	39.4	0.0	36.0	40.6	0.0	40.7
Incr Delay (d2), s/veh	12.5	8.2	8.0	0.2	8.1	8.0	11.0	0.0	0.5	4.9	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	12.7	13.0	0.5	13.6	13.8	6.2	0.0	1.5	4.0	0.0	3.8
LnGrp Delay(d),s/veh	55.3	38.6	38.5	39.2	37.6	37.5	50.4	0.0	36.5	45.5	0.0	46.5
LnGrp LOS	E	D	D	D	D	D	D		D	D		D
Approach Vol, veh/h		1051			1033			275			286	
Approach Delay, s/veh		40.2			37.6			47.2			46.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		17.8	13.9	34.3		14.9	12.0	36.2
Change Period (Y+Rc), s		4.0	4.5	4.5		4.0	4.5	4.5
Max Green Setting (Gmax), s		18.8	5.3	35.3		18.6	8.9	31.7
Max Q Clear Time (g_c+I1), s		13.0	3.0	25.5		9.8	7.4	27.1
Green Ext Time (p_c), s		0.7	0.1	4.3		1.1	0.1	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	40.5
HCM 2010 LOS	D

Appendix A

CUMULATIVE PM PEAK HOUR
4: McMurray Road & State Route 246

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	872	84	20	889	137	201	46	14	171	18	143
Future Volume (veh/h)	141	872	84	20	889	137	201	46	14	171	18	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	148	918	88	21	936	144	212	48	15	180	19	151
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	1087	104	213	1080	166	254	195	61	236	24	191
Arrive On Green	0.10	0.33	0.33	0.12	0.35	0.35	0.14	0.14	0.14	0.13	0.13	0.13
Sat Flow, veh/h	1774	3264	313	1774	3076	473	1774	1362	426	1774	180	1430
Grp Volume(v), veh/h	148	498	508	21	538	542	212	0	63	180	0	170
Grp Sat Flow(s),veh/h/ln	1774	1770	1808	1774	1770	1779	1774	0	1788	1774	0	1610
Q Serve(g_s), s	8.2	26.1	26.1	1.1	28.4	28.4	11.6	0.0	3.1	9.8	0.0	10.2
Cycle Q Clear(g_c), s	8.2	26.1	26.1	1.1	28.4	28.4	11.6	0.0	3.1	9.8	0.0	10.2
Prop In Lane	1.00		0.17	1.00		0.27	1.00		0.24	1.00		0.89
Lane Grp Cap(c), veh/h	181	589	602	213	621	625	254	0	256	236	0	215
V/C Ratio(X)	0.82	0.84	0.84	0.10	0.87	0.87	0.84	0.00	0.25	0.76	0.00	0.79
Avail Cap(c_a), veh/h	186	711	727	213	621	625	334	0	336	330	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.52	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.0	30.9	30.9	39.2	30.3	30.3	41.7	0.0	38.1	41.8	0.0	42.0
Incr Delay (d2), s/veh	21.7	7.2	7.1	0.1	8.6	8.6	13.1	0.0	0.5	6.6	0.0	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	13.9	14.2	0.5	15.2	15.3	6.6	0.0	1.6	5.2	0.0	5.1
LnGrp Delay(d),s/veh	65.7	38.2	38.0	39.3	38.9	38.9	54.8	0.0	38.6	48.4	0.0	51.4
LnGrp LOS	E	D	D	D	D	D	D		D	D		D
Approach Vol, veh/h		1154			1101			275			350	
Approach Delay, s/veh		41.6			38.9			51.1			49.8	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		18.3	16.5	37.8		17.3	14.7	39.6
Change Period (Y+Rc), s		4.0	4.5	4.5		4.0	4.5	4.5
Max Green Setting (Gmax), s		18.8	5.4	40.2		18.6	10.5	35.1
Max Q Clear Time (g_c+I1), s		13.6	3.1	28.1		12.2	10.2	30.4
Green Ext Time (p_c), s		0.7	0.2	5.2		1.1	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	42.5
HCM 2010 LOS	D

CU+PR PM PEAK HOUR
4: McMurray Road & State Route 246

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	872	84	20	889	140	201	46	14	174	18	174
Future Volume (veh/h)	174	872	84	20	889	140	201	46	14	174	18	174
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	183	918	88	21	936	147	212	48	15	183	19	183
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	1088	104	216	1024	161	253	195	61	268	23	220
Arrive On Green	0.12	0.33	0.33	0.12	0.33	0.33	0.14	0.14	0.14	0.15	0.15	0.15
Sat Flow, veh/h	1774	3264	313	1774	3066	481	1774	1362	426	1774	151	1455
Grp Volume(v), veh/h	183	498	508	21	540	543	212	0	63	183	0	202
Grp Sat Flow(s),veh/h/ln	1774	1770	1808	1774	1770	1778	1774	0	1788	1774	0	1606
Q Serve(g_s), s	10.1	26.1	26.1	1.1	29.3	29.3	11.6	0.0	3.1	9.8	0.0	12.2
Cycle Q Clear(g_c), s	10.1	26.1	26.1	1.1	29.3	29.3	11.6	0.0	3.1	9.8	0.0	12.2
Prop In Lane	1.00		0.17	1.00		0.27	1.00		0.24	1.00		0.91
Lane Grp Cap(c), veh/h	215	590	603	216	591	594	253	0	255	268	0	243
V/C Ratio(X)	0.85	0.84	0.84	0.10	0.91	0.91	0.84	0.00	0.25	0.68	0.00	0.83
Avail Cap(c_a), veh/h	222	715	730	216	591	594	330	0	333	328	0	297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.52	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	30.9	30.9	39.0	31.9	31.9	41.7	0.0	38.1	40.2	0.0	41.2
Incr Delay (d2), s/veh	22.9	7.0	6.9	0.1	12.6	12.6	13.5	0.0	0.5	4.3	0.0	15.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	13.9	14.1	0.5	16.3	16.4	6.7	0.0	1.6	5.1	0.0	6.4
LnGrp Delay(d),s/veh	65.9	37.9	37.8	39.1	44.5	44.6	55.2	0.0	38.6	44.5	0.0	56.4
LnGrp LOS	E	D	D	D	D	D	E		D	D		E
Approach Vol, veh/h		1189			1104			275			385	
Approach Delay, s/veh		42.2			44.4			51.4			50.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		18.3	16.7	37.8		19.1	16.6	37.9
Change Period (Y+Rc), s		4.0	4.5	4.5		4.0	4.5	4.5
Max Green Setting (Gmax), s		18.6	5.5	40.4		18.5	12.5	33.4
Max Q Clear Time (g_c+I1), s		13.6	3.1	28.1		14.2	12.1	31.3
Green Ext Time (p_c), s		0.7	0.2	5.3		0.9	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

EXISTING PM PEAK HOUR
5: State Route 246 & Freer Drive

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	849	4	0	1023	20	4	0	1	10	1	37
Future Volume (veh/h)	63	849	4	0	1023	20	4	0	1	10	1	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	66	884	4	0	1066	21	4	0	1	10	1	39
Adj No. of Lanes	1	2	0	0	2	0	0	1	0	0	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	101	1827	8	0	1315	26	481	13	95	558	50	534
Arrive On Green	0.06	0.51	0.51	0.00	0.37	0.37	0.34	0.00	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1774	3613	16	0	3643	70	1092	37	282	1298	149	1583
Grp Volume(v), veh/h	66	433	455	0	531	556	5	0	0	11	0	39
Grp Sat Flow(s),veh/h/ln	1774	1770	1860	0	1770	1850	1411	0	0	1447	0	1583
Q Serve(g_s), s	2.1	9.2	9.2	0.0	15.5	15.5	0.0	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	2.1	9.2	9.2	0.0	15.5	15.5	0.1	0.0	0.0	0.2	0.0	1.0
Prop In Lane	1.00		0.01	0.00		0.04	0.80		0.20	0.91		1.00
Lane Grp Cap(c), veh/h	101	895	940	0	655	685	589	0	0	608	0	534
V/C Ratio(X)	0.66	0.48	0.48	0.00	0.81	0.81	0.01	0.00	0.00	0.02	0.00	0.07
Avail Cap(c_a), veh/h	164	980	1030	0	677	708	589	0	0	608	0	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	9.3	9.3	0.0	16.2	16.2	12.6	0.0	0.0	12.7	0.0	12.9
Incr Delay (d2), s/veh	7.0	0.4	0.4	0.0	7.2	6.9	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.6	4.8	0.0	8.8	9.2	0.1	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	33.5	9.7	9.6	0.0	23.4	23.1	12.6	0.0	0.0	12.7	0.0	13.2
LnGrp LOS	C	A	A		C	C	B			B		B
Approach Vol, veh/h		954			1087			5			50	
Approach Delay, s/veh		11.3			23.3			12.6			13.1	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		23.8		33.4		23.8	7.7	25.7
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.3		31.7		19.3	5.3	21.9
Max Q Clear Time (g_c+I1), s		2.1		11.2		3.0	4.1	17.5
Green Ext Time (p_c), s		0.1		13.3		0.1	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

EX +PR PM PEAK HOUR
5: State Route 246 & Freer Drive

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	852	4	0	1026	20	4	0	1	10	1	37
Future Volume (veh/h)	63	852	4	0	1026	20	4	0	1	10	1	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	66	888	4	0	1069	21	4	0	1	10	1	39
Adj No. of Lanes	1	2	0	0	2	0	0	1	0	0	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	101	1828	8	0	1315	26	481	13	95	557	50	534
Arrive On Green	0.06	0.51	0.51	0.00	0.37	0.37	0.34	0.00	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1774	3613	16	0	3643	70	1092	37	282	1298	149	1583
Grp Volume(v), veh/h	66	435	457	0	533	557	5	0	0	11	0	39
Grp Sat Flow(s),veh/h/ln	1774	1770	1860	0	1770	1850	1411	0	0	1447	0	1583
Q Serve(g_s), s	2.1	9.2	9.2	0.0	15.5	15.5	0.0	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	2.1	9.2	9.2	0.0	15.5	15.5	0.1	0.0	0.0	0.2	0.0	1.0
Prop In Lane	1.00		0.01	0.00		0.04	0.80		0.20	0.91		1.00
Lane Grp Cap(c), veh/h	101	895	941	0	656	686	589	0	0	608	0	534
V/C Ratio(X)	0.66	0.49	0.49	0.00	0.81	0.81	0.01	0.00	0.00	0.02	0.00	0.07
Avail Cap(c_a), veh/h	164	980	1029	0	677	708	589	0	0	608	0	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	9.3	9.3	0.0	16.2	16.2	12.6	0.0	0.0	12.7	0.0	12.9
Incr Delay (d2), s/veh	7.0	0.4	0.4	0.0	7.3	7.0	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.6	4.8	0.0	8.9	9.2	0.1	0.0	0.0	0.1	0.0	1.1
LnGrp Delay(d),s/veh	33.5	9.7	9.7	0.0	23.5	23.2	12.6	0.0	0.0	12.7	0.0	13.2
LnGrp LOS	C	A	A		C	C	B			B		B
Approach Vol, veh/h		958			1090			5			50	
Approach Delay, s/veh		11.3			23.4			12.6			13.1	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		23.8		33.5		23.8	7.8	25.7
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.3		31.7		19.3	5.3	21.9
Max Q Clear Time (g_c+I1), s		2.1		11.2		3.0	4.1	17.5
Green Ext Time (p_c), s		0.1		13.3		0.1	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

CUMULATIVE PM PEAK HOUR
5: State Route 246 & Freer Drive

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	929	4	0	1084	24	4	0	1	17	1	37
Future Volume (veh/h)	63	929	4	0	1084	24	4	0	1	17	1	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	66	968	4	0	1129	25	4	0	1	18	1	39
Adj No. of Lanes	1	2	0	0	2	0	0	1	0	0	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	100	1900	8	0	1383	31	459	13	90	550	27	504
Arrive On Green	0.06	0.53	0.53	0.00	0.39	0.39	0.32	0.00	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	3615	15	0	3633	78	1090	39	282	1345	86	1583
Grp Volume(v), veh/h	66	474	498	0	564	590	5	0	0	19	0	39
Grp Sat Flow(s),veh/h/ln	1774	1770	1860	0	1770	1849	1412	0	0	1431	0	1583
Q Serve(g_s), s	2.1	10.0	10.0	0.0	16.4	16.4	0.0	0.0	0.0	0.4	0.0	1.0
Cycle Q Clear(g_c), s	2.1	10.0	10.0	0.0	16.4	16.4	0.1	0.0	0.0	0.5	0.0	1.0
Prop In Lane	1.00		0.01	0.00		0.04	0.80		0.20	0.95		1.00
Lane Grp Cap(c), veh/h	100	930	977	0	691	722	562	0	0	577	0	504
V/C Ratio(X)	0.66	0.51	0.51	0.00	0.82	0.82	0.01	0.00	0.00	0.03	0.00	0.08
Avail Cap(c_a), veh/h	157	1006	1057	0	710	742	562	0	0	577	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	8.8	8.8	0.0	15.7	15.7	13.4	0.0	0.0	13.5	0.0	13.7
Incr Delay (d2), s/veh	7.1	0.4	0.4	0.0	7.2	6.9	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.9	5.1	0.0	9.4	9.7	0.1	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	33.7	9.3	9.3	0.0	22.9	22.6	13.4	0.0	0.0	13.6	0.0	14.0
LnGrp LOS	C	A	A		C	C	B			B		B
Approach Vol, veh/h		1038			1154			5			58	
Approach Delay, s/veh		10.8			22.7			13.4			13.9	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		22.8		34.7		22.8	7.8	27.0
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.3		32.7		18.3	5.1	23.1
Max Q Clear Time (g_c+I1), s		2.1		12.0		3.0	4.1	18.4
Green Ext Time (p_c), s		0.1		14.4		0.1	0.0	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Appendix A

CU+PR PM PEAK HOUR
5: State Route 246 & Freer Drive

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	932	4	0	1087	24	4	0	1	17	1	37
Future Volume (veh/h)	63	932	4	0	1087	24	4	0	1	17	1	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	66	971	4	0	1132	25	4	0	1	18	1	39
Adj No. of Lanes	1	2	0	0	2	0	0	1	0	0	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	100	1900	8	0	1384	31	459	13	90	550	27	503
Arrive On Green	0.06	0.53	0.53	0.00	0.39	0.39	0.32	0.00	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	3615	15	0	3634	78	1090	39	282	1345	86	1583
Grp Volume(v), veh/h	66	475	500	0	566	591	5	0	0	19	0	39
Grp Sat Flow(s),veh/h/ln	1774	1770	1860	0	1770	1849	1412	0	0	1431	0	1583
Q Serve(g_s), s	2.1	10.0	10.0	0.0	16.5	16.5	0.0	0.0	0.0	0.4	0.0	1.0
Cycle Q Clear(g_c), s	2.1	10.0	10.0	0.0	16.5	16.5	0.1	0.0	0.0	0.5	0.0	1.0
Prop In Lane	1.00		0.01	0.00		0.04	0.80		0.20	0.95		1.00
Lane Grp Cap(c), veh/h	100	930	978	0	692	723	561	0	0	577	0	503
V/C Ratio(X)	0.66	0.51	0.51	0.00	0.82	0.82	0.01	0.00	0.00	0.03	0.00	0.08
Avail Cap(c_a), veh/h	157	1005	1057	0	710	742	561	0	0	577	0	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	8.9	8.9	0.0	15.7	15.7	13.4	0.0	0.0	13.5	0.0	13.7
Incr Delay (d2), s/veh	7.1	0.4	0.4	0.0	7.3	7.0	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.9	5.1	0.0	9.4	9.8	0.1	0.0	0.0	0.2	0.0	1.1
LnGrp Delay(d),s/veh	33.7	9.3	9.3	0.0	23.0	22.7	13.5	0.0	0.0	13.7	0.0	14.0
LnGrp LOS	C	A	A		C	C	B			B		B
Approach Vol, veh/h		1041			1157			5			58	
Approach Delay, s/veh		10.8			22.9			13.5			13.9	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		22.8		34.8		22.8	7.8	27.0
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.3		32.7		18.3	5.1	23.1
Max Q Clear Time (g_c+I1), s		2.1		12.0		3.0	4.1	18.5
Green Ext Time (p_c), s		0.1		14.4		0.1	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.1
HCM 2010 LOS	B

Appendix A

DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EKM	Intersection	VALLEY CIRCLE/MCMURRAY
Agency/Co.	ATE	Jurisdiction	CITY OF BUELLTON
Date Performed	11/8/2018	East/West Street	VALLEY CIRCLE - DWY 1
Analysis Year	2018	North/South Street	MCMURRAY ROAD
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRIVEWAY 1 - CU+PR		

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		8	0	9		33	1	8		13	282	42		4	254	3
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

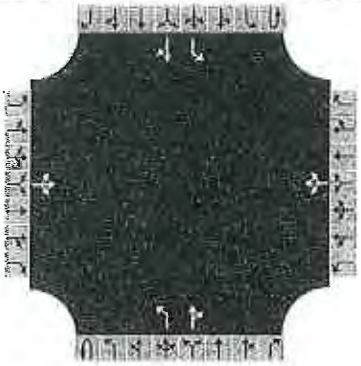
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18				46			14				4		
Capacity, c (veh/h)			592				506			1276				1200		
v/c Ratio			0.03				0.09			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.3			0.0				0.0		
Control Delay (s/veh)			11.3				12.8			7.9				8.0		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)		11.3				12.8				0.3				0.1		
Approach LOS		B				B										

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	EKM	Intersection	DWY 3/MCMURRAY
Agency/Co.	ATE	Jurisdiction	CITY OF BUELLTON
Date Performed	11/8/2018	East/West Street	DWY 3
Analysis Year	2018	North/South Street	MCMURRAY ROAD
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRIVEWAY 3 - CU+PR		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		14	0	21		33	0	22		0	291	35		23	223	0
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			38				60							25		
Capacity			621				547			1317				1198		
v/c Ratio			0.06				0.11							0.02		
95% Queue Length			0.2				0.4							0.1		
Control Delay (s/veh)			11.2				12.4			7.7				8.1		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	11.2				12.4								0.8			
Approach LOS	B				B											

HCS 2010 Two-Way Stop Control Summary Report

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/8/2018
Analysis Year	2018
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	DRIVEWAY 5 - CU+PR

Site Information

Intersection	DWY 5/MCMURRAY
Jurisdiction	CITY OF BUELLTON
East/West Street	DWY 5
North/South Street	MCMURRAY ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes

Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		0	0	4		62	0	29		6	253	53		13	252	0
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			4				99			7				14		
Capacity			762				550			1282				1219		
v/c Ratio			0.01				0.18			0.01				0.01		
95% Queue Length			0.0				0.7			0.0				0.0		
Control Delay (s/veh)			9.8				13.0			7.8				8.0		
Level of Service (LOS)			A				B			A				A		
Approach Delay (s/veh)	9.8				13.0				0.2				0.4			
Approach LOS	A				B											

PLANNING COMMISSION RESOLUTION NO. 18-08

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

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BUELLTON, CALIFORNIA, APPROVING A FINAL DEVELOPMENT PLAN (18-FDP-02) AND TENTATIVE PARCEL MAP (TPM 31062) FOR THE CAMBRIA HOTEL AND BOUTIQUE HOTEL PROJECT LOCATED BETWEEN MCMURRAY ROAD AND VALLEY VINEYARD CIRCLE, ASSESSOR'S PARCEL NUMBER 137-790-001, AND MAKING FINDINGS IN SUPPORT THEREOF

SECTION 1: Pursuant to the Zoning Ordinance of the City of Buellton, an application has been filed by Christopher Atkinson, SY Valley Vineyard Resorts, LLC, property owner, and Thom Jess, agent, hereinafter referred to as "Applicant", requesting approval to develop the Cambria Hotel and Boutique Hotel, two separate hotels consisting of 107 rooms each, and a separate meeting room building, located at between McMurray Road and Valley Vineyard Circle (APN 137-790-001). The subject property is currently zoned CR-SP (General Commercial-Specific Plan).

SECTION 2: The proposed Project consists of:

A. **Final Development Plan (18-FDP-02):** Approval of a hotel project consisting of two separate hotels, 107 guest rooms each, for a total of 214 guest rooms, a separate meeting room building, a pool for each hotel, outdoor event/gathering space, and parking and landscaping in support of these facilities. A total of 222 parking spaces will be provided. The subject property is planned and zoned for General Commercial- Specific Plan (CR-SP).

B. **Tentative Parcel Map (TPM 31062):** Approval to subdivide the existing hotel parcel of the Village Specific Plan into two separate parcels; one for each hotel.

Existing Lot	*Proposed New Lots*
4.03 acres (APN 137-790-001)	Parcel A (Cambria Hotel) – 1.93 acres
	Parcel B (Boutique Hotel) – 2.10 acres

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

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

1. All public testimony, both written and oral, received in conjunction with that certain public hearing conducted by the Planning Commission on December 20, 2018 ("PC Public Hearing").

2. All oral, written and visual materials presented in conjunction with that certain PC Public Hearing.

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

   a. The project file for 18-FDP-02 and TPM 31062 and the set of project plans dated November 9, 2018.
   b. The staff report dated December 20, 2018.
   c. The Village Specific Plan.
   d. The Final EIR and Addendum for the project.

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

1. A notice of PC Public Hearing was published in a newspaper of general circulation on December 6, 2018 (the "PC Public Notice"), a minimum of 10 days in advance of the PC Public Hearing conducted on December 20, 2018.

2. The PC Public Notice was mailed to the Applicant, affected public agencies, persons owning property within 300 feet of the Project site and others known to be interested in the matter on December 6, 2018, a minimum of 10 days in advance of the PC Public Hearing.

3. The PC Public Notice was posted in two public locations on December 6, 2018, a minimum of 10 days in advance of the PC Public Hearing.

C. Environmental Review. An AEIR to the original FEIR (Case No. 03-EIR-01, State Clearinghouse No. 2002081018) was prepared in accordance with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000 et seq., the State CEQA Guidelines, 14 C.C.R section 15000 et seq., and the Environmental Procedures of the City of Buellton. Pursuant to CEQA Guidelines Section 15164, the changes in the AEIR are only minor technical changes and additions and do not change the level of impacts described in the FEIR nor create new impacts. Prior to the adoption of this Resolution, the Planning Commission has been provided for its review, full, true and correct copies of the FEIR for the Oak Springs Village Specific Plan. The AEIR and FEIR are located in, and the custody of, the Buellton Planning Department, City of Buellton.

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

1. Final Development Plan.

a. Findings:

i. That the site for the project is adequate in size, shape, location, and physical characteristics to accommodate the density and intensity of development proposed because the Village Specific Plan requirements allow for the development of a hotel project on the site of the size and height proposed. Conditions of approval allow for adequate circulation around and through the site.

ii. That significant environmental impacts are mitigated to the maximum extent feasible. No adverse impacts have been identified with this Project and mitigation measures from the prior environmental documents and Addendum have been made conditions of approval and would mitigate any impacts.

iii. That streets and highways are adequate and properly designed pursuant to the requirements of the City's Public Works Director. The Fire Department has approved the circulation system from a Fire Department perspective.

iv. That there are adequate public services, including but not limited to fire protection, water supply, sewage disposal, and police protection to serve the Project. The Public Works Department is able to provide water and sewage service to the Project. The Fire Department has provided conditions of approval to address their concerns. The Sheriff's Department has no concerns with the Project.

v. That the Project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will be compatible with the surrounding area. The Project site is zoned for general commercial-specific plan land uses and a hotel use is approved for the site as part of the Village Specific Plan. The project conforms to the requirements of the Village Specific Plan as to site design and layout and would not conflict with the

surrounding area and land uses pursuant to these conditions, including setbacks and height requirements.

vi. That the project is in conformance with the applicable provisions of Title 19 of the Municipal Code, the General Plan, and the Village Specific Plan. With imposition of the conditions of approval, the project complies with the General Plan, Title 19 (Zoning), and the Village Specific Plan.

vii. That the project will not conflict with any easements required for public access through, or use of, a portion of the property as none exist on this property.

viii. That the proposed development is in conformance with the Contemporary Ranch architectural style as described in the Community Design Guidelines as reviewed by the City's contract architect.

1. Tentative Parcel Map.

a. Findings:

i. The proposed subdivision, including its design and improvements, is consistent with Buellton's General Plan and the Village Specific Plan pursuant to the Public Works Director.

ii. The site is physically suitable for the type of development proposed as the site is planned and zoned for hotel development per the Village Specific Plan.

iii. The site is physically suitable for the proposed density of development as the hotel project meets the standards of the Village Specific Plan.

iv. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or injure fish or wildlife or their habitat as none exist on the property.

v. The design of the subdivision or the proposed improvements will not likely cause serious public health problems as no public health issues have been identified on the property.

vi. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large for access through or use of, property within the proposed subdivision; or that substantially equivalent alternate easements are provided.

vii. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board.

viii. The proposed subdivision is consistent with all applicable provisions of this title, and the Buellton zoning ordinance, including but not limited to minimum lot area requirements, any other applicable provisions of this code, and the Subdivision Map Act.

ix. Pursuant to Government Code Section 66426 (c) of the Subdivision Map Act, the proposed subdivision meets the requirements for a parcel map exception because the project site consists of a parcel of land having approved access to a public street, the land is zoned for commercial development, and street alignments and widths are approved.

SECTION 4: Based on the findings set forth in Sections 2 and 3, and subject to the conditions attached hereto, the Planning Commission hereby approves the Final Development Plan (18-FDP-02) and Tentative Parcel Map (TPM 31062).

PASSED, APPROVED and ADOPTED this 20th day of December 2018.

_____
Brian Dunstan
Chair

ATTEST:

_____
Clare Barcelona
Planning Commission Secretary

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

I, Clare Barcelona, Planning Commission Secretary of the City of Buellton, do hereby certify that the foregoing Resolution No. 18-08 was duly approved by the Planning Commission of the City of Buellton at a meeting held on the 20th day of December 2018, by the following vote, to wit.

AYES: ( )
NOES: ( )

ABSENT: ( )

NOT VOTING: ( )

IN WITNESS WHEREOF, I have hereunto set my hand this 20th day of December, 2018.

Clare Barcelona
Planning Commission Secretary

CONDITIONS OF APPROVAL

CAMBRIA HOTEL/BOUTIQUE HOTEL
FINAL DEVELOPMENT PLAN (18-FDP-02)
AND
TENTATIVE PARCEL MAP (TTM 31062)

A. GENERAL PROVISIONS

1. **Project Description.** The approval granted herein is based upon and limited to compliance with the Project Description and conditions of approval set forth below. The Project Description is as follows: A request by SY Valley Vineyard Resorts, LLC, property owner, and Thom Jess, Arris Studio Architects, agent (the "Applicant") for Final Development Plan (18-FDP-02) and Tentative Parcel Map (TPM 31062) for the Cambria Hotel and Boutique Hotel project, which consists of two four-story hotels, each with 107 guest rooms and a pool (for a total of 214 guest rooms and two pools), a separate meeting room building, 222 parking spaces, and landscaping on 4.03 acres (the "Project"). The Project is located between Valley Vineyard Circle and McMurray Road in the Village Specific Plan area, on Assessor's Parcel Number 137-790-001 (the "Property"). The Project plans that are included in this approval are dated November 9, 2018. The approved color palette is shown on the color and materials boards. Any deviations from the Project Description, exhibits or conditions must be reviewed and approved by the City for conformity with this approval. Deviations may require formal modification of the approval and/or further environmental review. Deviations without the above-described authorization will constitute a violation of this approval.

2. **Additional Permits Required.** Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, enlarging, or rebuilding of any building, structure, or improvement, the Applicant shall: (i) obtain a Zoning Clearance (hereinafter defined below); and (ii) obtain all other permits and approvals that may be required by operation of the Buellton Municipal Code (e.g., grading permit, building permit, encroachment permit, etc.). Before any Zoning Clearance will be issued by the City, the Applicant must obtain written clearance from all departments having jurisdiction; such clearance shall indicate that the Applicant has satisfied all pre-construction conditions of approval. To the extent any condition or provision of the approval set forth herein is incompatible with or at variance with any other permit for the Project, the most restrictive condition and provision shall prevail.

3. **Print & Illustrate Conditions on Plans.** All conditions of approval shall be printed in their entirety on applicable pages of final development, grading and construction plans submitted to the City.

4. **Terminology.** Except where otherwise noted, the terms appearing throughout the conditions of approval set forth herein shall have the meanings as defined below. Capitalization is used to identify defined terms and shall have the meanings as set forth below unless the context in which they are used clearly requires otherwise.

a. **"Applicant"** means SY Valley Vineyard Resorts, LLC, property owner, and includes all agents, subdividers, developers, contractors, workers and personnel employed on the Project, as well as all successors and assigns of interest.

b. **"Building Department"** means the Building and Safety Division of the County (and all successors and assigns thereof), on behalf and under contract to the City to perform building plan check and inspection services.

c. **"City"** means the City of Buellton and includes the City Manager, City Engineer, Planning Director and all other duly appointed officials having responsibility for land use matters, as well as their respective assignees (e.g., Department staff members). Unless otherwise indicated, the Planning Department shall be the primary point of contact for the City.

d. **"County"** means the County of Santa Barbara.

e. **"Final Building Inspection Clearance"** means acknowledgement by the Building Department that construction of the Project has been completed in full compliance with plans and specifications approved by the City and the Building Department. Such acknowledgement is typically evidenced by signature of appropriate staff on the building permit inspection form.

f. **"Fire Department"** means the Fire Department of the County (and all successors and assigns thereof), furnishing fire prevention and protection services to the City by operation of special district.

g. **"Mitigation Measures"** means conditions and measures required to mitigate environmental effects of the Project as identified in General Plan Update EIR in connection with the Project under the provisions of the California Environmental Quality Act of 1970, as applicable.

h. **"Entitlement"** means the type of land use permit required by the Buellton Municipal Code in connection with the Project for which approval is granted herein.

i. **"Project"** means and includes all of the actions described in the Project description above.

j. **"Project Inspection"** means a field inspection and documentation review performed by the Planning Director at the time of Final Building Inspection Clearance to verify that the Project has been completed in full compliance with the terms and conditions of approval. The Project Inspection shall be performed upon completion of construction and the Project must be fully compliant with all terms and conditions of approval prior to and as a condition precedent to obtaining Final Building Inspection Clearance.

k. **"Project Manager"** means person or personnel of the City assigned to oversee and administer the Permit including, but not limited to, compliance with the Mitigation Measures set forth herein.

l. **"Property"** means the land and improvements identified in the Project Description.

m. **"Property Owner"** means SY Valley Vineyard Resorts, LLC, and includes all persons and entities possessing fee title (in full or in part) to the site of the Project, and all successors and assigns of such persons and entities.

n. **"Zoning Clearance"** means approval granted pursuant to 19.08.100 of the Buellton Municipal Code requisite to issuance of a building permit for authorized construction or land development activities.

5. **Interpretations and Exceptions.** The Planning Director is authorized to render decisions as to the applicability or interpretation of the conditions set forth herein, including minor changes, when the strict application of the conditions conflicts with the underlying purpose of the conditions or creates undue hardship or administrative burden. Any administrative change granted shall be subject to such conditions as will: (i) assure that the adjustment thereby authorized shall appropriately implement purposes and objectives of the original conditions; and (ii) not change or compromise the effectiveness of the original conditions. As an example, and for illustrative purposes only, the Planning Director may modify the implementation timing of specific conditions at the mutual convenience of the City and Applicant. Minor changes authorized pursuant to this condition shall not require separate processing of a formal amendment.

6. **Indemnity.** The Applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures) (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments,

agencies, and instrumentalities thereof, arising from or in connection with the approval, decision or action of the City Council, Planning Commission, or other decision-making body, or staff action concerning the Project, including but not limited to writ proceedings, claims for inverse condemnation, personal injury, property damage, and/or breach of a mandatory duty, challenges under the California Environmental Quality Act, and/or any action that attacks, challenges, or seeks to set aside, void, or annul all or any part of the approvals, decisions, or actions concerning the Project. City shall promptly notify the applicant of any Action brought and request that the applicant defend the City. It is expressly agreed that applicant may select legal counsel providing the applicant's defense and the City shall have the right to approve separate legal counsel providing the City's defense. The applicant shall reimburse City for any attorneys' fees, costs and expenses directly and necessarily incurred by the City in the course of the defense.

7. **Legal Challenge.** In the event that any condition imposing a fee, exaction, dedication or other mitigation measure is challenged by the Applicant in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided for by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action.

8. **Approval Limitations.** This approval is issued pursuant to the provisions of Title 19 of the Buellton Municipal Code and is subject to the foregoing conditions and limitations. Failure to comply with said conditions of approval may subject the Applicant to remedies and penalties specified in the Buellton Municipal Code.

9. **Compliance Costs.** All projects are subject to Project Inspection that is funded under existing permit fees. This condition shall serve as implementation of the Mitigation Monitoring and Reporting Program for the Mitigation Measures as well as the general conditions of approval set forth herein. The Applicant agrees to participate in this permit compliance program and to fund all reasonable expenses incurred by the City and/or City contractors for permit condition implementation, reasonable studies, and emergency response directly and necessarily related to monitoring and enforcement of these permit conditions and applicable City ordinances. Any staff time spent in excess of the Applicant's current deposit will be billed to the Applicant and the Applicant shall reimburse City within 30 days of invoicing by City.

10. **Enforcement Costs.** In the event the City determines that it is necessary to take legal action to enforce any of the conditions of approval herein, and such legal action is taken, the Applicant shall be required to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the Applicant to waive said fees or any part thereof.

11. **Failure to Comply.** In the event that the Applicant fails to comply with any order of the City issued hereunder or any injunction of the Superior Court, it shall be liable in accordance with the provision of Section 1.32 of the Buellton Municipal Code.

12. **Access to Records and Facilities.** As to any condition that requires for its effective enforcement the inspection of records or facilities by City or its agents, the Applicant shall make such records available or provide access to such facilities upon reasonable notice from City

13. **Payment of Fees.** All applicable fees associated with development of the Project shall be paid by the Applicant at the time such fees become payable as provided by Buellton Municipal Code or otherwise stipulated in this approval (whichever date is sooner), and the amount payable shall be based on the those fee schedules adopted by the City and then in effect at the time such fees become payable.

14. **Acceptance of Conditions.** The Applicant shall acknowledge and agree to all conditions of this approval within 60 days of the notice of final action, evidenced by the Applicant's signature on the space provided at the end of this document. The Applicant shall record this document on title to the subject Property prior to or concurrently with the filing of a Zoning Clearance. The Applicant, and all successors or assignees, are responsible for complying with all conditions of approval. Any zoning violations concerning the installation, operation, and/or abandonment of the Project are the responsibility of the Applicant, and all successors or assignees.

B. ENVIRONMENTAL MITIGATION MEASURES

Aesthetics

15. **AES-1(a) Lighting/Compatibility.** Prior to development of each development phase, proposed lighting shall be indicated on site plans that demonstrate that spillover of lighting would not affect residential areas located east of the site. The lighting plan shall incorporate lighting that direct light pools downward to prevent glare on adjacent and surrounding areas. Lights shall have solid sides and reflectors to further reduce lighting impacts by controlling light spillage. Light fixtures that shield nearby residences from excessive brightness at night shall be included in the lighting plan. Non-glare lighting shall be used. The design, scale, and character of the Specific Plan residential building architecture shall be generally compatible with the scale of existing residential uses east of the site.

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

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

Agricultural Resources

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

Air Quality

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

- Installation of heat transfer modules in furnaces;
- Use of light colored water-based paint and roofing materials;
- Use of natural lighting;
- Use of concrete or other non-pollutant materials for parking lots instead of asphalt;
- Installation of energy efficient lighting;
- Use of landscaping to shade buildings and parking lots;
- Installation of sidewalks and bikepaths;
- Installation of covered bus stops to encourage use of mass transportation

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

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

21. **AQ-3(b) Watering.** Water trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would require two daily water applications (once in late morning

and once at the end of the workday). Increased watering shall be performed whenever wind speeds exceed 15 mph.

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

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

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

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

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

27. **AQ-3(h) Monitoring of Dust Control Program.** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.

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

- Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be used wherever feasible;
- The engine size must be the minimum practical size;
- The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;
- Construction equipment must be maintained in tune per manufacturer's specifications;
- Equipment shall be equipped with 2 to 4-degree engine timing retard or precombustion chamber engines;
- Catalytic converters shall be installed, if feasible;
- Diesel catalytic converters shall be installed, if available;
- Diesel-powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and

- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Diesel particulate emissions shall be reduced using EPA or California-certified and/or verified control technologies like particulate traps.

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

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

Noise

31. **N–1(a) Construction Equipment.** All stationary construction equipment shall be located at least 300 feet from occupied on- and off-site residences and the adjacent hotel structure west of the site unless noise reducing engine housing enclosures or noise screens are provided by the contractor. All construction equipment powered by internal combustion engines shall be properly muffled and maintained. Unnecessary idling of internal combustion engines shall be prohibited.

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

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

Transportation and Circulation

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

35. **T-2(b) Driveway Alignment.** The McMurray Road driveways should be aligned opposite the existing driveways to reduce potential conflicts. Aligning the Specific Plan site driveways with the existing opposing driveways would create

an attractive draw away from Highway 246, which would reduce impacts at the Highway 246 access.

36. **T-3 Traffic Mitigation Fee.** A traffic mitigation fee is required for all development projects prior to building permit issuance. These funds are utilized for required traffic improvements that result from cumulative impacts to the roadway system over time. Payment of the required fee will provide adequate mitigation for project-related traffic impacts.

C. ENGINEERING CONDITIONS

PRIOR TO GRADING PERMIT ISSUANCE:

37. **Grading Utility Plans.** Applicant shall cause to be prepared by a Civil Engineer, registered in the State of California, grading and utilities improvement plans, including, but not limited to, street, water, sewer, and storm drain improvements. An engineering cost estimate shall be submitted with the grading and improvement plans along with any calculations, signed/stamped certifications and plan check processing fees.

38. **Frontage Improvement Plans.** Plans for the full street width frontage improvements shall be drawn by a California Registered Civil Engineer. Drawings shall be prepared on 24-inch by 36-inch mylar (4 mil) showing all proposed improvements including, but not limited to, curbs, gutters, sidewalks, paving, driveway cuts, storm drains, street lights, utilities, and street trees.

39. **Frontage Improvement Plan Requirements.** Frontage improvements shall include appropriate landscape bulb-outs at driveway along McMurray Road, sidewalk and appropriate ADA ramps (as well as appurtenant items such as appropriate signing and striping). A minimum of 5' sidewalk walk width shall be provided along Valley Vineyard Circle.

40. **Soils Report.** At the time that Improvement Plans and/or Grading and Drainage Plans are submitted for review and approval by the City Engineer, two copies of a Soils Report, prepared by a California Registered Geologist or Soils Engineer, shall be submitted. The Report shall address soils engineering and compaction requirements, R-values, and other soils and geology related issues (including liquefaction) and shall contain recommendations as to foundation design, and paving sections, where applicable for the project.

41. **Erosion Control Plans.** Erosion Control Plans shall be completed and submitted to the City Engineer for review and approval. Appropriate BMP measures shall be undertaken at *all* times. This shall be in compliance with the Regional Water Quality Control Board requirements. NOI shall be filed. A SWPPP shall be developed for the project site; draft copy shall be submitted for review prior to issuance of the grading permit. SWPPP shall be on-site at all times.

42. **Hydrology Report.** At the time that Improvement and/or Grading and Drainage Plans are submitted for review and approval by the City Engineer, a complete hydrology/hydraulic report shall be submitted by the applicant's engineer determining the adequacy of the proposed drainage system and the adequacy of the existing downstream system. A rain fall frequency of twenty-five (25) years shall be used for sizing piping and inlet structures. If no overland escape is available, 100-year flows shall be used as the basis of design. Santa Barbara County Engineering Design Standards shall be used.

43. **Stormwater.** Development shall be undertaken in accordance with conditions and requirements of the State of California Regional Water Quality Control Board. Project Grading and Storm Drain Improvement Plans shall identify and incorporate Best Management Practices (BMPs) appropriate to the uses conducted on-site and during construction to effectively mitigate storm water pollution during construction as well as post-construction.

    Stormwater management shall be incorporated in the improvement plans (low impact development). This project is subject to Post Construction Requirements as outlined in the City's Stormwater Technical Guide for a Tier 4 project.

    A Storm Water Control Plan that analyzes the potential flows, run-off and drainage management area's and proposed lid improvements to address run-off and water quality, including a maintenance/water quality control plan, shall be submitted. This document shall include an owner's statement that maintenance of facilities will occur regularly (at least annually) and will be ongoing. The plan shall include an annual maintenance report which must be signed/certified by the QSD/QSP, property owner and contractor and submitted to the Public Works Department.

44. **Fire Department Review of Improvement Plans.** Applicant shall submit improvement plans for concurrent review with the Santa Barbara County Fire Department and shall provide documentation of submittal along with grading and utility improvement plans to the City Engineer. A copy of the Fire Department approval shall be submitted prior to issuance of grading permit.

45. **Final Plans.** Upon approval of the final plans, the applicant shall furnish original stamped mylars to the City Engineer for signature and reproduction for permitting purposes. A final Engineer's estimate shall be prepared (updated from the original submittal and shall utilize prevailing wage rates) and permit/inspection fees paid.

46. **Grading, Utility, and Monumentation Bond.** A faithful performance and labor/material bond for the grading and utilities and also for the public improvements (each to be equal to 100% of the final City Engineer's estimate of costs, which shall include a 20% contingency), or equivalent form of guarantee, shall be posted by the applicant. The bonds shall remain in effect until the completion of the project and a certificate of occupancy has been issued, at which

time, 10% of the bond shall be retained for a warranty period of 1 year after acceptance of improvements by the and until receipt of As-built Record Drawings.

PRIOR TO BUILDING PERMIT ISSUANCE:

47. **Grading Permit.** The applicant shall obtain a grading permit from the City Engineer prior to obtaining a building permit.

48. **Rough Grading.** Rough grading certification by the geotechnical engineer shall be approved by the City Engineer prior to obtaining a building permit.

49. **Industrial Waste Permit.** The applicant shall obtain an industrial waste discharge permit, as applicable, from the City Public Works Department prior to obtaining a building permit.

50. **Water and Sewer Fees.** The applicant shall pay water and sewer utilities fees from the Public Works Department prior to occupancy. In addition, all pretreatment and FOG compliance requirements must be in place prior to payment of water/sewer fees and occupancy.

PRIOR TO OCCUPANCY CLEARANCE:

51. **As-Built Record Drawings.** The applicant shall complete all required improvements to the satisfaction of the City Engineer. The applicant shall furnish the mylar or a reproducible copy of the improvement plans to the City Engineer, modified to reflect field changes made during construction and stamped "As-Built Record Drawings."

52. **Traffic Fees.** The applicant shall pay Traffic Mitigation Fees and other applicable fees prior to occupancy.

53. **Plan Check Fees.** All fees and unpaid balances from plan check or inspection and permits, shall be paid in full.

GENERAL CONDITIONS:

54. **Public Improvements.** Unless superceded by Caltrans all public improvements shall be designed and constructed in conformance with The City of Buellton Standards, and when applicable, the Santa Barbara County Standards.

55. **Easements.** Existing and proposed easements for all utilities shall be located and described on the engineering plans.

56. **Utilities Shown on Plans.** All other utilities shall be shown on the plans.

57. **Cross Access and Drainage Easement.** A cross access easement and cross drainage easement shall be recorded for both parcels.

58. **Bus Shelter Relocation.** Bus shelter will need to be relocated due to the driveway addition on McMurray Road. Bus shelter shall be relocated on McMurray Road or Valley Vineyard Circle as approved by the Commission. Relocation will require the appropriate ADA clearances surrounding shelter. If additional space/sidewalk path is required, Developer shall provide the additional easement as appropriate.

D. ENGINEERING CONDITIONS – TENTATIVE PARCEL MAP

PRIOR TO BUILDING PERMIT ISSUANCE:

59. **Parcel Map Submittal.** A Parcel Map shall be submitted by the applicant to the City Engineer for review and authorization to submit to the Planning Director. Said Map shall be prepared by a licensed surveyor or a qualified Civil Engineer, registered in the State of California. Closure calculations shall be submitted with the Parcel Map along with adequate reference data, easement documentation, current title report and map check processing fees.

PRIOR TO OCCUPANCY CLEARANCE:

60. **Parcel Map Recordation.** The Parcel Map shall be in substantial conformance with the approved Tentative Map and shall be subject to final review by the Planning Director prior to recordation. All applicable fees then outstanding at the time of Planning Director approval shall be paid by the applicant prior to Map recordation including, but not limited to, outstanding balances owed for Map processing. Copies of the recorded Parcel Map shall be filed by the applicant with the City Engineer and Planning Director.

61. **Final Map Recordation.** The Parcel Map and all applicable private and public easements must be recorded with the County Recorder.

E. PLANNING CONDITIONS

62. **Zoning Clearance.** As a condition precedent to obtaining building permits, and prior to improving any portion of the Property or commencing any work pertaining to the Project approved herein, the Applicant shall obtain Zoning Clearance from the Planning Director. Zoning Clearance shall only be granted upon satisfying all conditions precedent to construction as stated in these conditions of approval.

63. **Performance Standards.** The design, operation, and use of the Project and Property shall comply with all outdoor storage, trash collection design, performance standards, landscaping requirements, and lighting provisions of the Buellton Municipal Code. All exterior lighting shall be located and designed so as to avoid creating substantial off-site glare, light spillover onto adjacent properties, or upward illumination into the sky. In addition, the Property shall be maintained in strict compliance with the following additional standards:

a. Use Limitations. No building or other improvement upon the Property shall be constructed, maintained, or used for any purpose other than that which is allowed by the Buellton Municipal Code or otherwise stipulated in the conditions of approval herein. Furthermore, the Property shall be maintained in strict compliance with the following additional standards:

(1) Unobstructed Access. All driveways and areas designated for off-street parking shall remain accessible at all times. Except as allowed by revocable license approved by the City, parking shall not be allowed on driveways at anytime.

(2) Vehicle Repair. No disassembly, repair or any other work shall be performed on any vehicle, machine, motor, appliance or other similar device shall be allowed on any portion of the Property except or unless such work and device is wholly removed from public view.

(3) Exterior Storage. No storage of any goods, materials or equipment shall be permitted on the Property except within the confines of fully enclosed buildings.

b. Prohibited Activities. No person owning, leasing, occupying or having charge or possession of the Property, or any portion thereof, shall maintain or use the premises in such a manner that any of the following conditions are found to exist:

(1) Fire and Explosion Hazards. Storage and transportation of flammable or explosive materials, as defined by the County of Santa Barbara Fire Department, which are provided without adequate safety devices against the hazard of fire and explosion and adequate firefighting and fire-suppression equipment and devices, standard in the industry.

(2) Fissionable, Radioactivity or Electrical Disturbance. Storage or use of fissionable or radioactive material, if their use or storage results at any time in the release or emission of any fissionable or radioactive material into the atmosphere, the ground, or sewage systems, or any activities which emit electrical disturbances, affecting the operation at any point of any equipment other than that of the creator of such disturbance.

(3) Glare, Humidity, Heat and Cold. Direct or sky-reflected glare, whether from floodlights or from high temperature processes, or humidity, heat or cold that is produced and is perceptible without instruments by the average person at the Property line.

(4) Liquid and Sold Wastes. Discharge at any point into any public sewer, private sewage disposal system, or stream, or into the ground, of any material of such nature or temperature as can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the emission of dangerous or offensive elements, except in accordance with standards approved by the California Department of Public Health or such other governmental agency as shall have jurisdiction over such activities.

(5) Odors. Emissions of odorous gases or other odorous matter that is produced in nuisance quantities at the Property line.

(6) Particulate Matter and Air Contaminants. Emissions, including but not limited to, fly ash, dust, fumes, vapors, gases, and other forms of air contaminants which are produced from any facility or activity which are readily detectable without instrument by the average person at the Property line which can cause any damage to health, animals, vegetation or other forms of property, or which can cause excessive soiling at any point.

(7) Vibration. Ground vibration that is produced and is discernible without instruments to the average person at the Property line. Ground vibration caused by motor vehicles, trains, aircraft, and temporary construction or demolition work is exempted from this standard.

(8) Prohibition of Dangerous Elements. Land or buildings which are used or occupied in any manner so as to create any dangerous, noxious, injurious or otherwise objectionable fire, explosive or other hazard; noise or vibration; glare; liquid or solid refuse or waste; or other dangerous or objectionable substance, condition, or element in such a manner or such an amount as to adversely affect other uses.

(9) Noise. Unless otherwise provided for, no person shall operate or cause to be operated any source of sound at or on the Property, or allow the creation of any noise on the Property owned, leased, occupied or otherwise controlled by such person which causes the noise level when measured on any receiving property to exceed the noise level limits set forth by the Buellton Municipal Code as adopted and amended.

64. **Fire Department.** The Project is located within the jurisdiction of the County Fire Department and shall comply with all applicable standards of that agency.

65. **Building Standards.** All building construction shall be designed and performed in accordance with the currently adopted California Building Code, and all other appropriate sections of the Buellton Municipal Code, State of California energy conservation standards and Title 24 handicap accessibility standards. All necessary plans and documentation shall be submitted at time of plan check including, but not limited to, complete architectural plans and appropriate engineering calculations prepared by a California Licensed Architect or Engineer.

66. **Grading and Drainage.** All building construction, grading and drainage shall be designed and performed in accordance with the currently adopted Excavation and Grading Code and all other appropriate sections of the Buellton Municipal Code and Santa Barbara Flood Control Design Standards dealing with grading, drainage and public improvements. Prior to construction, necessary plans and documentation shall be submitted for review and approval by the City Engineer including, but not limited to, complete civil engineering drawings, public improvement plans, utility specifications and appropriate engineering calculations prepared by a California Registered Civil Engineer.

67. **Construction Noise Reduction.** Prior to issuance of building permit, the Developer shall provide proof that all construction equipment utilizing internal combustion engines have mufflers that are in good condition. Stationery noise sources shall be located at least 300 feet from occupied dwelling units unless noise reducing engine housing enclosures or noise screens are provided by the contractor. Equipment mobilization areas, water tanks, and equipment storage areas shall be placed in a central location as far from existing residences as feasible.

68. **Final Occupancy Clearance.** No Final Building Inspection Clearance or release of occupancy will be granted for any building on the Property until all construction is completed and all improvements and landscaping associated with the Project are installed in accordance with the plans approved and the conditions specified herein. Exceptions to this requirement may be granted subject to: (i) approval of the City Engineer and Planning Director; (ii) assurance that unfinished items will be completed within a reasonable period of time (including, but not limited to, the posting of appropriate performance security to assure such completion); (iii) essential infrastructure necessary to serve the entire Project is fully installed; and (iv) public safety and convenience is appropriately protected.

69. **Property Maintenance.** The Project and Property, including the landscaping, shall be maintained in a continuous state of good condition and repair, in full compliance with all approved plans, specifications and conditions of approval. Corrective improvements shall be undertaken as necessary to continuously conform with and implement conditions of Project approval including, as applicable, repair, repainting and/or replacement of Project components as needed. Where a Project is found to be non-compliant, the Applicant shall adhere to City recommendations to bring the Project into compliance.

70. **Community Design Guidelines.** The Project shall be in conformance with the Community Design Guidelines.

71. **Project Inspections.** Upon completion of construction and prior to occupancy or use, the Planning Director shall conduct a Project Inspection prior to and as a condition precedent to obtaining Final Building Inspection Clearance. Compliance with all conditions of approval is a pre-requisite to obtaining the Final Building Inspection Clearance.

72. **Landscape Installation.** Prior to obtaining Final Building Inspection Clearance, all landscaping and irrigation shall be completed and fully installed in accordance with the approved landscape plan required as part of the building permit plans, and open areas visible from public rights-of-way shall be landscaped and irrigated.

73. **Landscape Maintenance.** Following installation, all landscaping shall be continuously maintained thereafter for a period of not less than three (3) months or until such time that all plant material has been completely established. The Planning Director shall inspect or cause to be inspected all landscaped areas prerequisite to granting Final Building Inspection Clearance. A formal written request for such inspection shall be accompanied by a certification from the Project landscape architect as to the Project's conformity with the approved plans and specifications, together with a twelve (12) month warranty on all landscaping materials.

74. **Landscape Maintenance Agreement.** The Applicant shall acknowledge and sign the City's Landscape and Maintenance Agreement prior to issuance of the first building permit. The Applicant, and all successors or assignees, are responsible for complying with all conditions of the Agreement. Any violations of the Landscape and Maintenance Agreement may result in Code Enforcement action.

75. **Landscape Surety.** Prior to issuance of a building permit, a surety for installation of the landscaping and irrigation, and for maintenance for one year, shall be posted in a form acceptable to the City. The surety estimate shall be submitted as part of the building permit submittal.

76. **Approval.** Approval of 18-FDP-02 and TPM 31062 (the "Permit") is granted to the Applicant for the Property as identified in the Project Description. Except or unless indicated otherwise herein, all buildings, driveways, parking areas, and other facilities or features shall be located and maintained substantially as shown on the exhibits accompanying the application for the Project.

77. **Development Time Frame.** The Final Development Plan shall expire after five years unless substantial physical construction has been completed or the Applicant has applied to the Planning Commission for an extension. Any request

for an extension shall be processed under the procedures set forth in the Municipal Code. Substantial physical construction is defined as:

a. All zoning and related approvals are effective; and

b. All required building and grading permits have been issued; and

c. The "foundation inspection" and "concrete slab or under floor inspection" as defined in the California Building Code or its successor have been made and received approval from the Building Department, i.e., all trenches must be excavated, forms erected, and all materials for the foundation delivered on the job and all in-slab or under floor building service equipment, conduit, piping accessories and other ancillary equipment items must be in place. Nothing in this definition shall be construed to alter the applicable legal standards for determining when vested property rights have arisen.

78. **Parking.** A total of 222 parking spaces are required for the Project. This includes one space per each guest room and one space per every five employees. 222 parking spaces are proposed.

79. **Signage.** The Master Sign Program as shown in the project plans dated November 9, 2018, are approved. Details regarding the square footage of the meeting/restaurant wall sign shall be provided prior to issuance of Zoning Clearance. The sign shall not exceed 12 square feet. Any additional signage or changes to proposed signage will require approval by the Planning Director.

80. **Architectural Design.** The architectural design of the buildings shall conform to that shown on the architectural elevations and color boards for the project with a design style of Contemporary Ranch.

81. **Lighting.** All new exterior lighting fixtures shall comply with the design requirements of the Community Design Guidelines and shall protect dark skies. All lighting shall be LED or Inductive technology or other energy efficient type of lighting. Decorative lighting is required. Current lighting plan indicates pole lights at 23 feet in height. Pole lights shall not exceed 20 feet in height. A revised lighting plan is required prior to building permit issuance showing the pole lights in compliance with this requirement.

82. **Revised Photometric Lighting Plan.** A revised photometric lighting plan is required prior to Building Permit issuance. The revised plan shall include the revised pole light specifications. Additionally, the revised photometric lighting plan shall indicate light spillover onto the Vineyard Village Townhomes property and the future senior housing property. Light spillover from the hotel project shall not exceed 0.5 foot candles at the Vineyard Village Townhomes property and the future senior housing property.

83. **Irrigation Plans.** Irrigation plans are required to be submitted with the final landscape plans prior to building permit issuance.

84. **Village Specific Plan.** The project is subject to the standards and requirements of the Village Specific Plan.

85. **Trees.** All trees shall be 24-inch box trees.

86. **Perimeter Sidewalk Improvements.** A public pedestrian path along the perimeter of the project along Valley Vineyard Circle is required to be installed. Installation is the responsibility of the applicant. Plans submitted for building permits shall show a 5-foot wide sidewalk. As a result, landscaping percentage will need to be recalculated.

87. **Meeting Room and Outdoor Event Use.** Use of the meeting room and outdoor event space for events is approved subject to the following conditions:

a. Meeting room and outdoor event space shall be used by hotel guests only. Use of these facilities by non-guests may be permitted, subject to the approval and provisions of a separate Temporary Use Permit. Alternative parking arrangements would be required as part of the conditions of the permit.

b. Use of outdoor event lawn for any event shall be limited to a maximum of 8 events per month. Outdoor events shall end no later than 10 P.M. on Friday and Saturdays, and 9 P.M. on all other days.

c. Outdoor music is limited to acoustic music only. No amplified music is permitted, unless specifically authorized by a separate temporary use permit. Outdoor music must stop no later than 9 P.M any night of the week.

d. All outdoor events shall strictly adhere to the requirements of the City's noise ordinance.

e. Use of meeting room building and outdoor space shall be subject to any conditions imposed by the Santa Barbara County Fire Department.

f. One year from the date of Certificate of Occupancy, a review of all conditions listed under Condition 87 shall be conducted by the Planning Commission. At this time, the Planning Commission shall evaluate the effectiveness of the conditions of approval related to the outdoor event space and meeting room building, and shall have the discretion to modify, delete or add any conditions necessary.

F. FIRE DEPARTMENT CONDITIONS

88. **Change to Project Description.** The Fire Prevention Division must be notified of any changes to the project proposal. A change in the project description may cause conditions to be imposed.

89. **Aerial Apparatus.** This development shall provide aerial apparatus access along the west side of both proposed 4-story hotels.

90. **Structure Height.** Any structure that exceeds 30 feet in height shall meet the California Fire Code Section D105 requirements.

- **D105.1** Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of the pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater.
- **D105.2** Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.
- **D105.3** At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. This side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
- **D105.4** Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

91. **Elevator.** If an elevator is installed for the project, the elevator car shall be able to accommodate a 24-inch by 84-inch ambulance stretcher in the horizontal, open position.

- Emergency medical services symbols shall be placed on both sides of the elevator car door frame.
- The symbol shall be a minimum of 3 inches high.
-

PRIOR TO BUILDING PERMIT ISSUANCE

92. **Fire Protection Certificate.** Fire Protection Certificate(s) will be required.

PRIOR TO OCCUPANCY CLEARANCE

93. **Fire Sprinklers.** An automatic fire sprinkler system shall be installed.

- Fire sprinkler plans shall be approved by the fire department prior to installation.
- The fire department shall determine the location of any fire department connection (FDC) that may be required.

94. **Alarm Systems.** An automatic fire or emergency alarm system shall be installed.

- Fire alarm system shall meet Santa Barbara County Fire Department requirements.
- Automatic fire or emergency alarm system plans shall be approved by the fire department.

95. **Address Numbers.** Address numbers shall be a minimum height of 12 inches.

- Address number locations shall be approved by the Fire Department.
- Address numbers shall be a color contrasting to the background color.
- The address number shall be elevated at least three feet from the ground for clear visibility and easy directional identification.
- The numbers shall be visible from the access road when traveling in either direction.

96. **Fees.** The applicant will be required to pay Fire Department Development Impact Fees in accordance with Chapter 15 of the Santa Barbara County Code. **Payment shall be made according to the schedule of fees in place on the date fees are paid.** As of the date of this letter, fees currently are as follows:

Nonresidential-Retail/Commercial	$0.77 per square foot

97. **Occupancy Clearance.** Final occupancy clearance inspection will not be scheduled unless fees have been paid.

As always, if you have any questions or require further information, please call Captain Glenn Fidler at 805-681-5528 or 805-681-5523.

G. COUNTY OF SANTA BARBARA BUILDING DIVISION CONDITIONS

98. **Geology Report.** A Geology Report prepared and signed by a California licensed geologist will be required.

99. **Soils Report.** A soils report to include an assessment and conclusion of the potential for liquefaction will be required. At a minimum, one boring to a depth of fifty feet will be required.

100. **Grading Plans**. Provide grading plans for reference in the construction drawings.

101. **Onsite Stormwater Retention Plans.** Provide Onsite Storm Water Retention Plans for reference in the construction drawings. The Architect, Structural Engineer and Soils Engineer must coordinate the location of any onsite retention basins in relation to the buildings or structural elements and provide structural design accordingly where applicable.

102. **Site Accessibility Plan**. Provide a separate "Site Accessibility Plan" detailing accessible routes of travel between buildings, accessible site facilities to the public way and/or street serving the site for each parcel. All accessible features(accessible parking, ramps, stairs, paths of travel, etc.) must be fully detailed and dimensioned. The accessible route of travel shall be the most practical direct route between accessible building entrances, accessible exits, accessible site facilities, and the accessible entrance to the sites.

103. **Conditions.** Incorporate all discretionary conditions of approval and department condition letters into the plans.

104. **CA Green Code.** Incorporate compliance with the applicable CA Green Code in the plans to include commissioning.

105. **Fire Protection Plan.** Provide a complete, independent plan which graphically delineates all fire areas, fire walls, fire barriers, fire partitions, exterior rated walls due to fire separation distance to property lines, horizontal fire-resistive assemblies and fire resistive construction based on the Type of Construction. Provide thorough detailing for horizontal and vertical continuity of the fire rated assemblies on the plans and protection of penetrations at fire rated assemblies. Label all fire-resistive corridors, shafts, incidental use areas, etc. Cite code sections indicating reasons assemblies are rated.

106. **Building Egress.** Clearly show egress requirements for the building. A separate, detailed egress plan will be required for clarity of plan review and field inspection. Show occupant load, number of exits required and number of exits provided at each space, story and building totals. Provide a calculation for required exit width. Label all components of the exit access, exit, exit discharge and show compliance with applicable provisions addressing those components. Specify and detail an accessible path of travel to and from all entrances and exits to the public right of way.

107. **Plumbing Fixture Analysis.** Provide a plumbing fixture analysis and access to plumbing fixtures from all parts of the building (including the pool area) within the maximum travel distances per the CA Plumbing Code.

108. **Flood Plain Conditions on Plans.** Incorporate any conditions of approval by the Flood Plain Administrator into the plans.

109. **Water Efficiency Plans.** Landscape plans which detail compliance with the current Model Water Efficiency Landscape Ordinance (MWELO) or City requirements(whichever are most stringent) will be required.

110. **ADA Compliance.** Compliance with Federal Access Laws or Standards (i.e.: Americans with Disabilities Act) is solely the responsibility of the property owner and Architect of Record.

111. **Environmental Health Services.** Environmental Health Services (food service) approval for food prep and food service areas, public swimming pool and pool restrooms will be required.

H. FINANCE DEPARTMENT CONDITIONS

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

113. **Impact Fees.** The project applicant shall pay the water, sewer, park, and traffic impact fees in accordance with City requirements.

Project Applicant/Property Owner Acknowledgement of Required Conditions of Approval

_____ _____

Property Owner Signature Date

_____ _____

Project Applicant/Agent/Representative Signature Date

Attachment 1 - Vicinity Map

N

0 290 580 1,160 Feet

Attachment 1-a

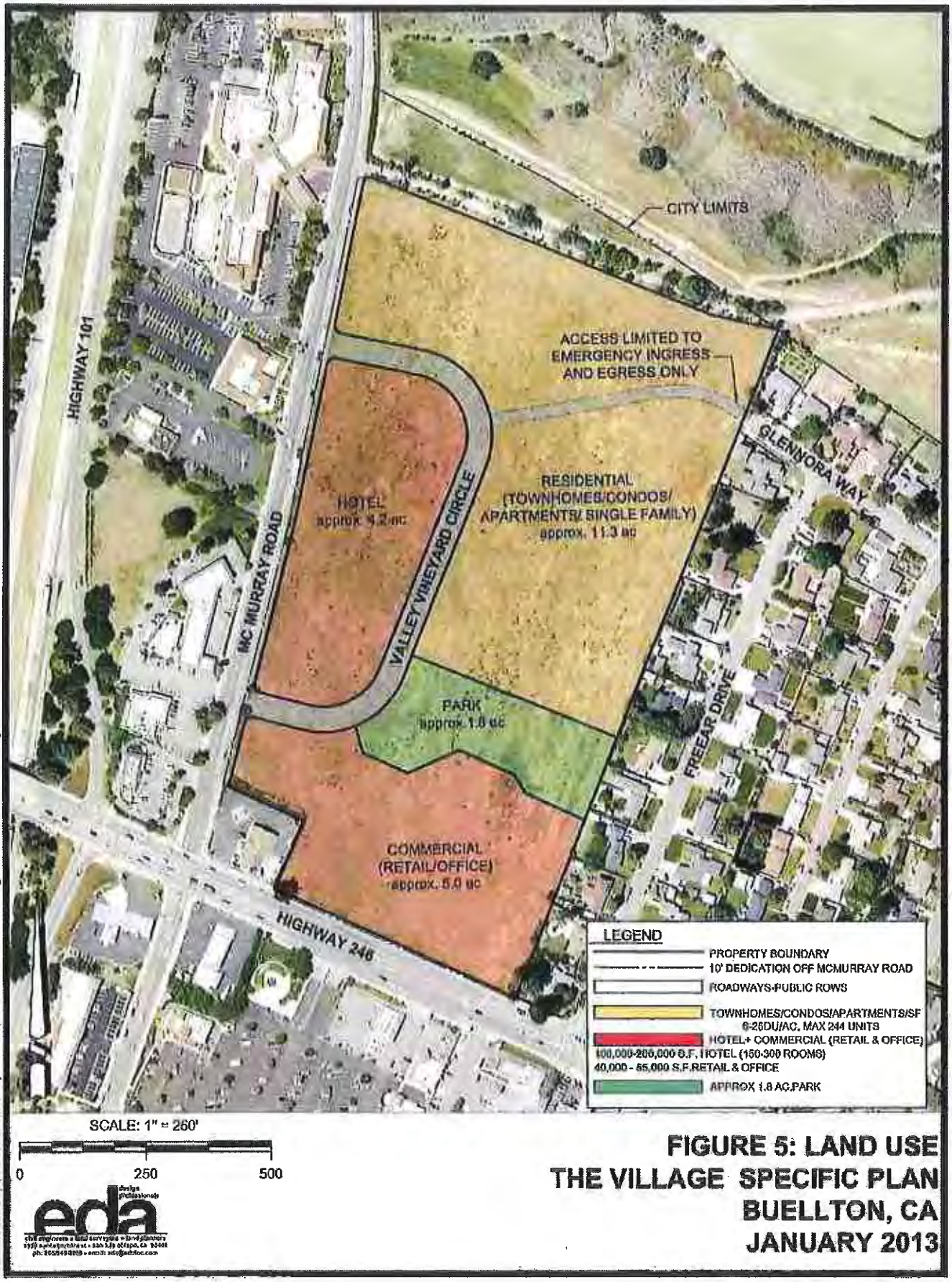


FIGURE 5: LAND USE
THE VILLAGE SPECIFIC PLAN
BUELLTON, CA
JANUARY 2013

K:\22826\0003-Con Docs\Exhibits\Specific Plan Exhibits\SP exhibits.dwg 12/17/12 01:27 PM amys

Attachment 2

Arris
STUDIO ARCHITECTS

May 2, 2018

Andrea Keefer
Assistant Planner
City of Buellton

RE: Cambria Hotel & Suites and a Boutique Hotel

Dear Andrea,

Below is a project description for the two proposed hotels on McMurray Road (APN 137-790-001).

The existing site is approximately 4 acres and is located within the Village specific plan area.

Within the Village Specific Plan the requirements for the hotel site are designated as follow:

Requirements

Floor Area:	100,000 – 200,000 Square Feet
Guest Rooms:	150 – 225 Guest Rooms
Zoning:	General Commercial (CR)
Development Standards:	Consistent with Municipal Code except rear setback reduced from 50' to 15'.
Allowable Uses:	Hotel & Hotel Support Services (Gift Store, Restaurant and Bar, Recreation Facilities, Etc.)
Landscaping:	Pedestrian friendly area between buildings and park with water feature.
Pedestrian Access:	Allowed throughout site with minimal conflicts with vehicular traffic.
Building Height:	3 – 4 stories in height of approximately 64'

The project is in compliance with all of these requirements. A breakdown of the proposed buildings is listed below.

Proposed

Floor Area:	139,200 Square Feet
Guest Rooms:	214 Guest Rooms
Zoning:	General Commercial (CR)
Development Standards:	58' rear setback
Proposed Uses:	Hotel & Hotel Support Services (Meeting Room)
Landscaping:	Pedestrian friendly area between buildings and park with water feature and other amenities.
Pedestrian Access:	Parking around perimeter of site to allow uninterrupted pedestrian access within site.
Building Height:	4 stories (57' maximum height)

The proposed project is also in compliance with the requirements of the City of Buellton Community Design Guidelines. The design guidelines outline four architectural styles that are suitable for development. All four options are described as suitable to commercial development in this zone.

The proposed buildings are designed in the Contemporary Ranch style. This style was selected because of its suitability to larger buildings and the fact that the other commercial component with the Village Specific Plan utilize this style.

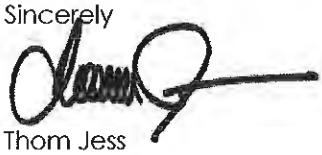
1306 JOHNSON AVENUE ■ SAN LUIS OBISPO, CA 93401 ■ P: 805/547.2240 ■ F: 805/547.2241
THOMAS E. JESS, ARCHITECT #C27608 STEPHEN A. RIGOR, ARCHITECT #C33672

The Contemporary Ranch style is characterized by the restrained use of simple geometric shapes and ornamentation as well as an interesting mix of rustic and modern materials.

The proposed buildings exemplify this style through the use of a variety of both rustic and modern materials, varied roof forms, articulated facades, both iron and heavy timber trellises and awnings, brackets supporting roof overhangs, stone veneer building base courses and a rhythmic pattern of grouped and singular windows.

As part of the application we are requesting to split the existing parcel into two separate parcels. A tentative parcel map is being submitted with the intent that it is processed concurrently with the development review application.

Sincerely



Thom Jess
Arris Studio Architects

1306 JOHNSON AVENUE ■ SAN LUIS OBISPO, CA 93401 ■ P: 805/547.2240 ■ F: 805/547.2241
THOMAS E. JESS, ARCHITECT #C27608 STEPHEN A. RIGOR, ARCHITECT #C33672

Cambria Hotel & Suites & a Boutique Hotel

Buellton California

Attachment 3

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
NO SCALE
A1.0

Cambria Hotel & Suites & a Boutique Hotel

Buellton California

PROJECT STATISTICS

ADDRESS:	TBD McMURRAY ROAD
ASSESSOR PARCEL NUMBER:	137-790-001
SITE AREA:	4.03 ACRES (175,587 SF)
PARCEL A AT CAMBRIA HOTEL:	1.93 ACRES (84,169 SF)
PARCEL B AT BOUTIQUE HOTEL:	2.10 ACRES (91,418 SF)
SPECIFIC PLAN AREA:	VILLAGE SPECIFIC PLAN
ZONING:	CR (GENERAL COMMERCIAL)
EXISTING USE: PROPOSED USE:	VACANT HOTEL AND ASSOCIATED FUNCTIONS
OCCUPANCY PROPOSED:	R-1
CONSTRUCTION TYPE PROPOSED:	TYPE V-A
SPRINKLERS PROPOSED:	YES (NFPA-13)
BUILDING HEIGHT ALLOWED: BUILDING HEIGHT PROPOSED:	64 FEET (SPECIFIC PLAN) 50 FEET TO TOP OF MAIN ROOF 57 FEET TO TOP OF TOWER
NUMBER OF STORIES ALLOWED: NUMBER OF STORIES PROPOSED:	4 STORIES (SPECIFIC PLAN) 4 STORIES
BUILDING AREA ANTICIPATED: BUILDING AREA PROPOSED:	100,000 S.F. - 200,000 S.F. (SPECIFIC PLAN)
CAMBRIA HOTEL:	72,000 S.F.
BOUTIQUE HOTEL:	64,000 S.F.
MEETING SPACE:	4,400 S.F.
TOTAL:	140,400 S.F.
PARKING REQUIRED:	
(1) SPACE PER GUEST ROOM:	214 SPACES (214 GUEST ROOM x 1 SPACES PER ROOM)
(1) SPACE PER FIVE EMPLOYEES:	8 SPACES (40 EMPLOYEES @ 1 SPACE PER 5 EMPLOYEES)
TOTAL REQUIRED	222 SPACES
PARKING PROVIDED:	222 SPACES
ACCESSIBLE SPACES REQUIRED: ACCESSIBLE SPACES PROVIDED:	7 SPACES 7 SPACES
COMPACT SPACES ALLOWED: 222 SPACES x 30%: COMPACT SPACES PROPOSED:	 66 SPACES 62 SPACES

PROJECT DESCRIPTION

THIS PROJECT PROPOSES TO SUBDIVIDE THE EXISTING 4+- ACRE PARCEL AND CONSTRUCT TWO SEPARATE HOTELS, A MEETING ROOM BUILDING AND ASSOCIATED SURFACE PARKING. ALL BUILDINGS WILL FOLLOW THE CONTEMPORARY RANCH STYLE GUIDELINES.

THE SITE IS LOCATED WITHIN THE VILLAGE SPECIFIC PLAN AREA. THE SITE IS DESIGNATED FOR A HOTEL USE IN THE SPECIFIC PLAN.

THE NORTHERN HOTEL WILL BE A BRANDED HOTEL (CAMBRIA HOTEL & SUITES). IT WILL BE FOUR STORIES TALL AND CONTAIN 107 GUEST ROOMS.
THE SOUTHERN HOTEL IS PLANNED TO BE A BOUTIQUE HOTEL. IT WILL ALSO BE FOUR STORIES TALL AND IT WILL CONTAIN 107 GUEST ROOMS.

IN THE SPECIFIC PLAN THE SITE IS DESIGNATED FOR BETWEEN 150 AND 220 GUEST ROOMS. THE TWO HOTELS WILL CONTAIN A TOTAL OF 214 GUEST ROOMS.
THE MEETING ROOM WILL BE A SEPARATE BUILDING APPROXIMATELY 4,400 SF SINGLE STORY BUILDING. IT WILL SERVE BOTH HOTELS.

THE MEETING ROOM AND BOTH RESTAURANTS ARE INTENDED TO WORK IN CONJUNCTION WITH THE HOTELS. EACH HOTEL CONTAINS A RESTAURANT SPACE ON THE GROUND FLOOR. THE PROPOSED PARKING IS PROVIDED FOR ALL USES ON THE SITE.

THE RESTAURANT IN THE CAMBRIA HOTEL WILL OFFER A LIMITED, "GASTRO PUB" STYLE MENU SUITED FOR HOTEL GUESTS ALL-DAY DINING. THERE WILL ALSO BE A SMALL BAR AREA ADJOINING THE RESTAURANT. THE ROOM RATE WILL BE CONSISTENT FOR A LIMITED SERVICE HOTEL IN THE SUBJECT MARKET AREA AND LESS THAN THE MORE UPSCALE BOUTIQUE HOTEL.

THE RESTAURANT IN THE BOUTIQUE HOTEL WILL OFFER A FULL COMPLIMENT OF MEALS WITH A FOCUS ON MORE UPSCALE DESTINATION STYLE DINING. IT WILL ALSO OFFER BAR SERVICE. THE CLIENTELE ARE EXPECTED TO PRIMARILY BE HOTEL GUESTS. HOWEVER, THE RESTAURANT WILL BE OPEN TO THE PUBLIC AS WELL. THE ROOM RATE WILL BE CONSISTENT FOR A FOUR STAR BOUTIQUE FULL-SERVICE HOTEL IN THE SUBJECT MARKET AREA.

THE MEETING SPACE IS INTENDED TO COMPLIMENT BOTH HOTELS AND IS AVAILABLE TO RENT FOR BOTH GUESTS AND NON-GUESTS. THE INTENT IS TO DRAW PEOPLE TO THE HOTELS THAT ARE ASSOCIATED WITH WEDDINGS, MEETINGS OR OTHER FUNCTIONS THAT ARE HELD IN THE MEETING SPACE. WEDDING GUESTS, MEETING AND FUNCTION ATTENDEES WILL HAVE THEIR CHOICE OF STAYING AT EITHER HOTEL DEPENDING ON THEIR BUDGET, WHILE ENJOYING MULTIPLE DINING OPTIONS AND A STATE-OF-THE-ART, BARN-STYLE, INDOOR/OUTDOOR EVENT VENUE.

PROJECT DIRECTORY

DEVELOPER
SY VALLEY VINEYARD RESORTS, LLC
825 S. BARRINGTON AVENUE
LOS ANGELES, CA 90049
ATTN: CHRIS ATKINSON
PHONE: (626) 695-2100
EMAIL: CHRIS@PPPCRE.COM

ARCHITECT
ARRIS STUDIO ARCHITECTS
1306 JOHNSON AVENUE
SAN LUIS OBISPO, CA 93401
ATTN: THOM JESS
PHONE: (805) 547-2240
EMAIL: TJESS@ARRIS-STUDIO.COM

CIVIL ENGINEER
RRM DESIGN GROUP
10 E. FIGUEROA STREET, SUITE 200
SANTA BARBARA, CA 93101
ATTN: MICHAEL HAMILTON
PHONE: (805) 963-8283
EMAIL: MCHAMILTON@RRMDESIGN.COM

LANDSCAPE ARCHITECT
FIRMA
187 TANK FARM ROAD, SUITE 230
SAN LUIS OBISPO, CA 93401
ATTN: DAVID FOOTE
PHONE: (805) 781-9800
EMAIL: DAVID@FIRMACONSULTANTS.COM

DRAWING INDEX

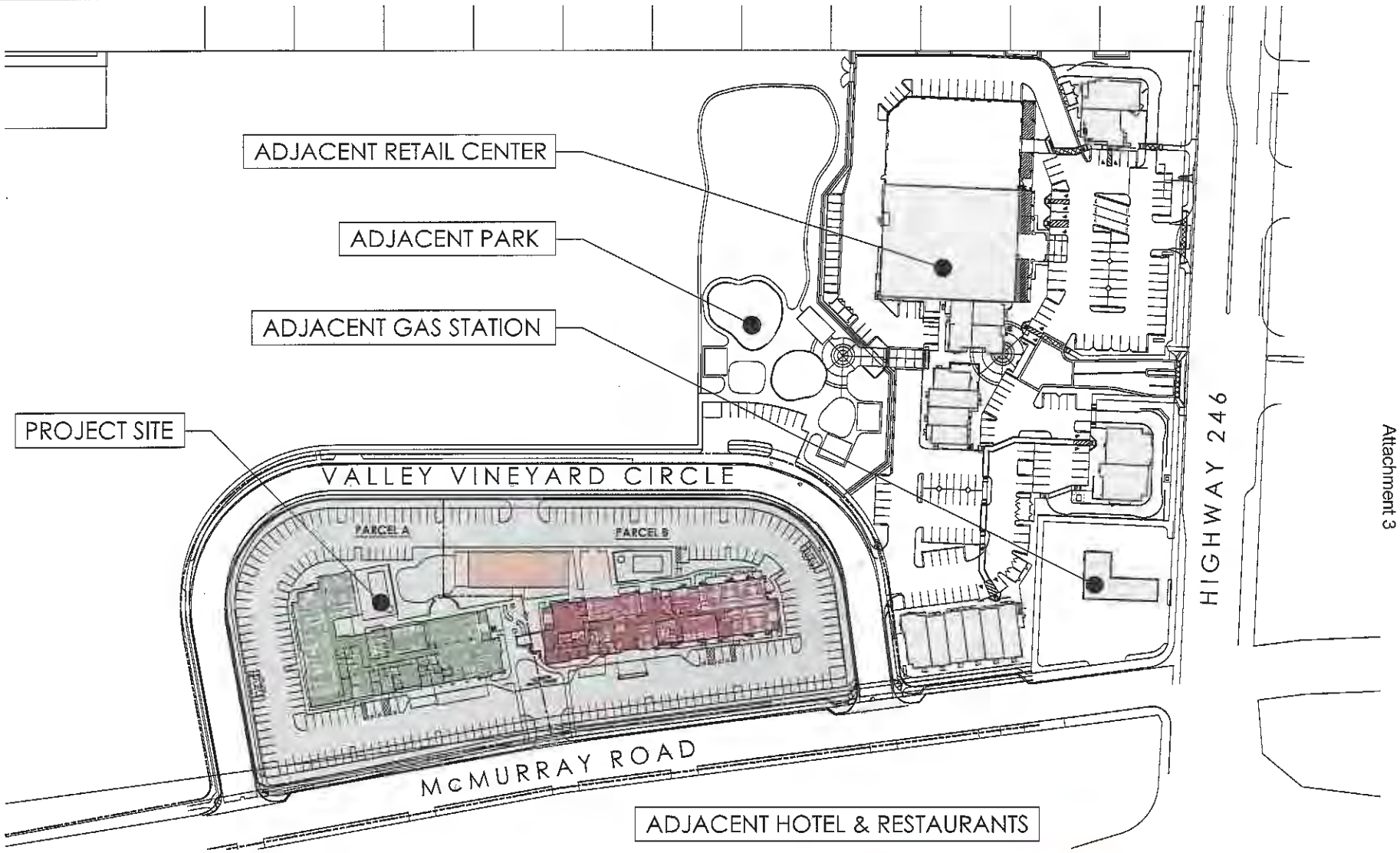
VICINITY MAP

Attachment 3

PACIFIC PROPERTY PARTNERS | ARRIS

Cambria Hotel & Suites and a Bourique Hotel in Buellton, CA

NOVEMBER 6, 2018
NO SCALE
A1.1



Attachment 3

SCHEMATIC ADJACENCY PLAN

TRUE NORTH PROJECT NORTH

0 12.5 25 50 100

PACIFIC PROPERTY PARTNERS

Cambria Hotel & Suites and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A2.0

SCHEMATIC SITE PLAN

TRUE NORTH PROJECT NORTH

0 7.5 15 30 60

PACIFIC PROPERTY PARTNERS

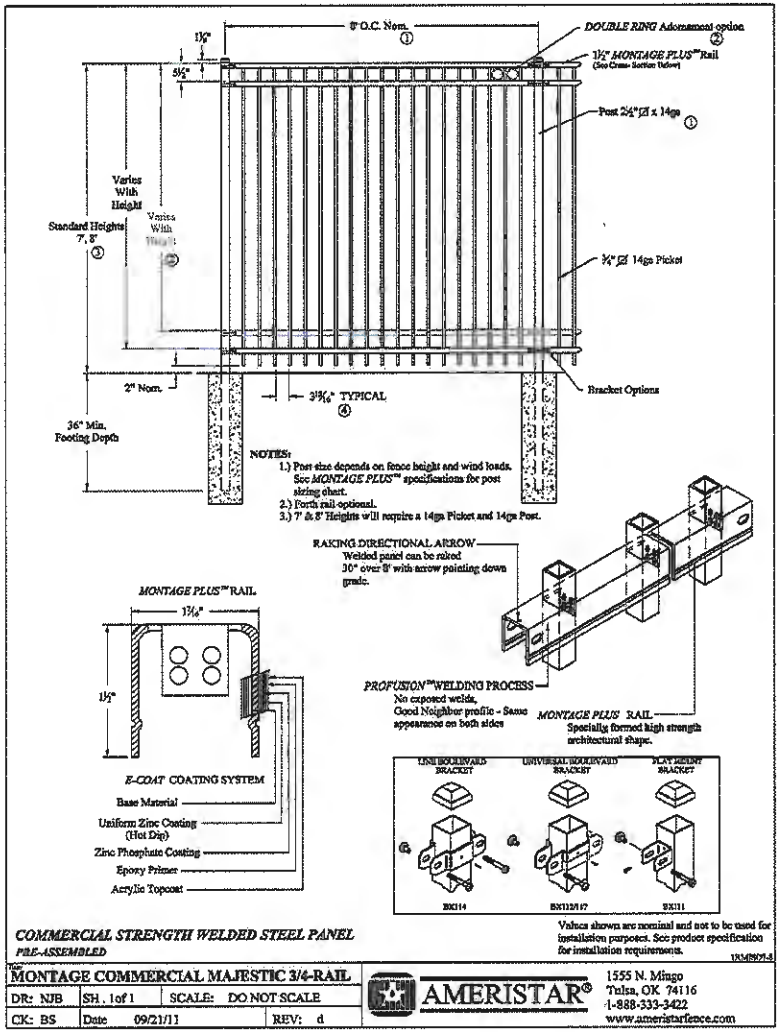
ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in
Buellton, CA

NOVEMBER 6, 2015

A2.1

Attachment 3



COMMERCIAL STRENGTH WELDED STEEL PANEL
PRE-ASSEMBLED

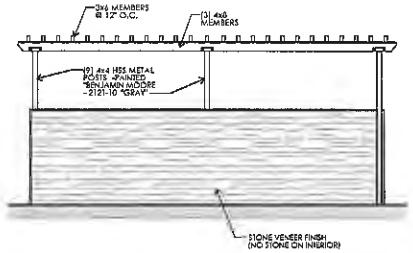
Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements.

1RMB97-8

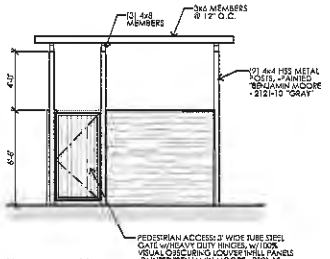
Item: MONTAGE COMMERCIAL MAJESTIC 3/4-RAIL			
DR: NJB	SH. 1 of 1	SCALE: DO NOT SCALE	
CK: BS	Date 09/21/11		REV: d

AMERISTAR®
1555 N. Mingo
Tulsa, OK 74116
1-888-333-3422
www.ameristarfence.com

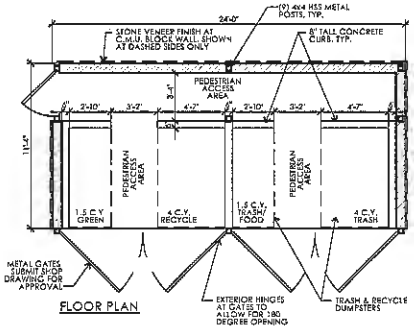
POOL FENCE
SCALE: NOT TO SCALE



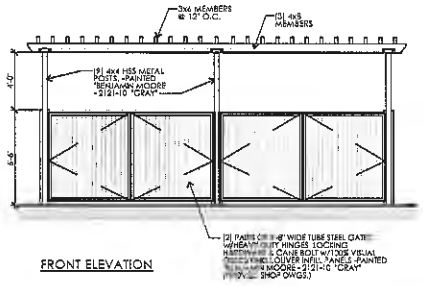
REAR ELEVATION



SIDE ELEVATION



FLOOR PLAN



FRONT ELEVATION

TRASH ENCLOSURE
SCALE: 1/4" = 1'-0"

Attachment 3

SITE DETAILS

PACIFIC PROPERTY PARTNERS

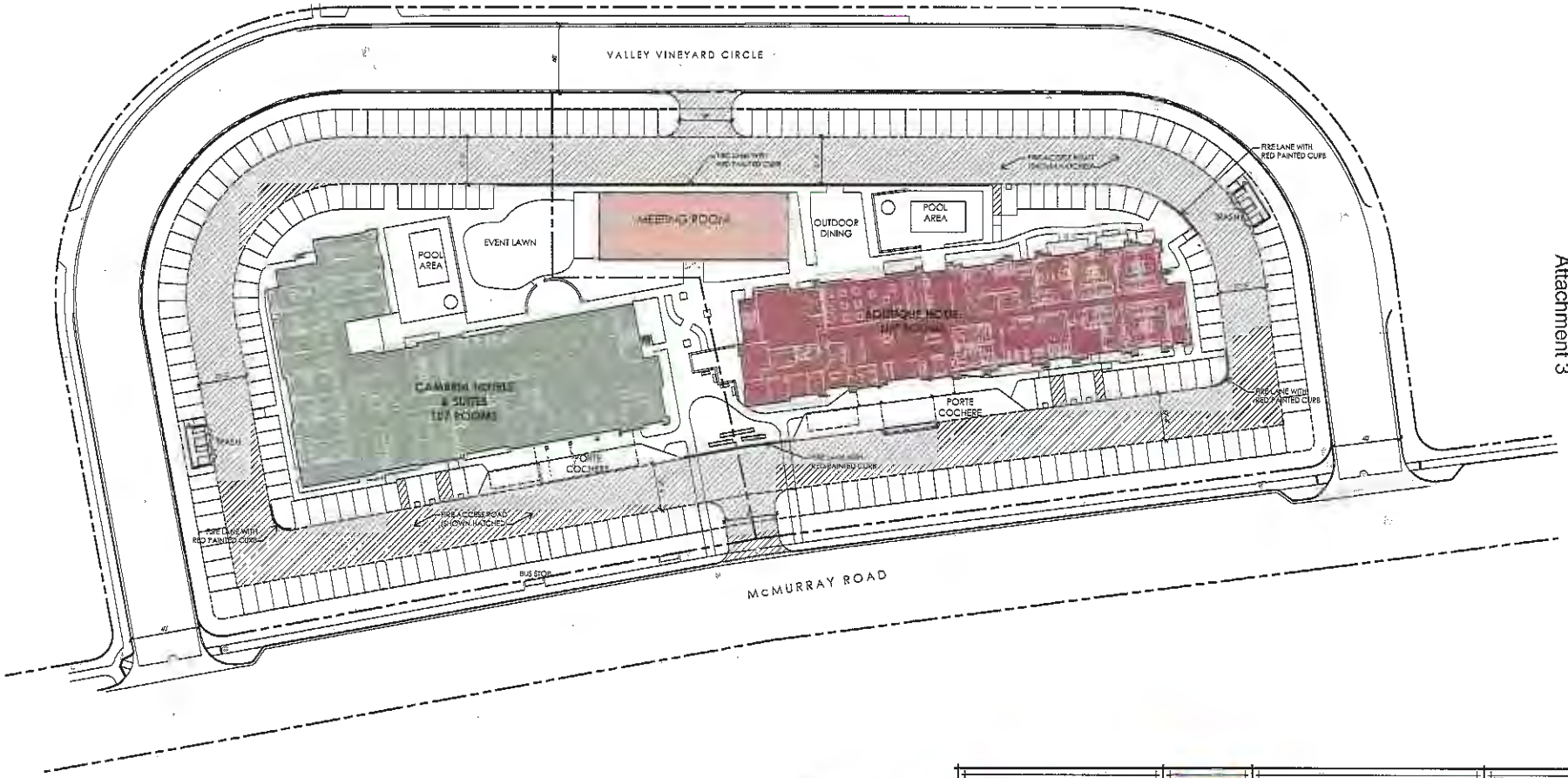
ARRIS

Cambria Hotel & Suites and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 60 @ 11x17
1" = 30' @ 24x36

A2.2

FIRE NOTES:
OVERHEAD UTILITY AND POWER LINES SHALL NOT BE LOCATED OVER THE AERIAL FIRE APPARATUS ACCESS ROAD OR BETWEEN THE ACCESS ROAD AND THE BUILDING. OTHER OBSTRUCTIONS SHALL BE PERMITTED TO BE PLACED WITH APPROVAL OF THE FIRE CODE OFFICIAL.



Attachment 3

FIRE DRIVEWAY SITE PLAN

TRUE NORTH PROJECT NORTH

0 7.5 15 30 60

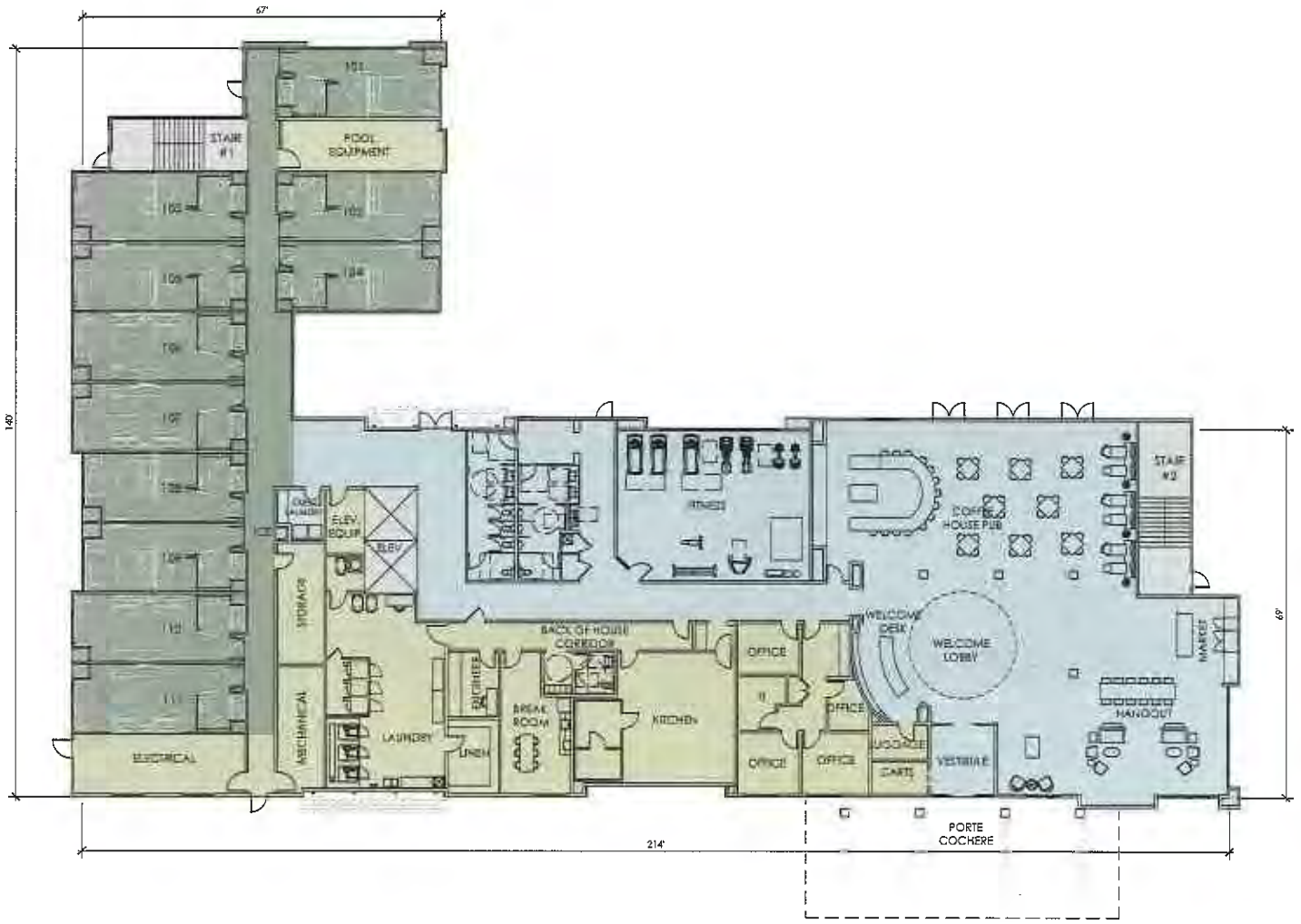
PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in
Buellton, CA

NOVEMBER 6, 2018
1" = 30' @ 11x17
1" = 30' @ 24x36

A2.3



Attachment 3

SCHEMATIC FIRST FLOOR PLAN - CAMBRIA HOTEL & SUITES

PROJECT NORTH

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A3.0

SCHEMATIC SECOND FLOOR PLAN - CAMBRIA HOTEL & SUITES

PROJECT NORTH

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

ARRIS

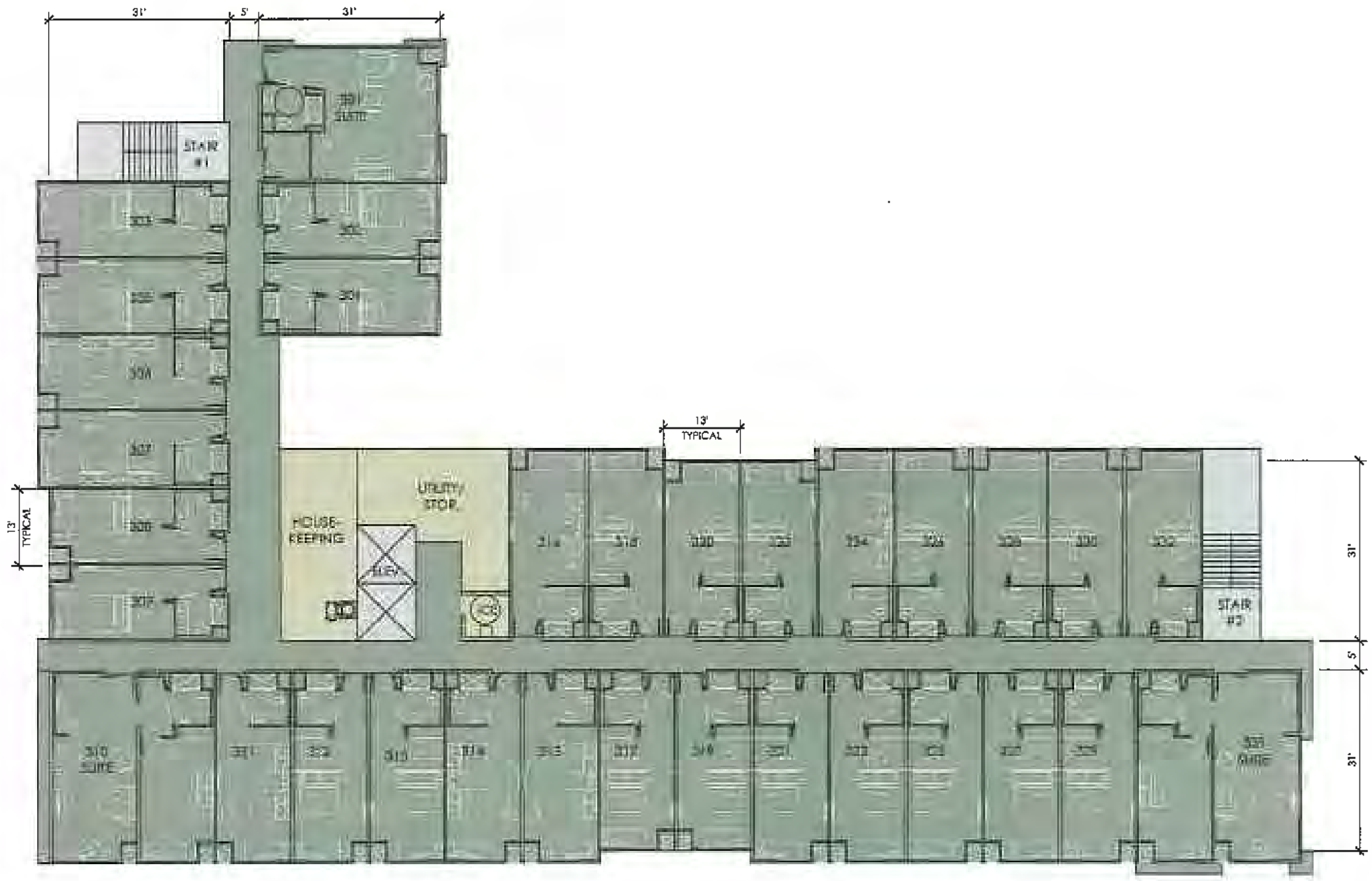
Cambria Hotel & Suites
and a Boutique Hotel
in
Buellton, CA

NOVEMBER 6, 2018

A3.1

Attachment 3

Attachment 3



SCHEMATIC THIRD FLOOR PLAN - CAMBRIA HOTEL & SUITES

PROJECT NORTH

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 4, 2018
1" = 20' @ 11x17
1" = 10' @ 24x36

A3.2

Attachment 3

SCHEMATIC FOURTH FLOOR PLAN - CAMBRIA HOTEL & SUITES

PROJECT NORTH

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A3.3

Attachment 3

SCHEMATIC FRONT ELEVATION (WEST) - CAMBRIA HOTEL & SUITES

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A3.4

SCHEMATIC RIGHT ELEVATION (SOUTH) - CAMBRIA HOTEL & SUITES

0 2.5 5 10 20

PACIFIC HOCHERTY PARTNERS

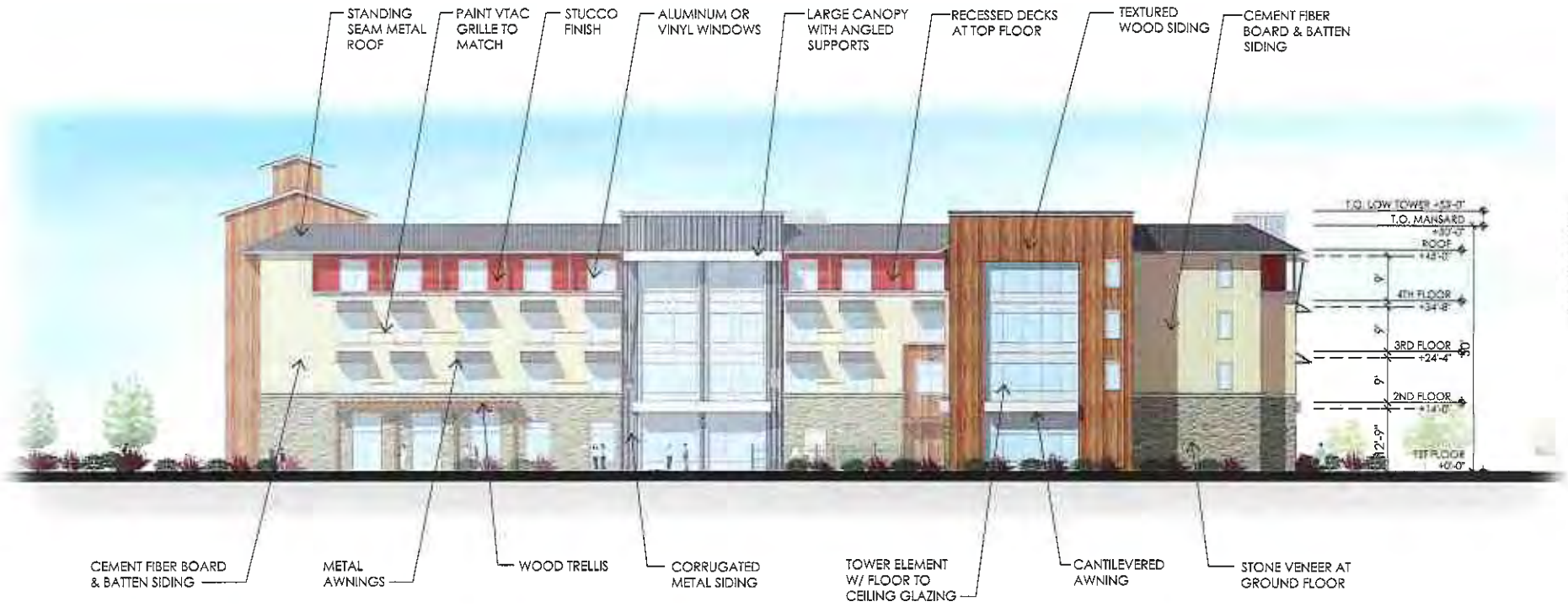
ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 4, 2016
1" = 20' @ 11x17
1" = 10' @ 24x36

A3.5

Attachment 3



Attachment 3

SCHEMATIC REAR ELEVATION (EAST) - CAMBRIA HOTEL & SUITES

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A3.6

Attachment 3

SCHEMATIC LEFT ELEVATION (NORTH) - CAMBRIA HOTEL & SUITES

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 20' @ 11x17
1" = 10' @ 24x36

A3.7

Attachment 3

SCHEMATIC PERSPECTIVE - CAMBRIA ENTRANCE

PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

NO SCALE

A3.8

Attachment 3

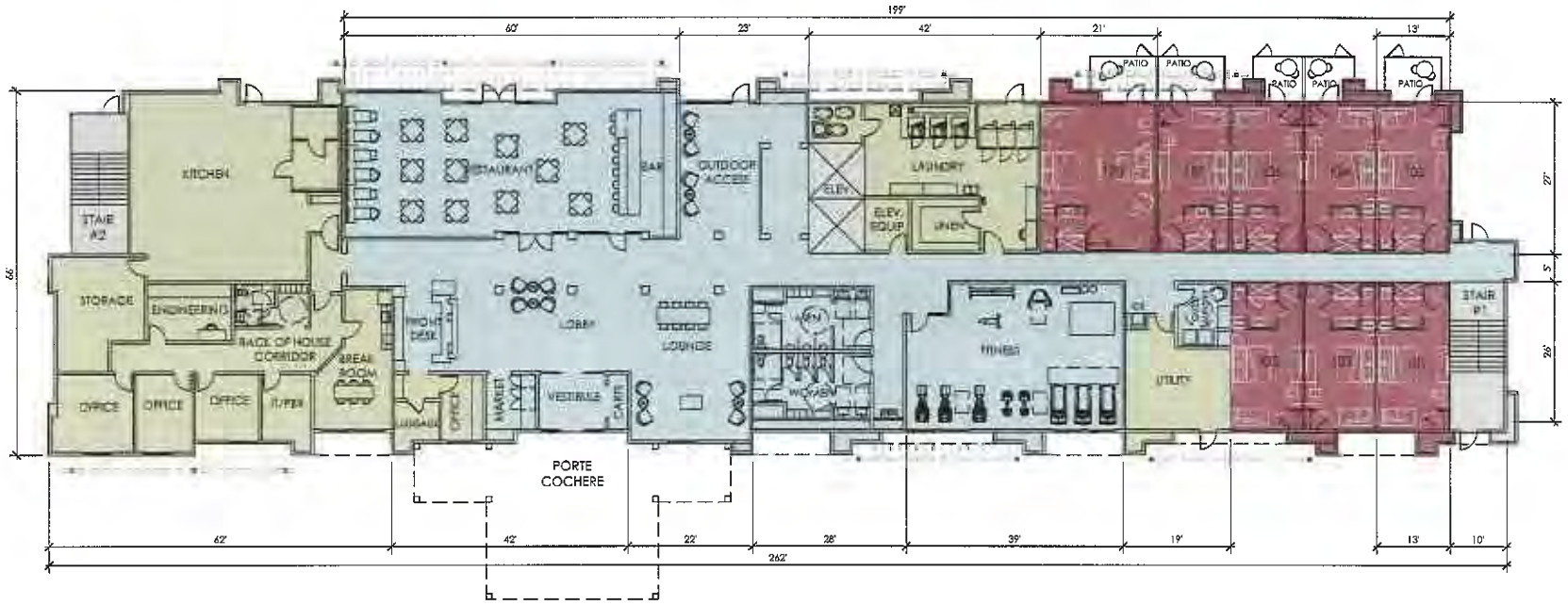
SCHEMATIC PERSPECTIVE - EVENT LAWN

PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

DATE NOVEMBER 6, 2018
SCALE NO SCALE
SHEET A3.9



SCHEMATIC FIRST FLOOR PLAN - BOUTIQUE HOTEL

PROJECT NORTH

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

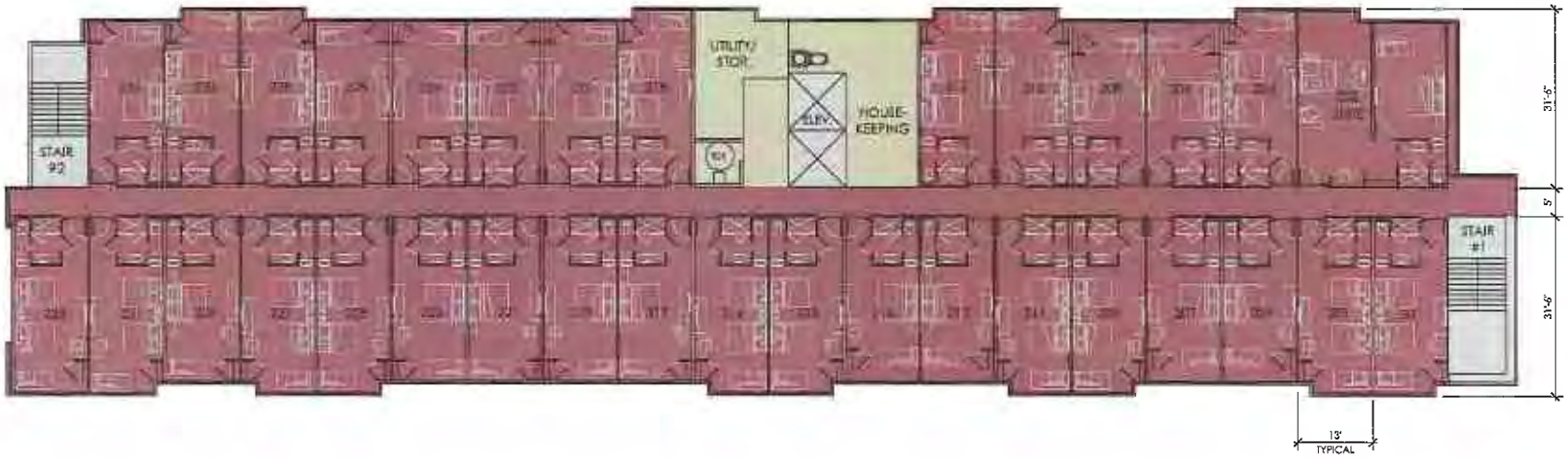
Arris

Cambria Hotel & Suites and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A4.0

Attachment 3



Attachment 3

SCHEMATIC SECOND FLOOR PLAN - BOUTIQUE HOTEL

PROJECT NORTH

0 2.5 5 10 20

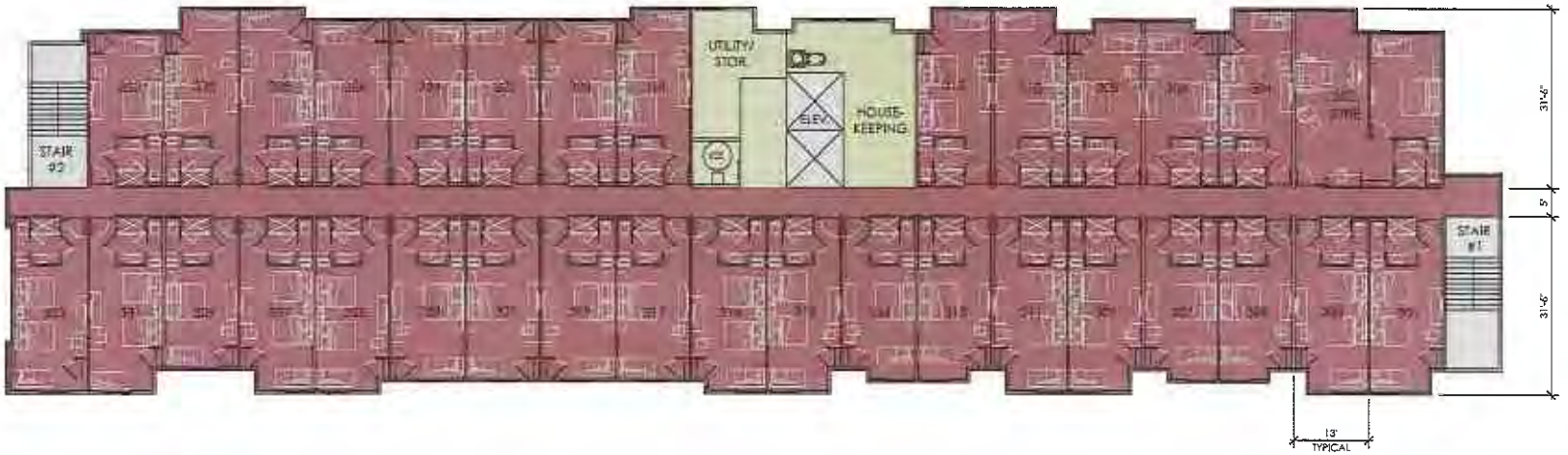
PACIFIC PROPERTY PARTNERS

arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2016

A4.1



Attachment 3

SCHEMATIC THIRD FLOOR PLAN - BOUTIQUE HOTEL

PROJECT NORTH

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 20' @ 11x17
1" = 10' @ 24x36

A4.2

Attachment 3

SCHEMATIC FOURTH FLOOR PLAN - BOUTIQUE HOTEL

PROJECT NORTH

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A4.3

Attachment 3

SCHEMATIC FRONT ELEVATION (WEST) - BOUTIQUE HOTEL

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A4.4

SCHEMATIC RIGHT ELEVATION (SOUTH) - BOUTIQUE HOTEL

0 2.5 5 10 20

PPP PACIFIC PROPERTY PARTNERS

arris

Cambria Hotel & Suites and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 20'-0" 11x17
1" = 10'-0" 24x36

A4.5

Attachment 3

Attachment 3

SCHEMATIC REAR ELEVATION (EAST) - BOUTIQUE HOTEL

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A4.6

SCHEMATIC LEFT ELEVATION (NORTH)- BOUTIQUE HOTEL

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 20'-0" @ 11x17
1" = 10'-0" @ 24x36

A4.7

Attachment 3

Attachment 3

SCHEMATIC PERSPECTIVE - BOUTIQUE HOTEL ENTRY

PACIFIC PROPERTY PARTNERS

arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2014

NO SCALE

A4.8

Attachment 3

SCHEMATIC PERSPECTIVE - BOUTIQUE HOTEL POOL

PACIFIC PROPERTY PARTNERS

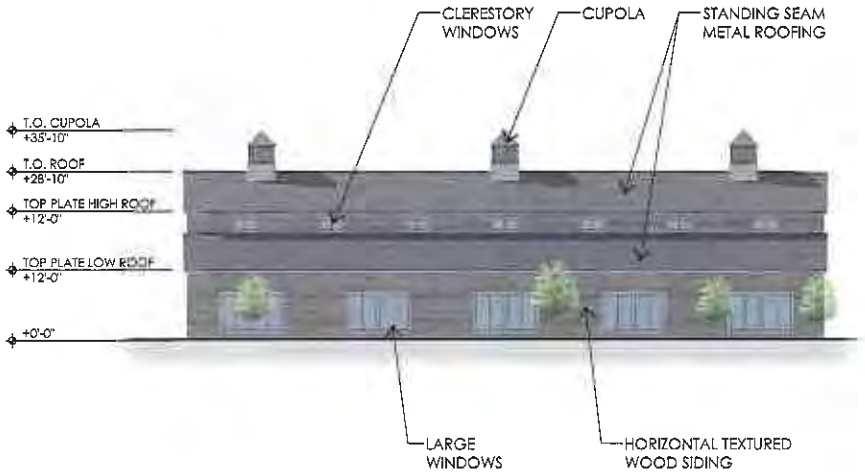
ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

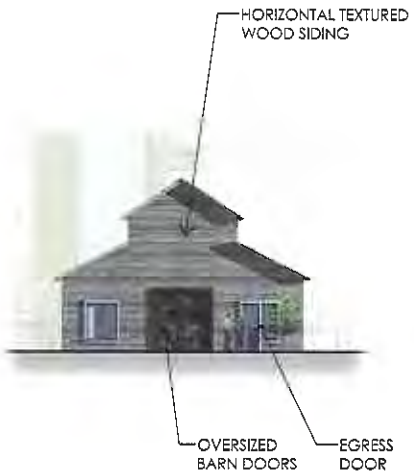
NOVEMBER 6, 2018

NO SCALE

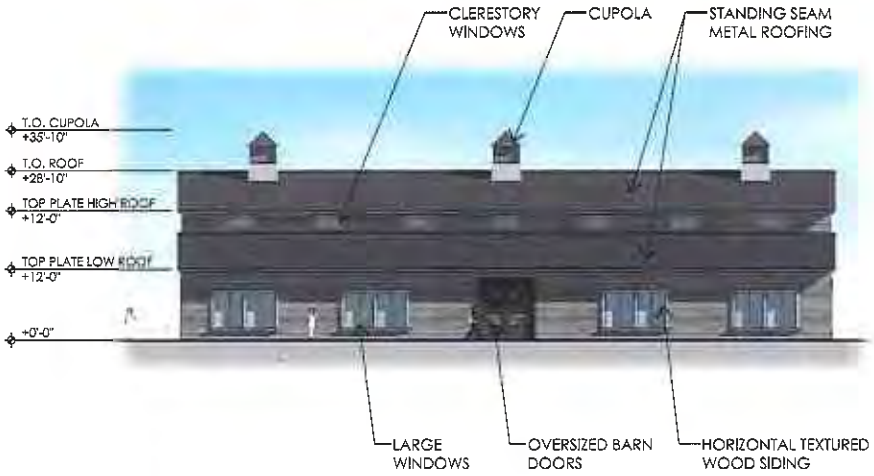
A4.9



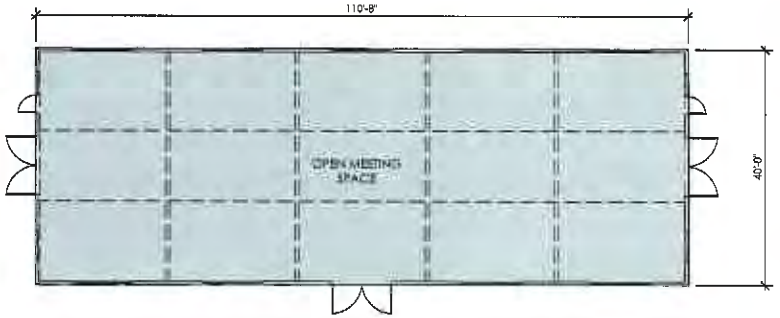
ELEVATION - REAR (EAST)



ELEVATION - SIDES (NORTH/SOUTH)



ELEVATION - FRONT (WEST)



FLOOR PLAN

Attachment 3

SCHEMATIC PLAN AND ELEVATIONS - MEETING ROOMS

0 2.5 5 10 20

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 20' @ 11x17
1" = 10' @ 24x36

A5.0

P1
PAINTED STUCCO
SMOOTH FINISH
BENJAMIN MOORE
2005-20 "HOT APPLE SPICE"

P2
PAINTED BOARD AND BATTEN
SMOOTH FINISH
BENJAMIN MOORE
226 "TWISTED OAK PATH"

P3
PAINTED TRIM
SMOOTH FINISH
BENJAMIN MOORE
2108-50 "SILVER FOX"

M2
CORRUGATED METAL SIDING
AEP SPAN: ZINCALUME

P4
PAINTED TRIM/METAL
SMOOTH FINISH
BENJAMIN MOORE
1461 "STERLING SILVER"

M1
STANDING SEAM METAL ROOF
AEP SPAN: ZINC GRAY

S1
STONE VENEER
EL DORADO STONE
MOUNTAIN LEDGE "SIERRA"

W1
WOOD/VERTICAL SIDING
STAINED WOOD OR WOOD-LIKE SIDING
CABOT: CHESTNUT BROWN OR RED CEDAR

PROPOSED COLORS AND MATERIALS - CAMBRIA HOTEL & SUITES

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
Scale 1" = 20' @ 11x17
1" = 10' @ 24x36

A6.0

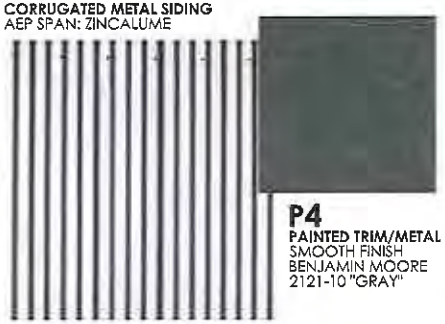
Attachment 3

P1
PAINTED BOARD AND BATTEN
SMOOTH FINISH
BENJAMIN MOORE
1665 "MOZART BLUE"

P2
PAINTED BOARD AND BATTEN
SMOOTH FINISH
BENJAMIN MOORE
943 "SPANISH WHITE"

P3
PAINTED TRIM
SMOOTH FINISH
BENJAMIN MOORE
1461 "STERLING SILVER"

M2
CORRUGATED METAL SIDING
AEP SPAN: ZINCALUME



P4
PAINTED TRIM/METAL
SMOOTH FINISH
BENJAMIN MOORE
2121-10 "GRAY"

M1
STANDING SEAM METAL ROOF
AEP SPAN: ZINC GRAY

S1
STONE VENEER
EL DORADO STONE
ROUGH CUT "CASA BLANCA"

W1
WOOD/VERTICAL SIDING
STAINED WOOD OR WOOD-LIKE SIDING
CABOT: SPANISH MOSS OR DARK WALNUT

PROPOSED COLORS AND MATERIALS - BOUTIQUE HOTEL

PACIFIC PROPERTY PARTNERS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A6.1

Attachment 3

GENERAL NOTES

1. ALL SIGNS, STRUCTURES AND AREAS SURROUNDING PREMISES SHALL BE WELL MAINTAINED.
2. THE ILLUMINATION MUST BE MAINTAINED FROM DUSK TILL 10 P.M. OR CLOSE OF LAST BUSINESS WITHIN THE CENTER, WHICHEVER IS LATER
3. LIGHTING FOR SIGNS SHALL NOT CREATE A HAZARDOUS GLARE FOR PEDESTRIANS OR VEHICLES EITHER IN A PUBLIC STREET OR ON ANY PRIVATE PREMISES.
4. ALL SIGNS SHALL BE CONSTRUCTED AS ONE OF THE FOLLOWING SIGN TYPES:
   A. INTERNALLY ILLUMINATED INDIVIDUAL REVERSE CHANNEL LETTERS.
   B. EXTERNALLY ILLUMINATED SO THAT LIGHT IS INDIRECT AND UTILIZES FOCUSED LIGHT FIXTURES THAT DO NOT ALLOW LIGHT OR GLARE THAT CONFLICTS WITH NOTE #3 ABOVE.
   C. EQUIVALENT OR EQUAL SIGNS WITH APPROVAL
5. ALL SIGNS & INSTALLATION SHALL CONFORM TO CURRENT BUILDING AND ELECTRICAL CODES. EACH TENANT SHALL BE FULLY RESPONSIBLE FOR THE OPERATIONS OF THEIR SIGN CONTRACTOR
6. ALL CONDUITS, RACEWAYS, TRANSFORMERS, JUNCTION BOXES, OPENINGS IN BUILDING SURFACES, ETC. SHALL BE CONCEALED. EXPOSED HARDWARE SHALL BE FINISHED IN A MANNER CONSISTENT WITH THE QUALITY FABRICATION PRACTICES. ALL FINISHES SHALL BE PEGGED FROM THE WALL
7. THE TENANT'S SIGN COMPANY SHALL CONFIRM ALL CONDUIT, TRANSFORMER LOCATIONS AND SERVICE PRIOR TO FABRICATION
8. ALL SIGNAGE SHALL COMPLY WITH CITY OF BUELLTON SIGN REGULATIONS (MUNICIPAL CODE SECTIONS 19.04.170 THROUGH 19.04.174) AND ANY APPLICABLE CONDITIONS OF APPROVAL REQUIRED BY THE CITY FOR FINAL PROJECT APPROVAL

SIGN APPROVAL PROCEDURE

1. ALL TENANTS SIGNS SHALL BE SUBJECT TO APPROVAL, IN WRITING, FROM THE OWNER. THE TENANT SHALL SUBMIT THREE COLOR COPIES OF THE PRELIMINARY SIGN PACKAGE TO THE OWNER, AT THE ADDRESS BELOW, FOR HIS REVIEW AT THE TIME OF PRELIMINARY STORE DESIGN. THE SCALE NOT LESS THAN 1/8" = 1'-0" OF THE PROPOSED SIGNS SHOWING MATERIALS, COLORS, FINISHES AND DIMENSIONS. THESE DRAWINGS SHALL INDICATE CONFORMANCE WITH BOTH THE CURRENT CITY OF BUELLTON SIGN REGULATIONS, AND THE SIGN CRITERIA HEREIN OUTLINED. SEND DRAWINGS TO:
   CROSSROADS VILLAGE CENTER SIGNS
   C/O PB COMPANIES
   412 MARSH STREET
   SAN LUIS OBISPO, CA 93401
2. THE TENANT SHALL SUBMIT DRAWINGS, WITH WRITTEN OWNER'S APPROVAL, TO THE CITY OF BUELLTON PLANNING DEPARTMENT FOR APPROVAL AND PERMITTING. THE TENANT SHALL PAY FOR ALL SIGNS, DESIGN & ENGINEERING OF SIGNS, PERMITS, THE COMPLETE INSTALLATION AND MAINTENANCE.
3. TENANTS UNABLE TO CONFORM TO THE SIGN CRITERIA HEREIN OUTLINED IN THIS DOCUMENT MAY RETURN TO THE CITY OF BUELLTON PLANNING COMMISSION FOR REVIEW AND APPROVAL. THE TENANT WILL BE RESPONSIBLE FOR WHATEVER COST AND FEES ASSOCIATED WITH THIS PROCESS.

MASTER SIGN PROGRAM: OVERALL SIGN PLAN

PPP PACIFIC PROPERTY PARTNERS

arris

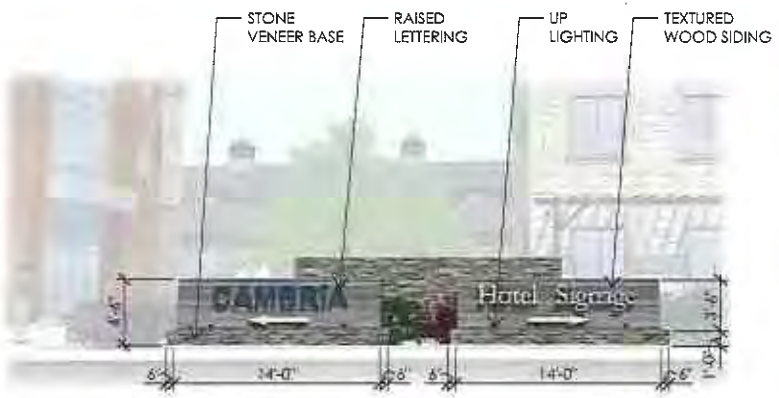
Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 20'-0" 11x17
1" = 10'-0" 24x36

A7.0

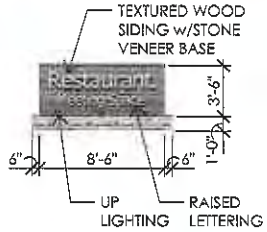
Attachment 3

CAMBRIA HOTEL - FRONT (WEST) ELEVATION



ENTRY MONUMENT AND DIRECTIONAL SIGNAGE

WALL MOUNT BACKLIT SIGN

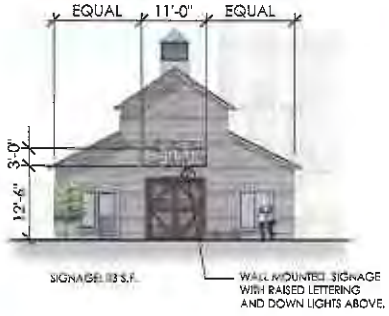


RESTAURANT AND MEETING SPACE MONUMENT SIGN

BOUTIQUE HOTEL - FRONT (WEST) ELEVATION

BOUTIQUE RESTAURANT LETTERING SIGN

ALUMINUM LETTERING SIGNAGE



MEETING SPACE WALL SIGN

Attachment 3

MASTER SIGN PROGRAM: PROPOSED SIGNAGE

PACIFIC PROPERTY PARTNERS

ARTIS

Cambria Hotel & Suites and a Boutique Hotel in: Buellton, CA

NOVEMBER 6, 2018

A7.1

3 **METAL RECESS AND AWNING**
N.T.S.

2 **WOOD RECESS**
N.T.S.

1 **ENTRY TOWER**
N.T.S.

Attachment 3

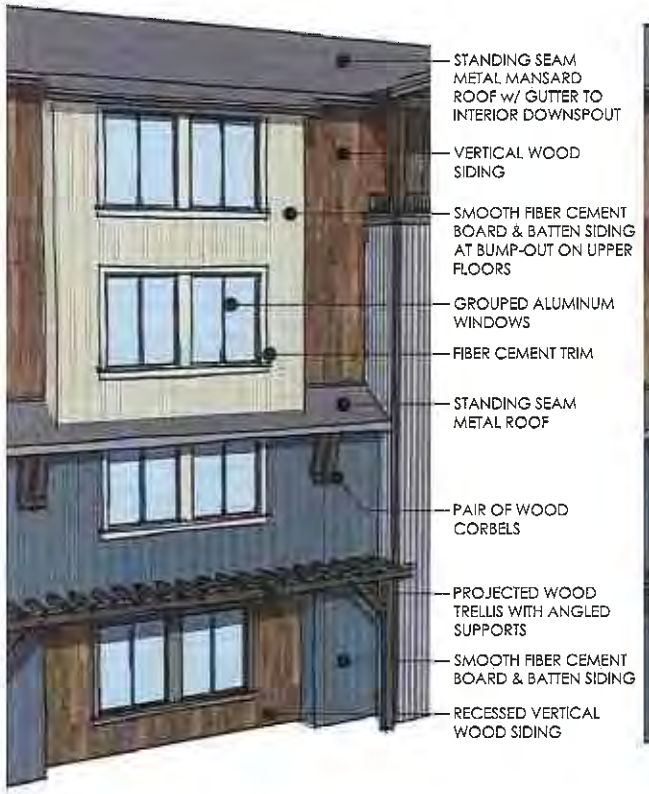
PROPOSED CAMBRIA HOTEL BUILDING DETAILS

PACIFIC PROPERTY PARTNERS | arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

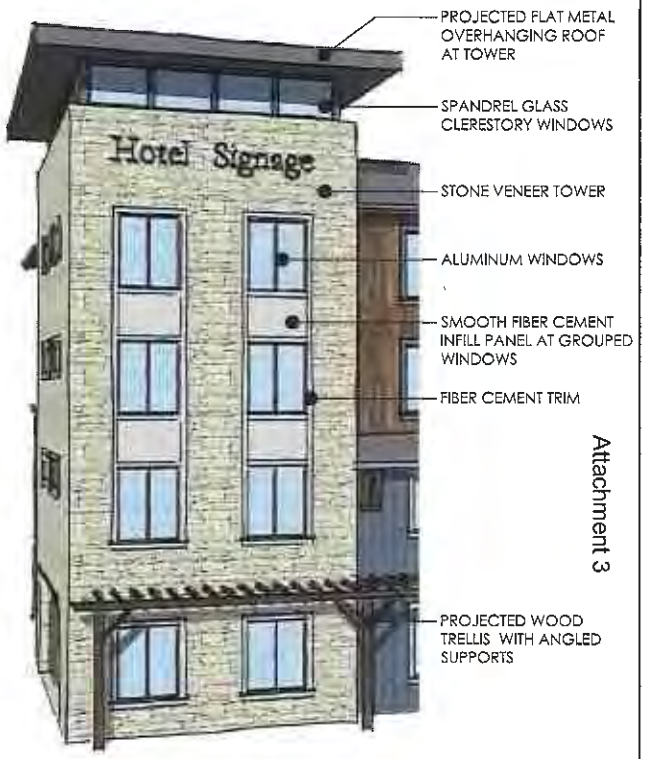
NOVEMBER 6, 2018
1" = 20' @ 11x17
1" = 10' @ 24x36

A8.0



3 WOOD TRELLIS AT BUMP-OUT
N.T.S.

2 METAL BUMP-OUT/COVERED DECK
N.T.S.



1 ENTRY TOWER
N.T.S.

Attachment 3

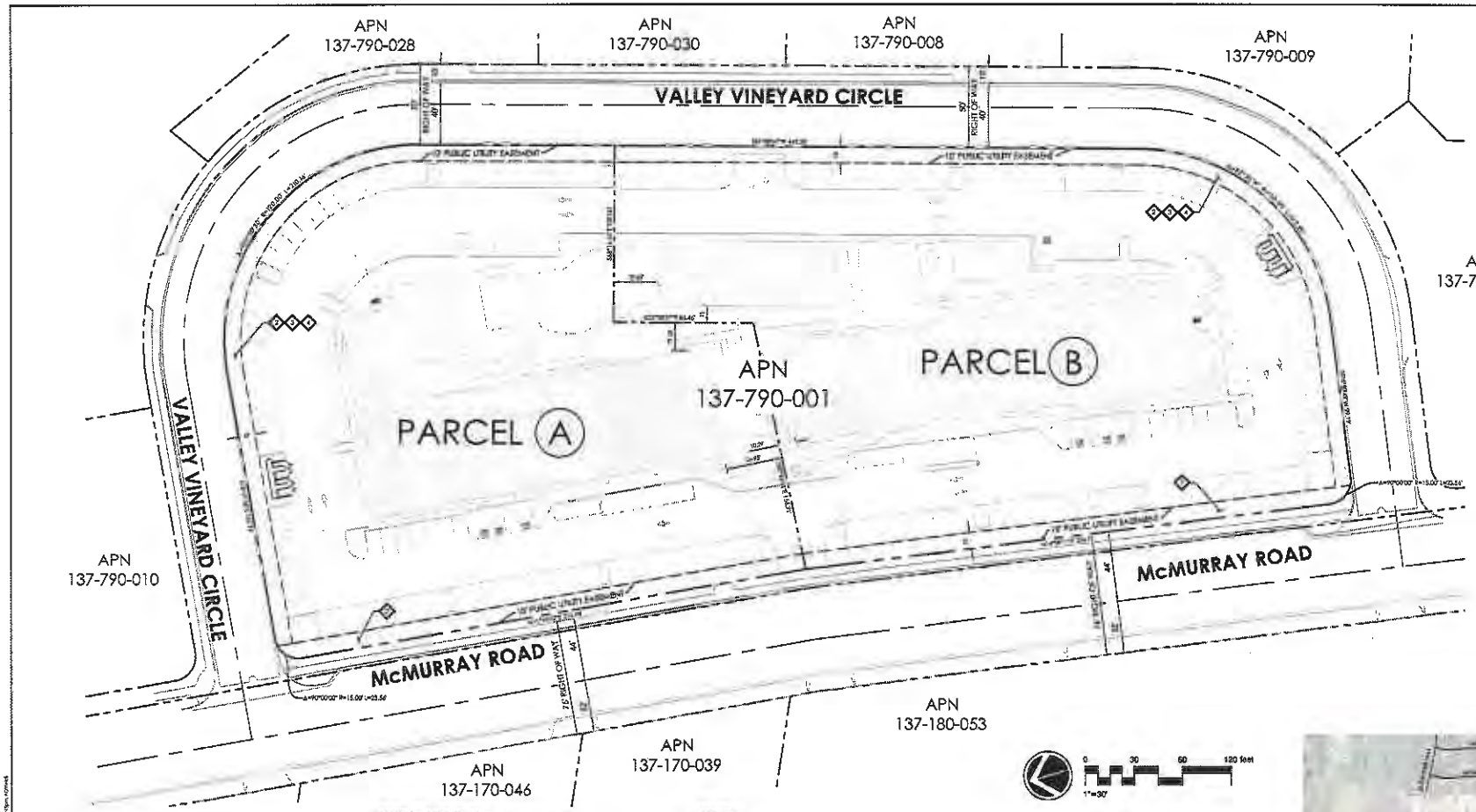
PROPOSED BOUTIQUE HOTEL BUILDING DETAILS

PACIFIC PROPERTY PARTNERS | Arris

Cambria Hotel & Suites and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 20'-0" @ 11x17
1" = 10'-0" @ 24x36

A8.1



Attachment 3

PROJECT STATISTICS

EXISTING	LOT AREA	LAND USE
APN 137-790-001	4.03 ACRES	VACANT
PROPOSED		
PARCEL A	1.93 ACRES	HOTEL
PARCEL B	2.10 ACRES	HOTEL

SURVEY NOTES

EASEMENTS THAT HAVE NOT BEEN DELINEATED IN THE TITLE REPORT ARE NOT SHOWN.

SURVEYORS STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY SUPERVISION

STEVE WEBSTER _____ DATE _____

EXISTING EASEMENTS

TITLE REPORT DATED 4/20/2018

- 10' PUBLIC UTILITY EASEMENT (PER TRACT MAP 31,063)
- 10' CURB, GUTTER AND SIDEWALK EASEMENT TO THE CITY OF BUELLTON
- 10' WATERLINE EASEMENT TO THE CITY OF BUELLTON

PROPOSED EASEMENTS

1. PROPOSED RECIPROCAL CROSS LOT ACCESS EASEMENT OVER PARCEL A AND PARCEL B.
2. PROPOSED RECIPROCAL CROSS LOT DRAINAGE EASEMENT OVER PARCEL A AND PARCEL B.

UTILITIES

WATER:	BUELLTON WATER DISTRICT 107 W HWY 246, BUELLTON, CA 93427 (805) 688-5177
SEWER:	BUELLTON SANITARY DISTRICT 107 W HWY 246, BUELLTON, CA 93427 (805) 688-5177
ELECTRICAL:	SOUTHERN CALIFORNIA EDISON 81 DAVID LOVE PL, GOLETA, CA 93117 (800) 655-5229
GAS:	SOUTHERN CALIFORNIA GAS COMPANY P.O. BOX 868, GOLETA, CA, 93116 (805) 946-6272

GENERAL PLAN AND ZONING DESIGNATIONS

SUBJECT PARCEL	LAND USE	ZONING
APN 137-790-001	HOTEL	CR-SP (GENERAL COMMERCIAL - SPECIAL PERMIT)

ADJOINING PARCELS	LAND USE	ZONING
APN 137-790-010	VACANT	CR-SP
APN 137-790-028	VACANT	CR-SP
APN 137-790-030	VACANT	CR-SP
APN 137-790-008	COMMERCIAL	CR-SP
APN 137-790-009	PARKS	CR-SP
APN 137-790-019	SHOPPING CENTERS	CR-SP
APN 137-170-046	RESTAURANTS	CR (GENERAL COMMERCIAL)
APN 137-170-039	RESTAURANTS	CR
APN 137-180-053	HOTELS	CR

SETBACKS

PR ([illegible]) ZONE

FRONT: 40 FEET (When 1/2 WIDTH LINE AND 15 FEET FROM RIGHT-OF-WAY LINE OF ANY PUBLIC STREET

SIDE AND REAR: 15 FEET

FLOOD HAZARD

THE SUBJECT PROPERTY SHOWN HEREON DOES NOT LIE INSIDE A SPECIAL FLOOD ZONE HAZARD AREA ACCORDING TO THE FLOOD INSURANCE RATE MATE (FIRM) FOR THE CITY OF BUELLTON, SANTA BARBARA COUNTY, STATE OF CALIFORNIA, PANEL 1052 OF 1205, MAP NUMBERS 06083C1052G AND 06083C1054G, DATED DECEMBER 4, 2012.

0 30 60 120 feet

1"=30'

LEGEND

- SUBJECT PROPERTY EXISTING BOUNDARY
- PROPOSED PARCEL LINE
- EASEMENT LINE
- ADJACENT PARCEL LINE
- RIGHT-OF-WAY CENTER LINE

SHEET INDEX

TM1	TENTATIVE MAP
TM2	UTILITY
TM2.1	GRADING
TM2.2	GRADING

VICINITY MAP

SCALE: 1" = 500'

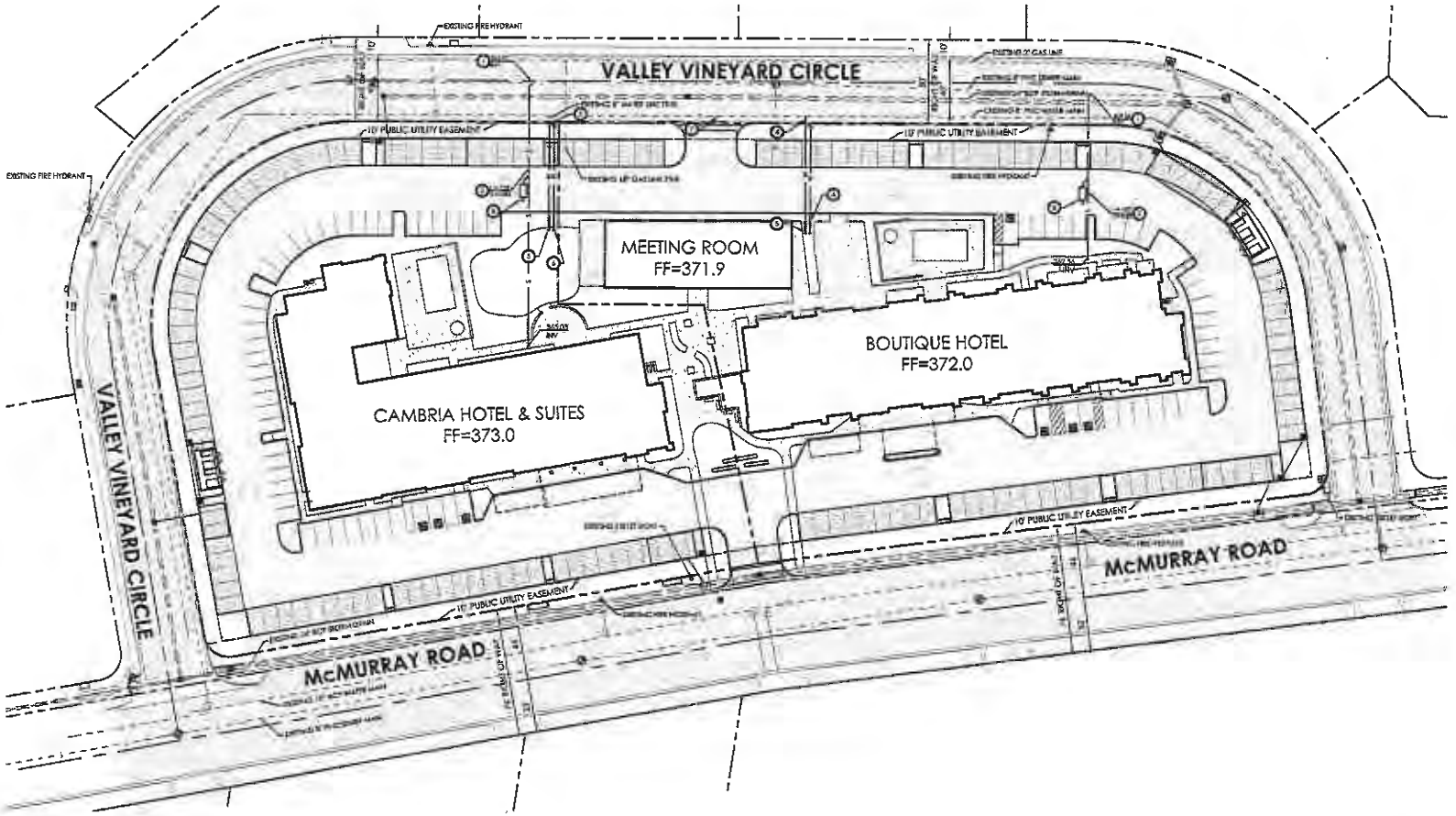
rrm design group

NOVEMBER 6, 2018

TENTATIVE PARCEL MAP- TPM 31062

CAMBRIA HOTEL & SUITES AND A BOUTIQUE HOTEL- BUELLTON, CA

TM1



LEGEND

- PROPERTY LINE
- EXISTING SEWER LINE
- EXISTING WATER LINE
- EXISTING GAS LINE
- PROPOSED SEWER LINE
- PROPOSED WATER LINE
- PROPOSED FIRE WATER LINE
- EXISTING FIRE HYDRANT

UTILITY NOTES

1. PROPOSED 6" CONNECTION TO EXISTING 8" SEWER MAIN.
2. PROPOSED 6" SEWER LATERAL.
3. PROPOSED 8" CONNECTION TO EXISTING 8" WATER LINE STUB.
4. PROPOSED 8" CONNECTION TO EXISTING 8" WATER MAIN.
5. PROPOSED 6" FIRE SERVICE LINE WITH BACKFLOW PREVENTION ASSEMBLY.
6. PROPOSED 3" DOMESTIC SERVICE LINE WITH METER AND BACKFLOW PREVENTION ASSEMBLY.
7. PROPOSED 8" CONNECTION TO EXISTING 8" WATER MAIN.
8. PROPOSED GREASE TRAP.

0 30 60 90 feet
1"=30'

rrm design group

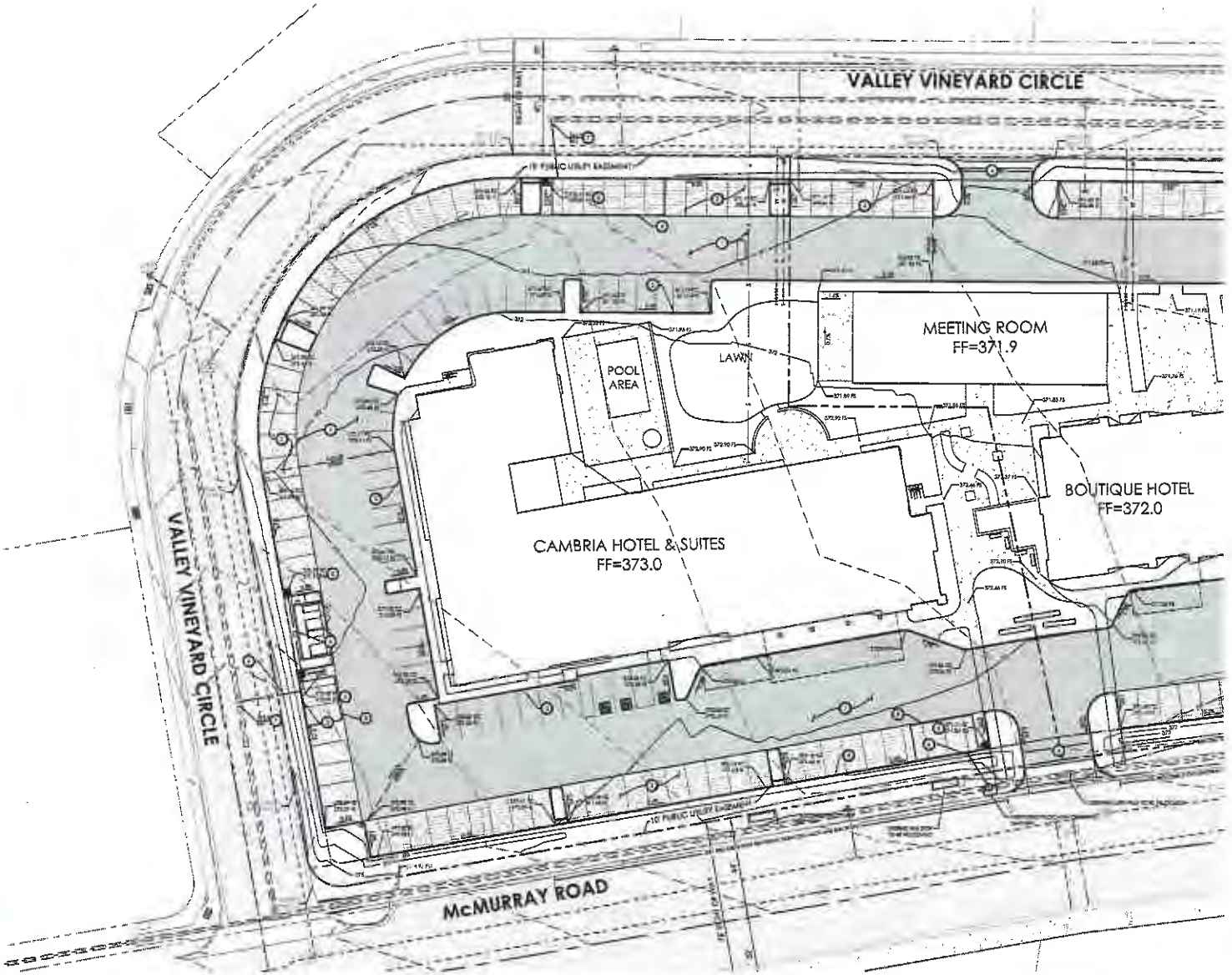
NOVEMBER 6, 2018

PRELIMINARY UTILITY PLAN

CAMBRIA HOTEL & SUITES AND A BOUTIQUE HOTEL- BUELLTON, CA

C1

Attachment 3



LEGEND

- PROPERTY LINE
- EXISTING AC PAVING
- PROPOSED AC PAVING
- EXISTING CONCRETE PAVING
- PROPOSED CONCRETE PAVING
- PROPOSED PERMEABLE PAVING
- EXISTING STORM DRAIN
- SD — PROPOSED STORM DRAIN
- EXISTING CONTOUR
- 380 — PROPOSED CONTOUR
- EXISTING GRADE
- PROPOSED GRADE
- TC TOP OF CURB
- FL FLOW LINE
- FS FINISH SURFACE
- TG TOP OF GRATE

IMPROVEMENT NOTES

1. PROPOSED ASPHALT CONCRETE PAVEMENT
2. PROPOSED PERMEABLE PAVEMENT
3. PROPOSED 6" CURB ONLY
4. PROPOSED DRIVEWAY
5. PROPOSED 24" X 24" STORM DRAIN INLET
6. PROPOSED 12" STORM DRAIN
7. PROPOSED CONNECTION TO EXISTING STORM DRAIN MANHOLE
8. PROPOSED UNDERGROUND STORM WATER DETENTION.

PRELIMINARY EARTH QUANTITIES:

QUANTITIES ARE FOR BOTH HOTEL PARCELS COMBINED

AREA OF DISTURBANCE 4.0 ACs

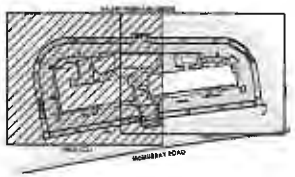
RAW CUT: 700 CY
RAW FILL: 5,100 CY

QUANTITY ESTIMATES ON THESE PLANS ARE TO BE USED FOR PERMIT PURPOSES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACTUAL QUANTITIES FOR THE PURPOSE OF CONSTRUCTION.

THE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE BETWEEN THE PROPOSED ROUGH GRADE AND THE LIMITED TOPOGRAPHIC EXISTING GRADES. THESE ESTIMATES DO NOT MAKE CONSIDERATIONS FOR LOSSES OR BULKING DUE TO SHRINKAGE, SOIL AMENDMENTS, STABILIZATION, CONSTRUCTION TECHNIQUE, FOOTING & TRENCHING SPOILS, ETC. THERE, IN ADDITION TO ACTUAL FIELD CONDITIONS, CONSTRUCTION TECHNIQUE AND THE FINAL RECOMMENDATIONS OF THE SOILS ENGINEER MAY SIGNIFICANTLY EFFECT THE FINAL IMPORT/EXPORT QUANTITIES.

SITE KEY MAP

HATCHED AREA



0 20 40 60 feet
1"=20'

Attachment 3

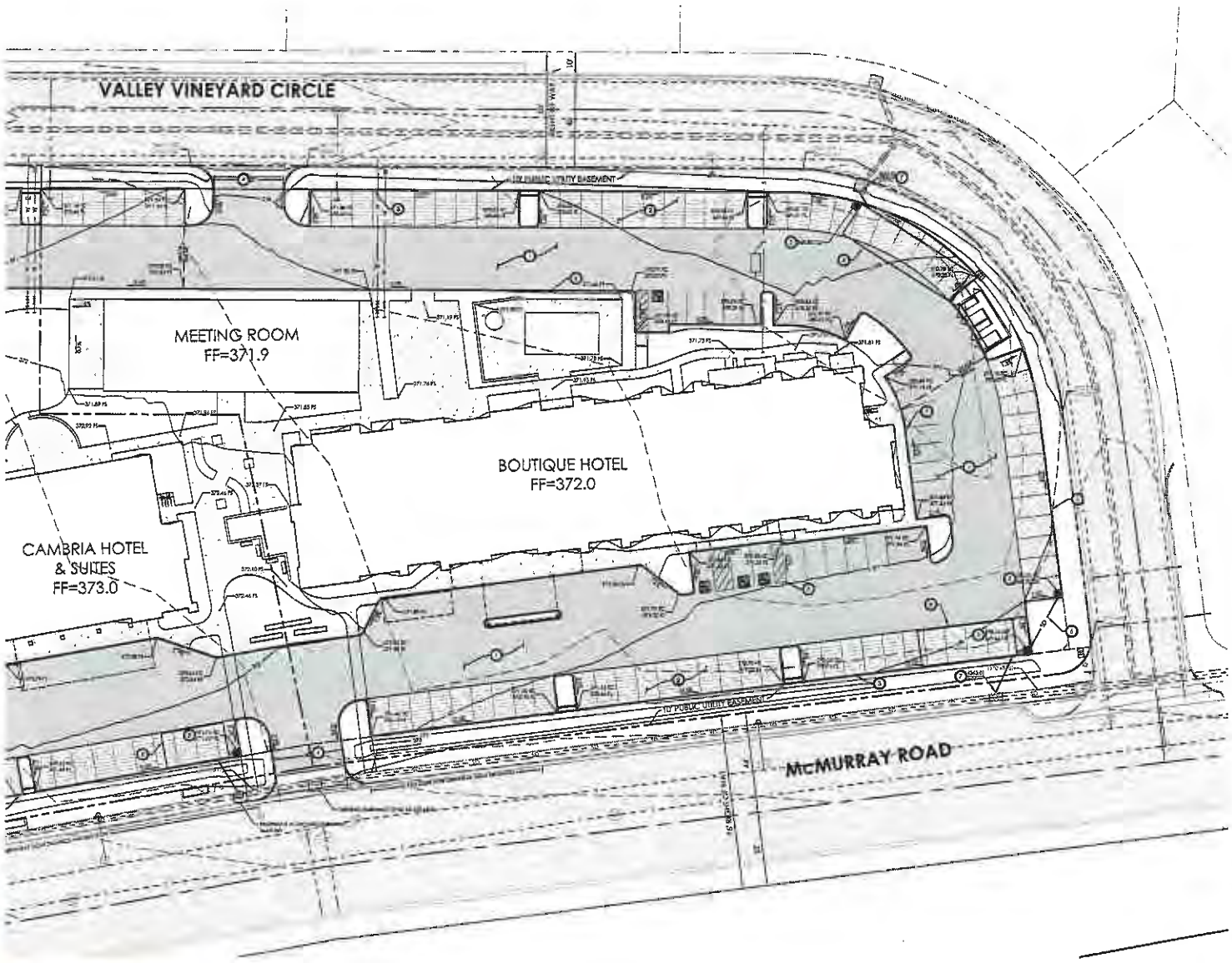
rrm design group

NOVEMBER 6, 2018

PRELIMINARY GRADING AND DRAINAGE PLAN

CAMBRIA HOTEL & SUITES AND A BOUTIQUE HOTEL- BUELLTON, CA

C2.1



LEGEND

- PROPERTY LINE
- EXISTING AC PAVING
- PROPOSED AC PAVING
- EXISTING CONCRETE PAVING
- PROPOSED CONCRETE PAVING
- PROPOSED PERMEABLE PAVING
- EXISTING STORM DRAIN
- SD — PROPOSED STORM DRAIN
- EXISTING CONTOUR
- 200 — PROPOSED CONTOUR
- EXISTING GRADE
- PROPOSED GRADE
- TC — TOP OF CURB
- FL — FLOW LINE
- FS — FINISH SURFACE
- TG — TOP OF GRATE

IMPROVEMENT NOTES

1. PROPOSED ASPHALT CONCRETE PAVEMENT
2. PROPOSED PERMEABLE PAVEMENT
3. PROPOSED 6" CURB ONLY
4. PROPOSED DRIVEWAY
5. PROPOSED 24" X 24" STORM DRAIN INLET
6. PROPOSED 12" STORM DRAIN
7. PROPOSED CONNECTION TO EXISTING CURB INLET
8. PROPOSED UNDERGROUND STORM WATER DETENTION.

PRELIMINARY EARTH QUANTITIES:

QUANTITIES ARE FOR BOTH HOTEL PARCELS COMBINED

AREA OF DISTURBANCE 4.0 ACs

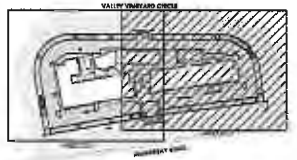
RAW CUT: 700 CY
RAW FILL 5,100 CY

QUANTITY ESTIMATES ON THESE PLANS ARE TO BE USED FOR PERMIT PURPOSES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACTUAL QUANTITIES FOR THE PURPOSE OF CONSTRUCTION.

THE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE BETWEEN THE PROPOSED ROUGH GRADE AND THE LIMITED TOPOGRAPHIC EXISTING GRADES. THESE ESTIMATES DO NOT MAKE CONSIDERATIONS FOR LOSSES OR BULKING DUE TO SHRINKAGE, SOIL AMENDMENTS, STABILIZATION, CONSTRUCTION TECHNIQUE, FOOTING & TRENCHING SPOILS, ETC. THESE, IN ADDITION TO ACTUAL FIELD CONDITIONS, CONSTRUCTION TECHNIQUE AND THE FINAL RECOMMENDATIONS OF THE SOILS ENGINEER MAY SIGNIFICANTLY EFFECT THE FINAL IMPORT/EXPORT QUANTITIES.

SITE KEY MAP

HATCHED AREA REPRESENTS CURRENT SHEET



0 20 40 80 feet
1"=20'

Attachment 3

rrm design group

NOVEMBER 6, 2018

PRELIMINARY GRADING AND DRAINAGE PLAN

CAMBRIA HOTEL & SUITES AND A BOUTIQUE HOTEL- BUELLTON, CA

C2.2

Preliminary Plant Materials List

Broad Leaf Evergreen Trees

Arbutus 'Marina'	Strawberry Tree
Olea europea	Olive
Magnolia	Magnolia ' Little Gem'
Ulmnus Parvafolia	Chinese elm
Quercus agrifolia	Coast Live Oak

Deciduous Trees

Cercis canadensis	Eastern Redbud
Lagerstroemia indica	Crepe Myrtle
Liquidambar styraciflua	Sweet Gum
Liriodendron tulipifere	Tulip Tree
Magnolia soulangeana	Saucer Magnolia
Platanus acerifolia	London Plane Tree
Pistacia Chinensis	Chinease Pistache
Prunus Calleryana 'Aristocrat'	Aristocrat Pear

Shrubs

Archtostaphylos	Manzanita
Abelia grandiflora	Glossy Abelia
Berberis thunbergii	Barberry
Callistemon 'Little John'	Dwarf Bottlebrush
Ceanothus spp.	California Lilac
Lavandula dentata	French Lavender
Liriope muscari	Big Blue Lily Turf
Myrica californica	Pacific Wax Myrtle
Pittosporum tobira	[illegible] orange
Phlomis fruticosa	Jerusalem Sage
Perovskia atriplicifolia	Russian Sage
Raphiolepis indica	Indra Hawthorn
Rosmarinus officinalis	Rosemary
Salvia spp.	Sage
Tuecrium Chamesdrys	Germander
Westringia fruticosa	Coast Rosemary

Spreading Ground Cover

Archtostaphylos 'Pacific Mist'	Manzanita
Ceanothus 'Yankee Point'.	California Lilac
Cistus 'Sunset'	Sunset Rockrose
Coprosma kirkii	No Common Name
Erigeron karvinskianus	Santa Barbara Daisy
Rosa spp.	Carpet Rose
Trachelospermum jasminoides	Star Jasmine

Ornamental Grass

Calamagrostis 'Karl Foerster'	Feather Reed Grass
Carex testacea	Orange Sedge
Elymus condensatus 'Canyon Prince'	'Canyon Prince' Wild Rye
Festuca ovina glauca	Blue Fescue
Miscanthus sinensis	Silver Grass
Muhlenbergia rigens	Deer Grass
Pennisetum orientale	Oriental Fountain Grass
Pennisetum setaceum 'Rubrum'	Purple Fountain Grass
Stipa tenuissima	Mexican Feather Grass

Succulents

Agave attenuata 'Blue Flame'	Blue Flame Agave

Flowering Perennials

Gaura lindheimerii	Gaura
Iris douglasiana	Pacific Coast Iris
Penstemon glovinoides	Border Penstemon

Mulch
Mulch all ground cover and planter areas with 3" minimum layer 'walk-on' bark.
Areas adjacent to building entries may receive decorative gravel mulch for accent.

Lawn Areas: Shall be turf the use of artificial turf in some areas may be applied as deemed appropriate, to comply with WELO.

WATER USE

- HIGH WATER USE
- MEDIUM WATER USE
- LOW WATER USE
- VERY LOW WATER USE

COMPLIES WITH STATE WATER EFFICIENT LANDSCAPE ORDINANCE (WELO)

Scale: 1" = 30'-0"

North

firma

ARRIS

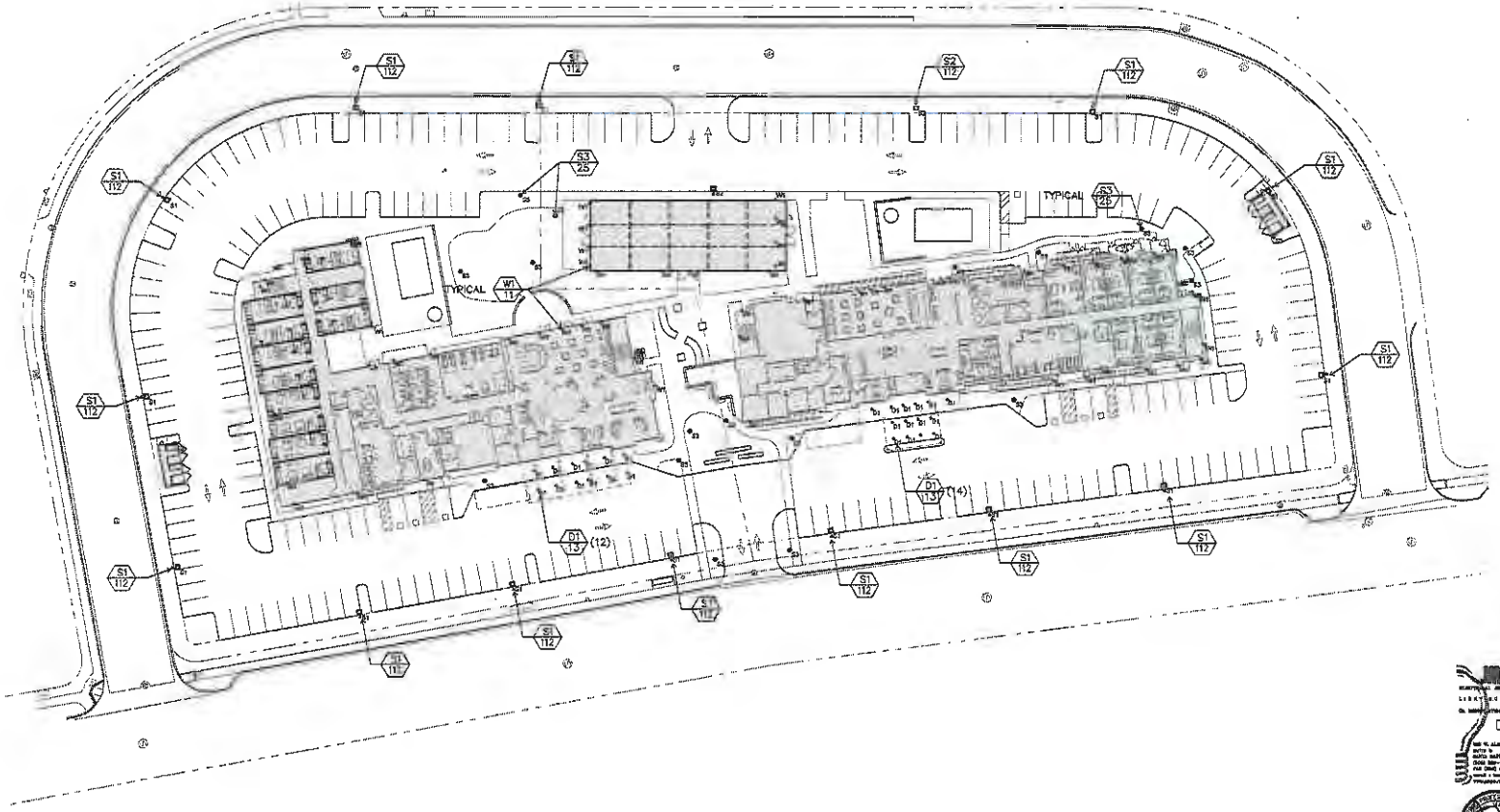
Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

AUG 22, 2016
1"=30'-0"
L-1

Attachment 3

FIXTURE SCHEDULE

TYPE	MANUFACTURER AND CATALOG NUMBER	MFR	LAMP TYPE	WATTS	BALLAST	LENS	REMARKS
D1 13	GOTHAM EVO 40/10 AR MD LSS		LED 4000K	13	LED DRIVER	CLEAR	LED DOWNLIGHT
S1 112	CYCLONE CYSSP1B-FGC-4-100W-4K 120-M203-R-220840705T-D1-BD1-XX		LED 4000K	112	LED DRIVER	CLEAR FLAT	LED POLE LIGHT
S2 112	CYCLONE CYSSP1B-FGC-4-100W-4K 120-M203-R-220840705T4-D1-BD11-XX		LED 4000K	112	LED DRIVER	CLEAR FLAT	LED POLE LIGHT
S3 25	CYCLONE SY21P1-FGC-2-20W-4K-120-PA42-BDSS		LED 4000K	25	LED DRIVER	CLEAR FLAT	LED WALKWAY LIGHT
W1 11	BEGA 66 655 K40		LED 4000K	11	LED DRIVER	CLEAR TEMPERED GLASS	LED WALLPACK



SITE LIGHTING PLAN

SCALE: 1" = 30'-0"

Arris Studio Architects
1306 JOHNSON AVENUE
SAN LUIS OBISPO, CA 93401
805.547.2240
ARRS-STUDIO.COM

CLIENT
THE HOUSING AUTHORITY OF SAN LUIS OBISPO
487 LEFF STREET
SAN LUIS OBISPO, CA
PHONE: (805) 543-4478

PROJECT
Cambria Hotel & Suites and a Boutique Hotel
BUELLTON, CALIFORNIA

ELECTRICAL SITE PLAN

Attachment 2

#	REVISION	DATE

PROJECT NO. A18019-ISLAY
DATE APRIL 26, 2018
SHEET NO. SL1

SITE LIGHTING PHOTOMETRIC PLAN

SCALE: 1" = 30'-0"

Arris STUDIO ARCHITECTS

1306 JOHNSON AVENUE
SAN LUIS OBISPO, CA 93401

CONTACT
805.547.2240
ARRISSTUDIO.COM

OWNER
THE HOUSING AUTHORITY OF SAN LUIS OBISPO
487 LEFF STREET
SAN LUIS OBISPO, CA
PHONE: (805) 543-4478

PROJECT
Cambria Hotel & Suites and a Boutique Hotel
BUELLTON, CALIFORNIA

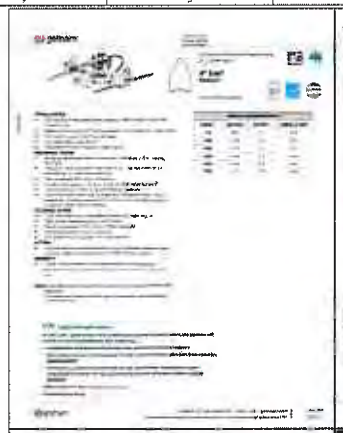
SITE LIGHTING PHOTOMETRIC PLAN

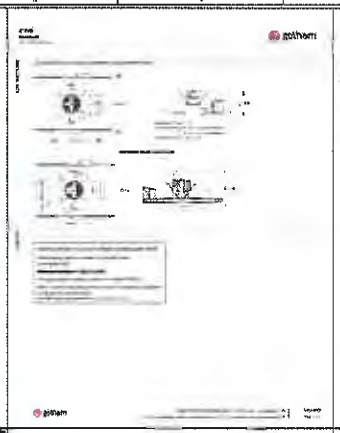
#	REVISION	DATE

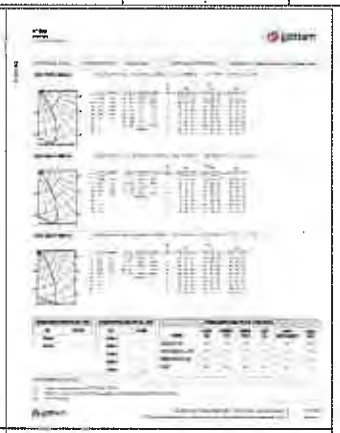
PROJECT NO.
A18019-BUEY

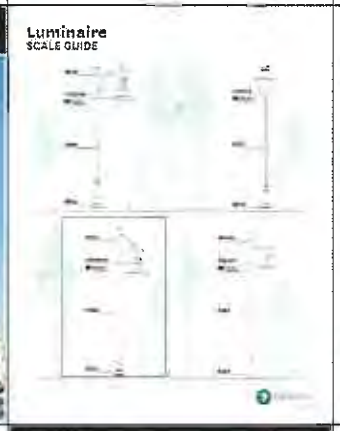
DATE
APRIL 26, 2018

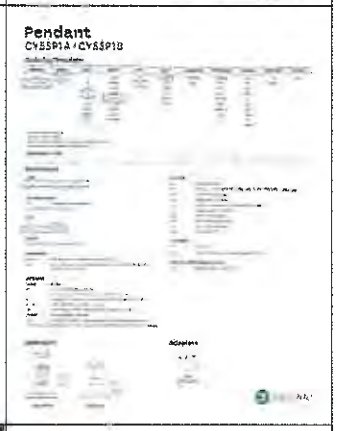
SHEET
SL2

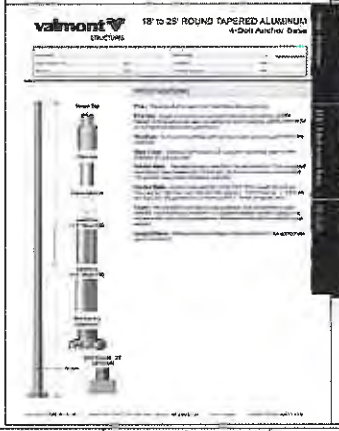


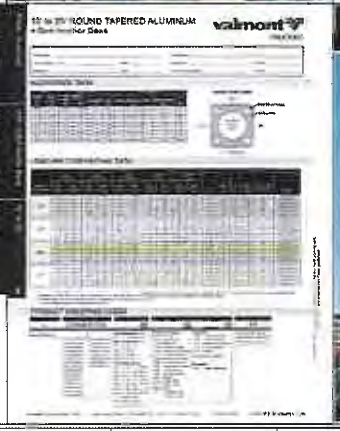


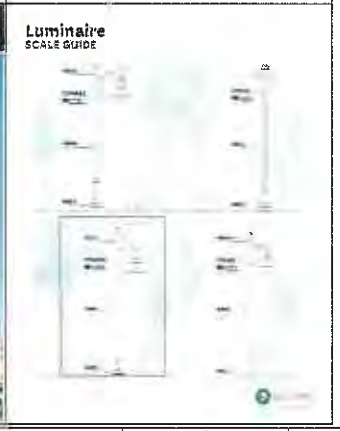












Arris
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1308 JOHNSON AVENUE
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CONTACT
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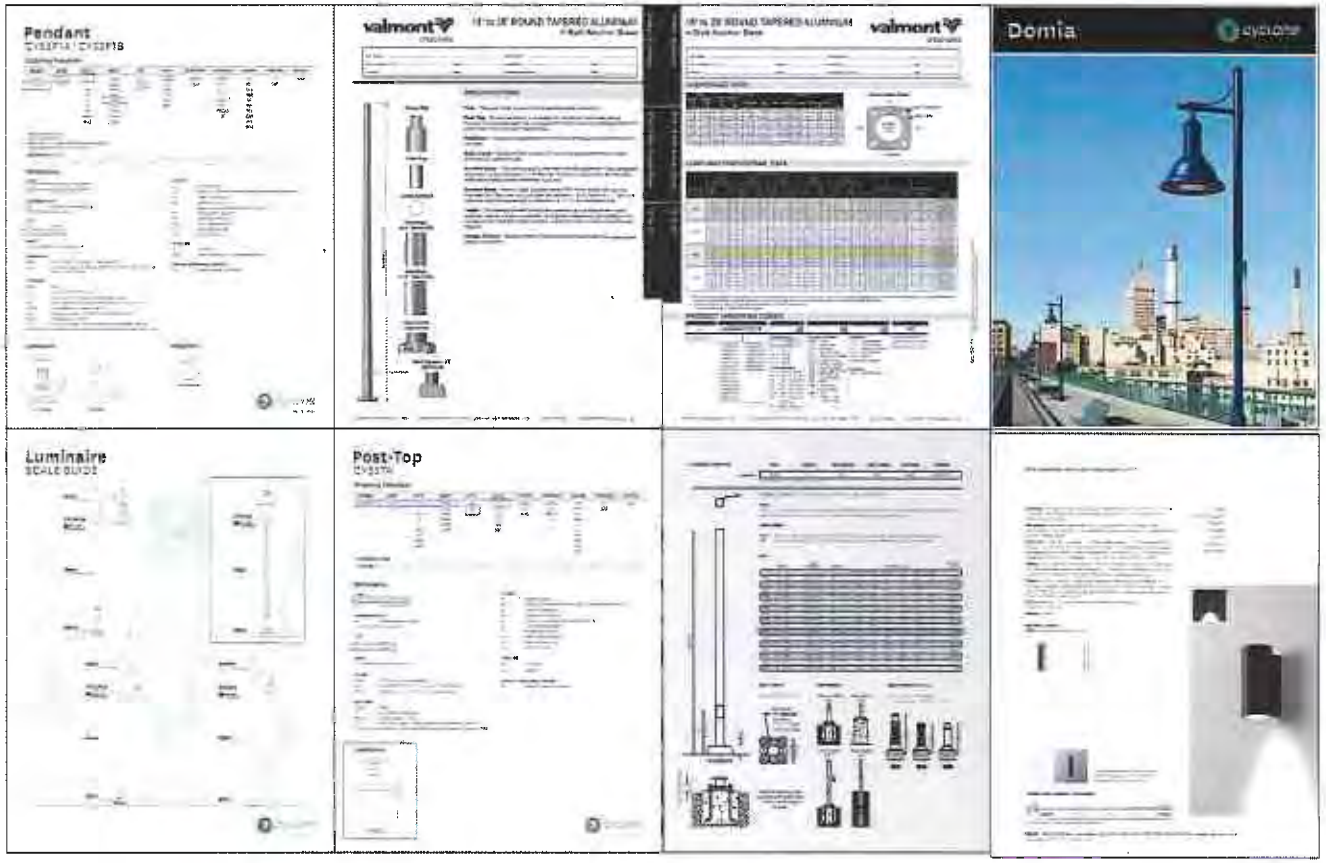
SAN LUIS OBISPO, CA
PHONE: (805) 543-4478

PROJECT
Cambria Hotel & Suites and a Boutique Hotel
BUELLTON, CALIFORNIA

Attachment 3
CUT SHEETS

#	REVISION	DATE

PROJECT NO.
A18019-ISLAY
DATE
APRIL 26, 2018
SHEET NO.
SL3



Arris
STUDIO ARCHITECTS
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SAN LUIS OBISPO, CA 93401

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PROJECT
Cambria Hotel & Suites
and a Boutique Hotel
BUELLTON, CALIFORNIA

CUT SHEETS

Attachment 3

#	REVISION	DATE

PROJECT
A18019 SLAY

DATE
APRE 26, 2018

SHEET
SL4

Attachment 4

From: "John Franklin" <john@franklinred.com>
Subject: Valley Vineyard rd sidewalk detail
Date: November 6, 2018 at 11:04:14 AM PST
To: "Christopher Atkinson" <chris@pppcre.com>
Cc: "Gavin Moores" <gavinm@cpdginc.com>, "'Arlen Miller'" <amiller@millerfamilycos.com>, "Taylor Judkins" <taylorjudkins@gmail.com>

Chris,

As a follow up to our conversation this morning, attached is the approved tentative tract map. You will note on page 2, detail for Valley Vineyard cross section, that the sidewalk is only called out on the interior or easterly side of Valley Vineyard.

You will also note that a 10' PUE is on both side of the street but only the interior side of the street (within the 50' right of way) has a 5' sidewalk and 5' parkway. The hotel side of Valley Vineyard has the street ROW end at the curb. I believe the call out for the 10" curb, gutter and sidewalk is a "standard notation" and was not "fine-tuned" to note that the sidewalk is not included. the intent of the Village plans (Specific Plan and TTM) is to have sidewalk only on the interior side of Valley Vineyard.

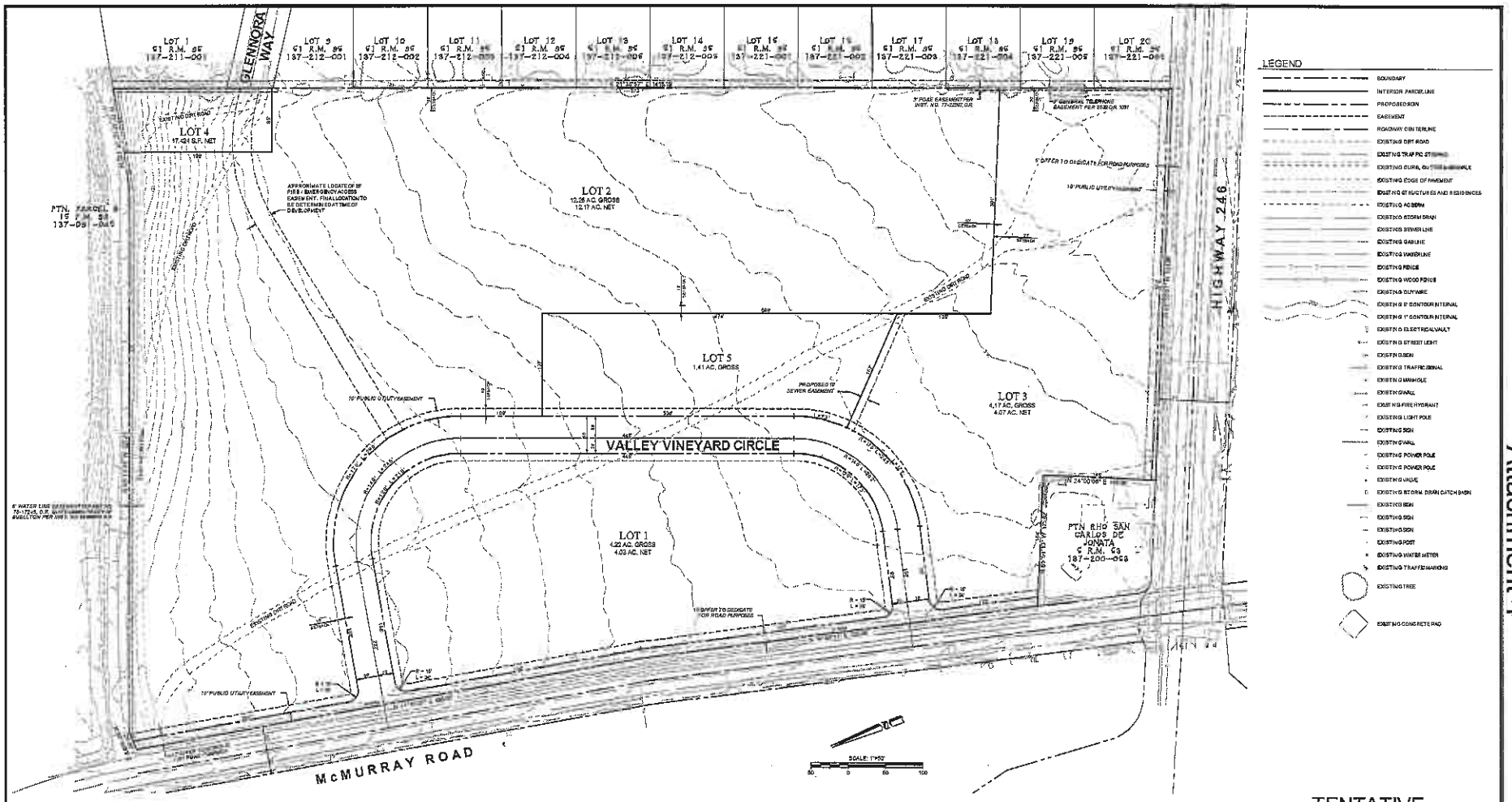
As we discussed, at the time the specific plan and TTM were approved the side walk on the hotel side of Valley Vineyard was not deemed necessary. The logic was (1) to give more design space to the hotel site, (2) the added sidewalk was not necessary for safe public access to the village park, retail and residential both internally and from McMurray, (3) the added sidewalk would increase the amount of impervious area which negatively affected drainage, etc., and (4) the hotel site design would include one or more access points along Valley Vineyard so that pedestrians can use a crosswalk to safely go back and forth and cross Valley Vineyard. You will also note that there is not a landscape parkway along the hotel side of Valley Vineyard. The plan was to have the hotel landscape design incorporate appropriate landscaping along the street when the site plan and architecture was approved.

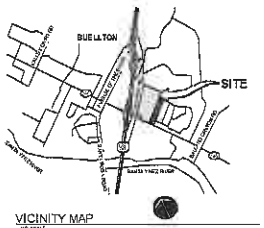
All the above was intended to give the hotel site planning the benefit for flexibility in design.

Hope this helps. Let me know if you have more questions.

John Franklin

805-907-5124
John@franklinred.com





VICINITY MAP
NO SCALE

SURVEY DATA

BASIS OF BEARINGS

[illegible] OF THIS SURVEY WAS TAKEN FROM THE WEST LINE OF [illegible] ROAD AND MARKED AS "N 24°00'00" E" AS SHOWN ON RECORD OF SURVEY NO. [illegible] FILED IN THE OFFICE OF THE COUNTY RECORDER OF SANTA BARBARA.

BENCHMARK

[illegible] SURVEY IS BASED ON A BENCHMARK ESTABLISHED AT THE EAST QUARTER CORNER OF SECTION 15, T5N, R33W, SBB&M, BEING A CUT CROSS IN CONCRETE HEADWALL, 0.3' EAST OF CENTERLINE OF STATE HIGHWAY 246, 1.0±' SOUTHWEST OF TOP OF DROP INLET OF CONCRETE STORM DRAIN DITCH.

EXISTING EASEMENT

THE EXISTENCE OF EASEMENTS SHOWN ON THIS MAP ARE BASED ON A PRELIMINARY TITLE REPORT PREPARED BY LAND AMERICA 4 TITLE GUARANTEE COMPANY DATED MARCH 4, 2008 AND THE FINDINGS REPORT OF THE SURVEYOR. FOR PURPOSES OF DESCRIPTIONS STATED IN THIS REPORT NOR MY INTERPRETATION OF FACTUAL DATA CONTAINED IN THE REPORT.

NOTES:

1. 100 SHEETS AND 150 FOR ADDITIONAL INFORMATION.
2. [illegible] SHOWN ON THIS MAP ARE BASED ON A FIELD SURVEY FOR ACCESS, EASEMENTS, SEWER, WATER, DRAINAGE AND UTILITIES. THESE RESULTS ARE CONSISTENT WITH THE RECORDS OF TITLE FOR THE PURPOSES OF THE "USE OF SURVEY".

PROJECT DATA

THE PROPERTY IS LOCATED IN THE NORTHEAST QUADRANT OF HIGHWAY 246 EAST AND MCMURRAY RD. THE SITE IS 23.96 ACRES IN SIZE AND BINGHAMED BY MCMURRAY RD TO THE WEST AND HIGHWAY 246 TO THE SOUTH. THE PARCEL AT THE IMMEDIATE SOUTHEAST CORNER OF HIGHWAY 246 AND MCMURRAY RD IS NOT A PART OF THE SITE. THIS PARCEL IS 24,448 SQUARE FOOT COMMERCIAL SITE WITH AN EXISTING GAS STATION.

1.	PROJECT ADDRESS:	NORTHEAST QUADRANT OF HIGHWAY 246 EAST AND MCMURRAY RD
2.	TRACT SIZE:	23.96 AC. GROSS 23.47 AC. NET
3.	ASSESSOR'S PARCEL NO:	137-090-046
4.	ZONING:	CR-SP (GENERAL COMMERCIAL - SPECIFIC PLAN)
5.	APEA PLAN:	THE VILLAGE SPECIFIC PLAN
6.	WATER SUPPLY:	CITY OF BUELLTON
7.	SEWAGE DISPOSAL:	CITY OF BUELLTON
8.	GAS:	THE GAS COMPANY
9.	ELECTRICITY:	PACIFIC GAS AND ELECTRIC COMPANY
10.	TELEPHONE:	VERIZON
11.	FLOOD HAZARD:	NONE

LOT	AREA	LAND USE
1	4.22 AC (GROSS) 4.03 AC(NET)	CR (GENERAL COMMERCIAL)
2	12.26 AC (GROSS) 12.17AC (NET)	PRD (PLANNED RESIDENTIAL DEVELOPMENT)
3	4.17 AC (GROSS) 4.13AC(NET)	CR (GENERAL COMMERCIAL)
4	17,424 SF (NET)	PARKS AND RECREATION
5	1.41 AC (GROSS)	PARKS AND RECREATION

PHASING

[illegible] PLAN AREA IS PLANNED TO BE DEVELOPED CONCURRENTLY, BUT THE FOLLOWING PHASING PARAMETERS SHALL BE FOLLOWED:

[illegible] OF ALL REQUIRED OFF-SITE IMPROVEMENTS, DEDICATIONS, AND ASSOCIATED RIGHT-OF-WAY STRUCTURES, AND AS SET FORTH IN THE VILLAGE SPECIFIC PLAN, INCLUDING THE SITE, A [illegible] AND LANDSCAPE PLAN SHALL BE SUBMITTED TO THE CITY FOR APPROVAL. THE PHASE [illegible]

[illegible] OF THE MODEL HOMES, CONSTRUCTION OF THE FINAL DEVELOPMENT [illegible] AREA OF THE SPECIFIC PLAN. THE FINAL DEVELOPMENT PLAN SHALL BE SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO THE ISSUANCE OF THE FIRST BUILDING PERMIT FOR THE FINAL DEVELOPMENT. [illegible] SHALL BE SUBMITTED TO THE CITY FOR APPROVAL OF THE FINAL SIGN PROGRAM PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT FOR THE FINAL DEVELOPMENT AND THE CENTRAL PARK AREA SHALL BE SUBMITTED TO THE CITY FOR APPROVAL OF THE FINAL SIGN PROGRAM PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT FOR THE FINAL DEVELOPMENT. [illegible] OF EITHER THE HOTEL OR RETAIL DEVELOPMENT SHALL BE COMPLETED AND MADE AVAILABLE FOR USE PRIOR TO THE ISSUANCE OF BUILDING PERMITS FOR PHASE 2 AND BE PROCESSED CONCURRENTLY WITH PHASE 1.

PHASE 3

[illegible] OF THE RESIDENTIAL AREAS AND THE 3.4 ± ACRE PORTION OF THE SPECIFIC PLAN, SHALL BE SUBMITTED FOR THE PLANNED DEVELOPMENT PERMIT AND TENTATIVE TRACT MAP PRIOR TO THE ISSUANCE OF BUILDING PERMITS FOR PHASE 2. PROJECT WILL A FINAL DEVELOPMENT PLAN(S) SHALL BE APPROVED FOR THE [illegible] OF THE HOTEL OR RETAIL DEVELOPMENT, BUILDING PERMITS FOR ANY RESIDENTIAL DEVELOPMENT SHALL BE ISSUED IN THE FOLLOWING ORDER: BUILDING PERMITS ARE OBTAINED FOR PHASE 2 OR PHASE 3 AND BUILDING PERMITS ARE OBTAINED FOR THE OTHER PHASE 2 OR PHASE 3 THAT IS NOT BEING DEVELOPED FIRST.

TENTATIVE TRACT #31052

FOR

THE VILLAGE - MASTER DEVELOPMENT PLAN

IN THE CITY OF BUELLTON, COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

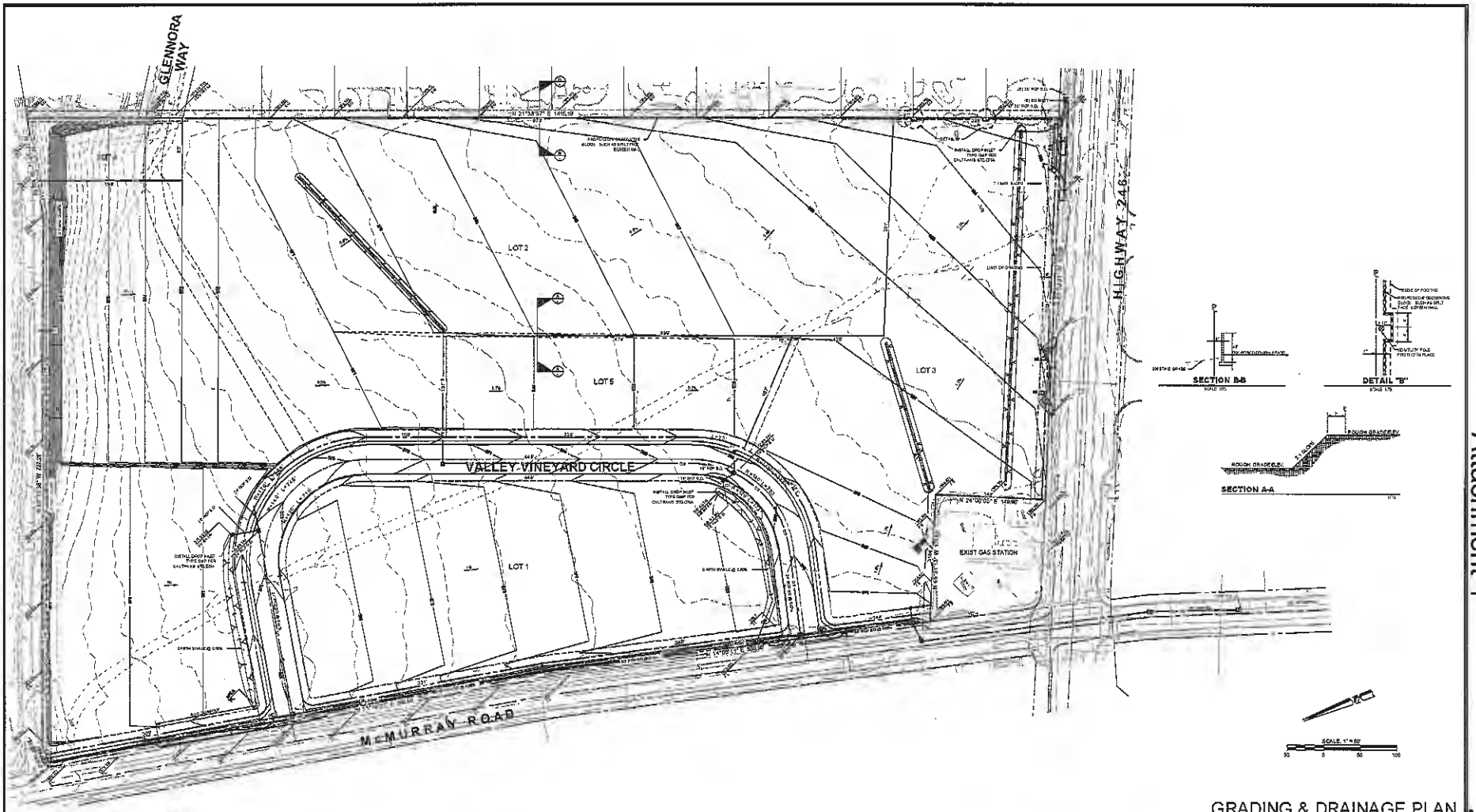
BEING A SUBDIVISION OF PARCEL A OF PARCEL MAP NO. 12,092 FILED IN BOOK 15 OF PARCEL MAPS AT PAGES 93 & 99, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

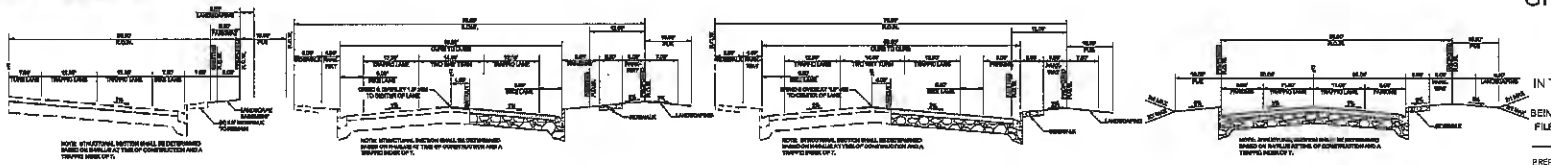
PREPARED FOR:
Owners/Applicant
THE MILLER FAMILY COMPANIES
4225-A LAS VIRGENES ROAD
SUITE 101
CALABASAS, CA 91302

PREPARED BY:
design professionals
eda
civil engineers • land surveyors • planners
1998 santa barbara, suite b, santa barbara, ca 93105
phone 805.687.4118 • www.edainc.com

2,2625,000 - JUNE 24, 2008 - SHEET 1 OF 3

Attachment 4





GRADING & DRAINAGE PLAN

FOR

THE VILLAGE - MASTER DEVELOPMENT PLAN

IN THE CITY OF BUELLTON, COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCEL A OF PARCEL MAP NO. 12,092

FILED IN BOOK 15 OF PARCEL MAPS AT PAGES 95 & 96, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

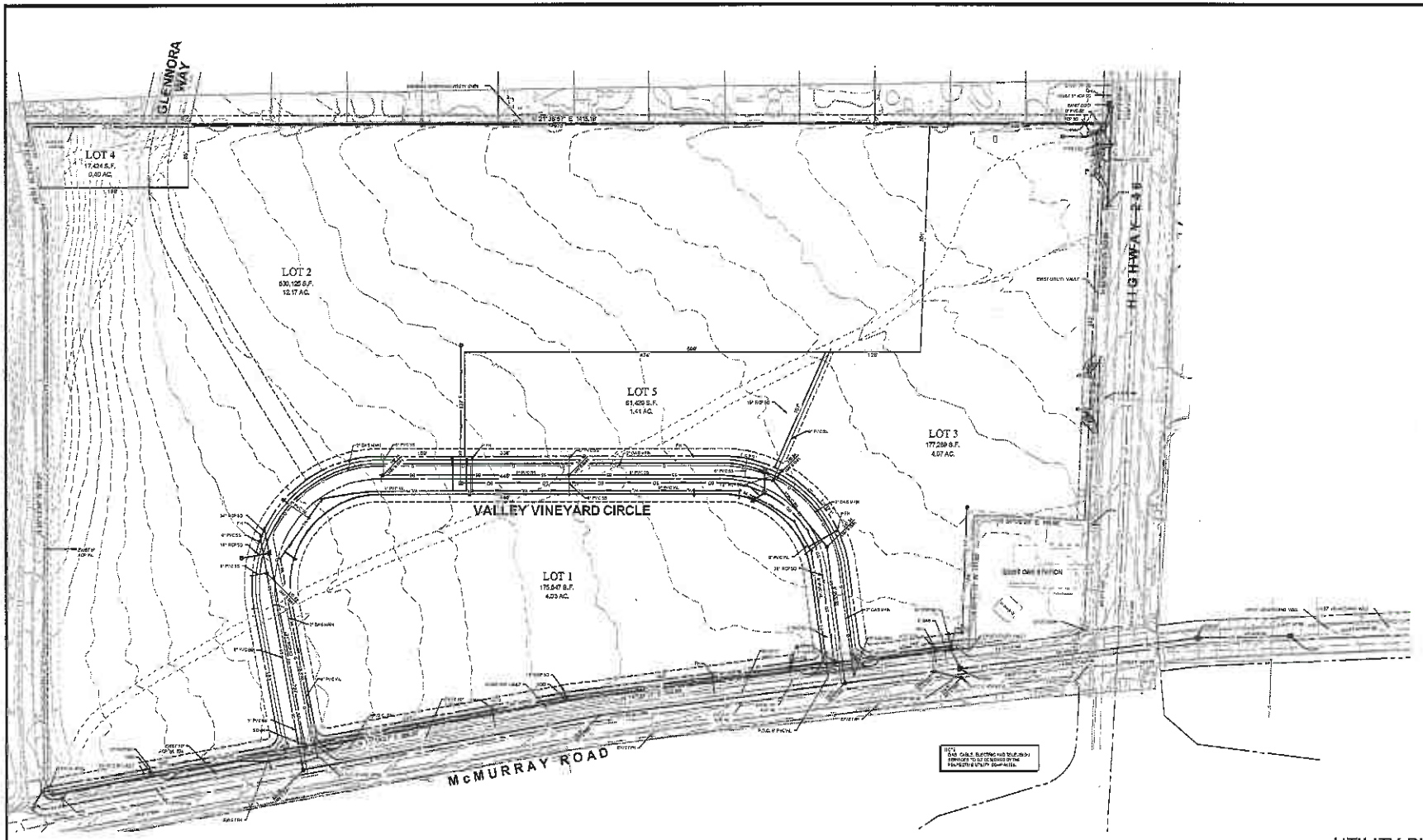
PREPARED FOR:
Owner/Applicant
THE MILLER FAMILY COMPANIES
4200-B LAS VIRGENES ROAD,
SUITE 101
CALABASAS, CA 91302

PREPARED BY:

eda

2,2626,000 - JUNE 24, 2008 - SHEET 2 OF 3

Attachment 4



UTILITY PLAN

FOR

THE VILLAGE - MASTER DEVELOPMENT PLAN

IN THE CITY OF BUELLTON, COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCEL A OF PARCEL MAP NO. 12,092 FILED IN BOOK 15 OF PARCEL MAPS AT PAGES 98 & 99, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PREPARED FOR:
Owner/Applicant
THE MILLER FAMILY COMPANIES
4225-D LAS VIRGENES ROAD,
SUITE 101
CALABASAS, CA 91302

PREPARED BY:
design consultants
eda

2.2826.000 - JUNE 24, 2008 - SHEET 3 OF 3

Attachment 4