CITY OF BUELLTON

PLANNING COMMISSION AGENDA

Regular Meeting of February 07, 2019 – 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 Dan Heedy

PLEDGE OF ALLEGIANCE

Commissioner Blokdyk

ROLL CALL

Commissioners Bob Blokdyk, Michael Eglin, Marcilo Sarquilla, Vice Chair Patty Hammel and Chair Dan Heedy

REORDERING OF AGENDA

PRESENTATIONS

None

APPROVAL OF MINUTES

1. Minutes of the regular Planning Commission meeting of January 17, 2019

PUBLIC COMMENTS

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

CONSENT CALENDAR

None

CONTINUED PUBLIC HEARINGS

None

NEW PUBLIC HEARINGS

2. **Resolution No. 19-01 – "A Resolution of the Planning Commission of the City of Buellton, California, Repealing and Replacing Planning Commission Resolution No. 18-07, and 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. 19-02 – "A Resolution of the Planning Commission of the City of Buellton, California, Repealing and Replacing Planning Commission Resolution No. 18-08, and 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"

OTHER BUSINESS

WRITTEN COMMUNICATIONS

PLANNING COMMISSIONER COMMENTS

PLANNING DIRECTOR REPORT

ADJOURNMENT

To the next regularly scheduled Planning Commission meeting of Thursday, February 21, 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
January 17, 2019 – 6:00 p.m.
City Council Chambers, 140 West Highway 246
Buellton, California

CALL TO ORDER

Chair Heedy called the meeting to order at 6:01 p.m.

PLEDGE OF ALLEGIANCE

Commissioner Blokdyk led the Pledge of Allegiance

ROLL CALL

Present:	Commissioners Bob Blokdyk, Michael Eglin, Vice Chair Patty Hammel and Chair Dan Heedy. Commissioner Marcilo Sarquilla arrived at 6:20 p.m.
Staff:	Planning Director Andrea Keefer Contract City Planner Irma Tucker Staff Assistant/Planning Technician Clare Barcelona

REORDERING OF AGENDA

The Agenda was reordered to allow the Planning Directors Report to be heard before Other Business.

PRESENTATIONS

None

APPROVAL OF MINUTES

1. Minutes of the regular Planning Commission meeting of January 3, 2019

MOTION:
Commissioner Blokdyk moved and Vice Chair Hammel seconded the motion to approve the Minutes of January 3, 2019

VOTE:
Motion passed with a 3-0 voice vote with abstention by Commissioner Eglin due to his absence from the meeting.

PUBLIC COMMENTS

None

CONSENT CALENDAR

None

CONTINUED PUBLIC HEARINGS

None

NEW PUBLIC HEARINGS

None

PLANNING DIRECTOR REPORT

Planning Director Keefer welcomed Michael Eglin to the Planning Commission and provided an update on the status of various projects.

OTHER BUSINESS

2. Preliminary Review of "Highway 246 @ Avenue of Flags Commercial Project"

Chair Heedy recused himself for the Dais due to the proximity of his residence to the proposed project.

RECOMMENDATION:
That the Planning Commission provide direction to the Applicant and Staff on the proposed project plans.

STAFF REPORT:
Contract City Planner Irma Tucker presented the staff report.

DOCUMENTS:
Staff report with attachments as listed in the staff report.

SPEAKERS/DISCUSSION:
Daphne Romani, Sollievo Architects, described the project as a social gathering place with tasting rooms, restaurants, outdoor amenities and views of Zaca Creek. The architecture style is "Streamline Moderne" in keeping with the Avenue of Flags Specific Plan and Community Guidelines. She stated that the project is challenged due to the irregular shaped lot and proximity to Zaca Creek.

Bethany Clough, Landscape Architect, discussed the landscape treatment along the creek featuring native and riparian trees and the need for a buffer along the creek to prevent

pedestrian access. She highlighted a proposed trailer in the bocce ball area and a pedestrian path leading from the project site to Flying Flags Resort.

Peggy Brierton, Buellton, provided the following comments:

- The angled placement of building #2 doesn't work and looks awkward;
- Provide a future access point for the west lot currently being used for Coast Auto Sales;
- Is in favor the Streamline Moderne style of architecture but feels that it doesn't fit in the proposed location.
- Parking should be used for the project, not leased to other businesses:
- A pathway along the creek should be provided per the Bikeways and Trails Master Plan;
- Suggested that the Commission research the town of Napier, New Zealand for its Art Deco architecture

The Commission gave the following input:

- Add additional Art Deco features;
- Provide vertical elements, variations in facades;
- Incorporate dark sky friendly light fixtures;
- Provide screening on the west side of the project to screen the backside of Ellen's Pancake House.
- Consider providing fire pits instead of Bocce courts which require considerable maintenance;
- Address the use of the lot currently being used by Coast Auto Sales;
- Clarify how the leasing of parking spaces to the adjacent business could affect the required parking calculations

Ms. Tucker stated that comments and corrections from staff and the Planning Commission will be summarized in an Incomplete Letter and provided to the applicant.

WRITTEN COMMUNICATIONS

None

PLANNING COMMISSIONER COMMENTS

The Planning Commission welcomed Michael Eglin to the Commission.

ADJOURNMENT

Vice Chair Hammel adjourned the meeting at 7:30 p.m. The next regular meeting of the Planning Commission will be held on Thursday, February 7, 2019 at 6:00 p.m.

Vice Chair Patty Hammel

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: 2

To: The Honorable Chair and Commission Members

From: Andrea Keefer, Planning Director

Date: February 7, 2019

Subject: Resolution No. 19-01 – "A Resolution of the Planning Commission of the City of Buellton, California, Repealing and Replacing Planning Commission Resolution No. 18-07, and 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. 19-02 – "A Resolution of the Planning Commission of the City of Buellton, California, Repealing and Replacing Planning Commission Resolution No. 18-08, and 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"

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

Original Project Approval

On December 20, 2018, an application for a Final Development Plan (18-FDP-02) and Tentative Parcel Map (TPM 31062) was approved by the Planning Commission for the Cambria Hotel and Boutique Hotel Project located on a 4.03-acre parcel 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 approval included Planning Commission Resolution No. 18-07 (Attachment 2) and Planning Commission Resolution No. 18-08 (Attachment 3).

The project consists of the following applications:

Final Development Plan (18-FDP-02): Proposal for two separate four story hotel buildings, consisting of 107 guest rooms each (for a total of 214 guest rooms), a meeting room building, and associated landscaping, outdoor event space, parking area and improvements.

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 (Sections 66426 (A) and (C)).

Additional project details and compliance with applicable development standards can be found in the December 20, 2018 Planning Commission Staff Report (Attachment 4). Project plans dated November 9, 2018 are included as Attachment 5.

Re-Noticing and Re-Opening of Public Hearing

After the December 20, 2018 Public Hearing, Staff discovered that due to a discrepancy between the most current recorded Assessor Role and the Assessor Role used for noticing, a number of residents and property owners were not properly notified of the December 20, 2018 public hearing for the project. Therefore, Staff is required to re-notice and re-open the public hearing for the project in order to provide those residents and property owners the opportunity to comment on the proposed project. The Planning Commission can then take final action on the project. It is important to note that all other noticing requirements were satisfied prior to the December 20, 2018 Public Hearing, including posting the notice in two public places, in a newspaper of general circulation, as well as notifying all other properties owners located within 300 feet of the project site.

Prior to tonight's Public Hearing, all noticing requirements have been satisfied; including notification to all current residents and property owners in the Vineyard Village Townhome development, as listed on the latest Assessor Roll and as found through other sources reviewed after the discrepancy was discovered.

USE OF MEETING ROOM BUILDING AND OUTDOOR EVENT SPACE

As part of the project approval on December 20, 2018, the Planning Commission required that Condition No. 87 of Resolution No. 18-08 (Attachment 3) related to the use of the meeting room building and outdoor event space be brought back to the Planning Commission for consideration at a separate public hearing. Staff was directed to research other similar projects in Buellton and to work with the project applicant to bring back recommended conditions to the Planning Commission for consideration. In addition to ensuring a proper opportunity for nearby property owners to comment on the project, the purpose of tonight's meeting is to finalize this condition

of approval related to event uses on the project site, and for the Planning Commission to make a final decision on the project.

Staff met with the project applicant on numerous occasions to obtain a better understanding of the intended use of the meeting room building and outdoor event space. Additionally, Staff researched other similar projects in Buellton. Attachment 6 to this Staff Report provides Staff's recommended modifications to Condition of Approval No. 87 to be incorporated into Planning Commission Resolution No. 19-02. The proposed condition wording is seen by Staff as the most consistent with other similar projects, and appropriate for the given location and circumstances of the project. However, these conditions are only suggested, and the Planning Commission may modify further, as seen appropriate.

Modifications to Condition No. 87

When considering conditions to impose for the use of the meeting room building and outdoor event space, Staff feels that there are two primary concerns that must be addressed; parking and noise. The below information is provides a description of how each of these concerns would be addressed with the imposition of the recommended conditions of approval.

Parking

Providing adequate parking for all proposed uses is a municipal code requirement (BMC Code Section 19.04.140E). Street parking cannot be counted for required parking for proposed uses. Off-site private parking cannot be counted for required parking in the absence of a recorded shared parking agreement. For purposes of the project, a total of 222 on-site parking spaces are required; 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. However, given the proposed uses of the meeting room building and outdoor event space, additional parking spaces may be required.

Non-Hotel Guest Events

The applicant has provided a data spreadsheet (Attachment 7) which breaks down the total available parking on-site on any given day based upon typical occupancy rates, and the resulting available parking both on-site (private parking), and along Valley Vineyard Circle (public parking), depending on the number of non-hotel event guests in attendance. See Attachment 8 for a diagram showing the potential parking locations along Valley Vineyard Circle.

Based upon the information provided by the applicant, Staff feels that for non-hotel guest events held on Sunday through Wednesday, there should be a maximum of 150 non-hotel guests and for events held on Thursday through Sunday, there should be a maximum of 100 non-hotel guests. In this scenario, it is anticipated that the required parking for non-hotel guests events will generally be accommodated on-site, with only a couple of parking spaces that may require use of the public parking along Valley Vineyard Circle on the weekend days.

For these types of events, Staff feels that it is appropriate to restrict the permitted hours from 11 a.m. to 7 p.m. This is consistent with the allowed hours for non-hotel guest events at the recently

completed Hampton Inn Hotel in Buellton. This would ensure that parking is available for hotel guests when they return from daily outings, and will also ensure that evening noise impacts will to the surrounding uses will be reduced.

Special Community-Wide Events Hosted By Hotel

For events held by the hotel that may be advertised to the larger community and hotel guests, Staff feels that it is appropriate to require a separate Temporary Use Permit. These types of events are reviewed on a case-by-case basis. This is the typical process required for all other similar type of events on other properties in Buellton. If the applicant desires to enter into individual event shared parking agreements with adjacent property owners for these types of events, this may lessen the amount of review time required for Staff to review these applications. However, the applicant would need to work with the City, and demonstrate that these agreements are in compliance with Buellton Municipal Code requirements, and that adequate parking will be provided for each proposed event.

Hotel Events For Hotel Guests Only

For events held by the hotel that are advertised and open generally to hotel guests only, Staff feels that it is appropriate that there shall be no restrictions as to number of event attendees, unless otherwise restricted based upon Building and/or Fire Code requirements for maximum occupancy. This is because parking for hotel guests would already be accounted for in their utilization of hotel rooms.

Noise

Staff feels that limiting the hours of events for non-hotel guests to 7 p.m. will ensure limited impacts to adjacent uses as guest return to their cars. For events open to hotel guests only, or for other special events requiring a Temporary Use Permit, Staff feels that it is appropriate to allow these events to occur until no later than 10 p.m. This later time for guest-centered events acknowledges that hotel guests will not be departing the event late at night but simply going into the hotel buildings. These time limitations, combined with the requirement that all events shall be in compliance with the City's Noise Ordinance, will ensure minimal impact to adjacent residential uses.

Staff feels that outdoor music should be allowed for events, with the conditions as listed in Attachment 6. These limitations are generally consistent with the conditions imposed on the Flying Flags RV Resort.

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. 19-01 and 19-02, worded as follows;

Resolution No. 19-01 –"A Resolution of the Planning Commission of the City of Buellton, California, Repealing and Replacing Planning Commission Resolution No. 18-07, and 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"

Resolution No. 19-02 – "A Resolution of the Planning Commission of the City of Buellton, California, Repealing and Replacing Planning Commission Resolution No. 18-08, and 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"

Including modifications to Condition No. 87 as worded by Staff in Attachment 6.

ATTACHMENTS

Resolution No. 19-01 with Exhibit A (Addendum) and Appendix A (ATE Traffic Impact Study)
Resolution No. 19-02
Attachment 1 – Vicinity Map
Attachment 1A – Village Specific Plan Map
Attachment 2 – Planning Commission Resolution No. 18-07 (Addendum Approval)
Attachment 3 - Planning Commission Resolution No. 18-08 (Project Approval)
Attachment 4 - December 20, 2018 Planning Commission Staff Report
Attachment 5 – Project Plans (Dated November 9, 2018)
Attachment 6 – Proposed New Condition No. 87
Attachment 7 – Parking Calculations Spreadsheet Provided by Applicant
Attachment 8 - Parking Diagram Provided by Applicant

PLANNING COMMISSION RESOLUTION NO. 19-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BUELLTON, CALIFORNIA, REPEALING AND REPLACING PLANNING COMMISSION RESOLUTION NO. 18-07, AND 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

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 and February 7, 2019, the Planning Commission of the City of Buellton conducted public meetings 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 7th day of February 2019.

_____
Dan Heedy
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.

<u>Noise</u>

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.

<u>Transportation and Circulation</u>

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

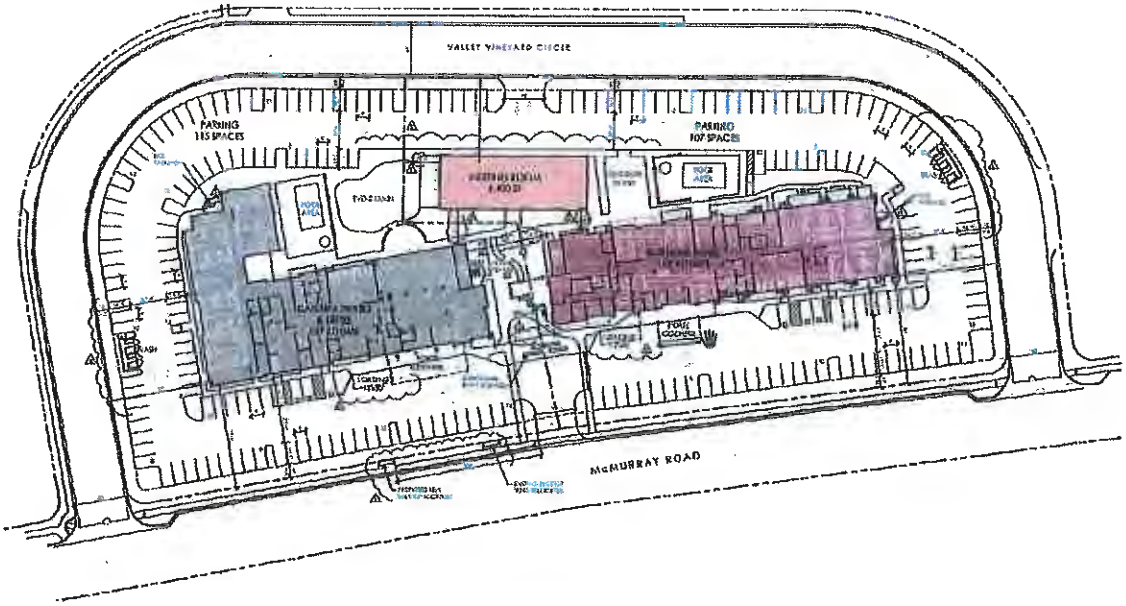
GI-1(a)Infrastructure Capacity Limitations. Water and drainage infrastructure that serves the Specific Plan land uses shall be sized to meet only the demands of the Plan itself.

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

Appendix A

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

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November 13, 2018 18093R02

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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
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CIVIL
STATE OF CALIFORNIA

Appendix A

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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.

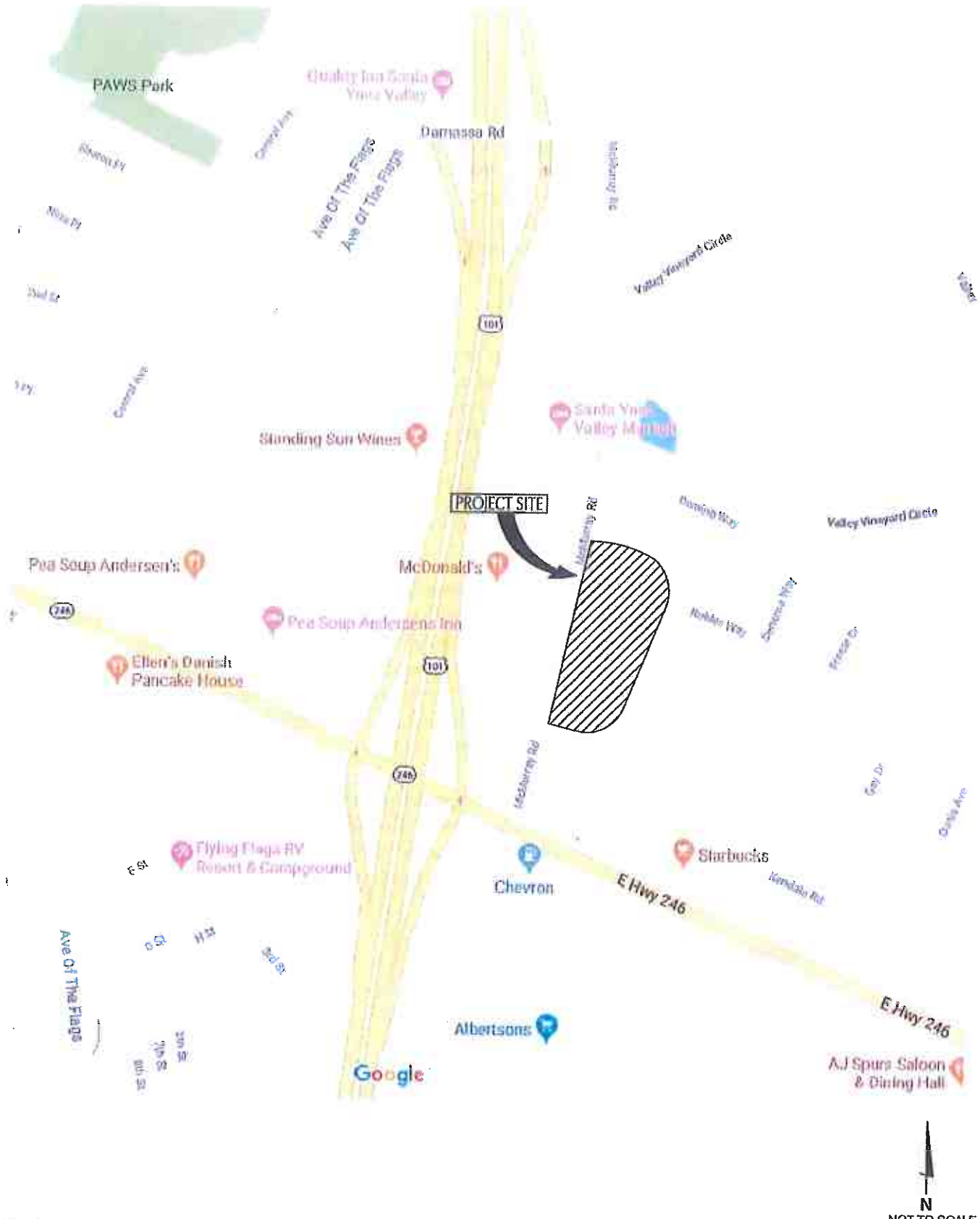
The City of Buellton considers LOS C as the minimum standard for traffic operations on City roadways and intersections. LOS D is considered acceptable as an interim condition where programmatic implementation of transportation infrastructure improvements is planned to take place over a period that would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



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PROJECT SITE LOCATION

FIGURE 1

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Appendix A

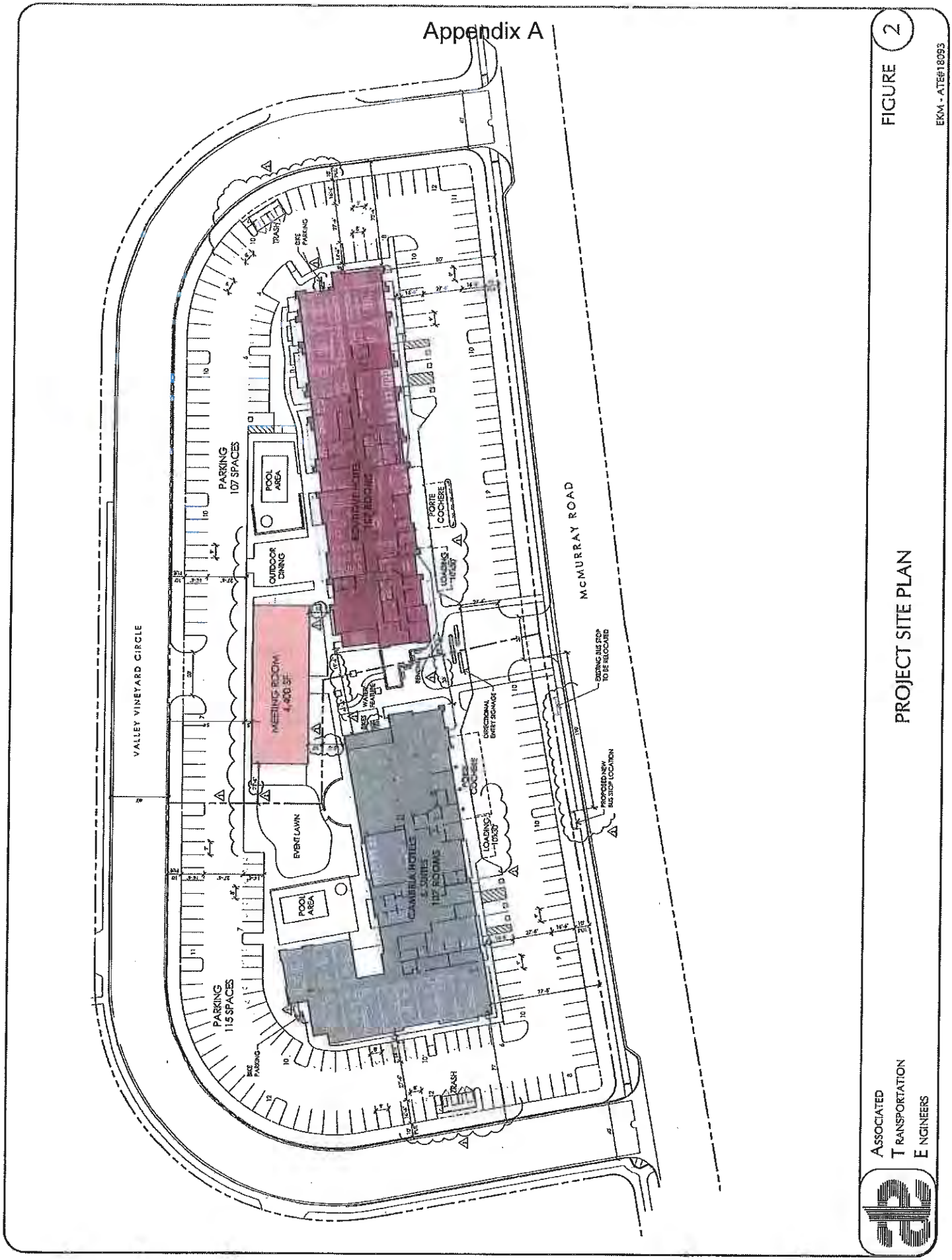

FIGURE 2

PROJECT SITE PLAN

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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

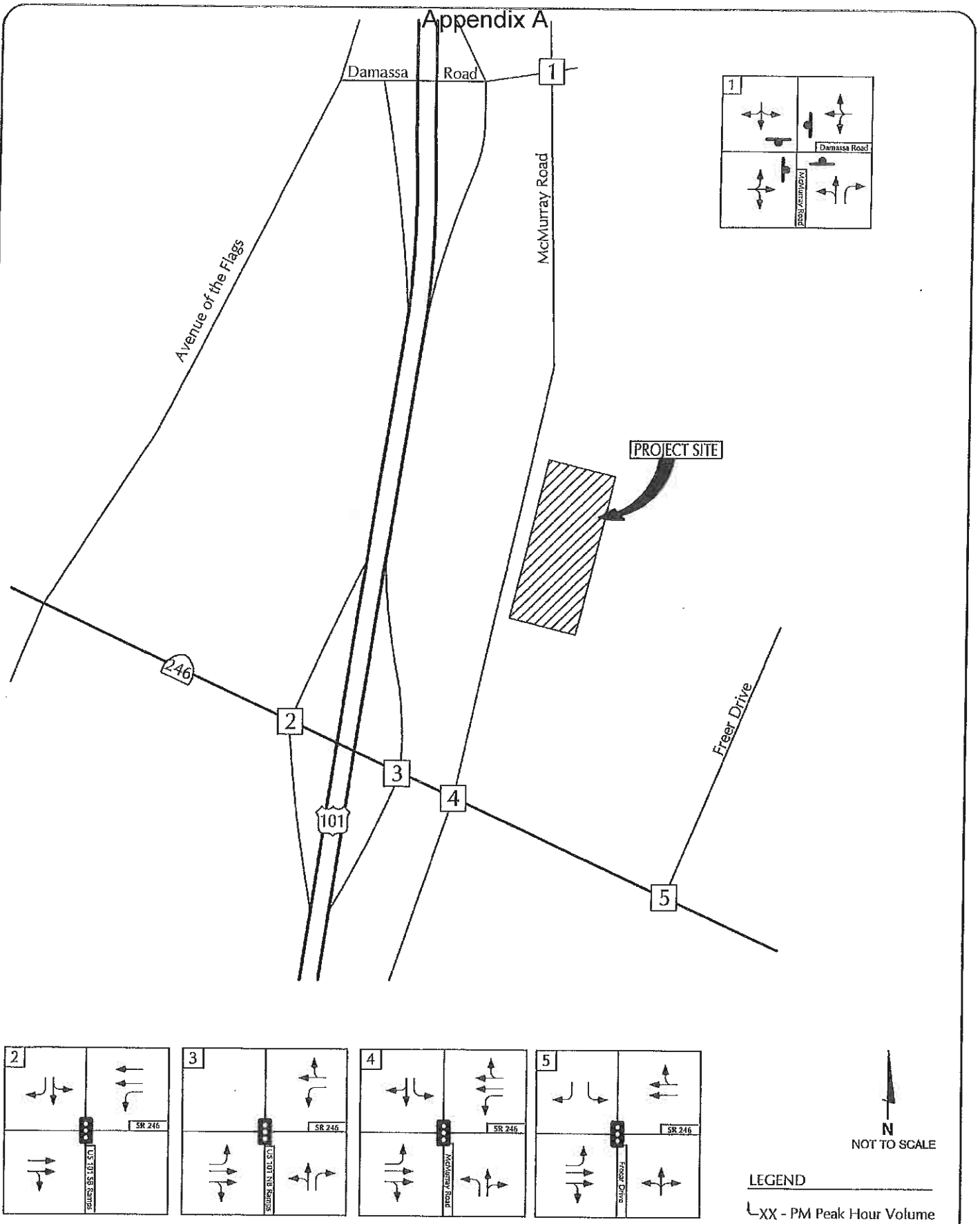
Existing peak hour volumes were obtained for the study-area intersections from traffic count data collected by ATE in October of 2018 for this study. Existing PM peak hour volumes are illustrated on Figure 4. Existing levels of service were calculated for the study-area intersections using the Highway 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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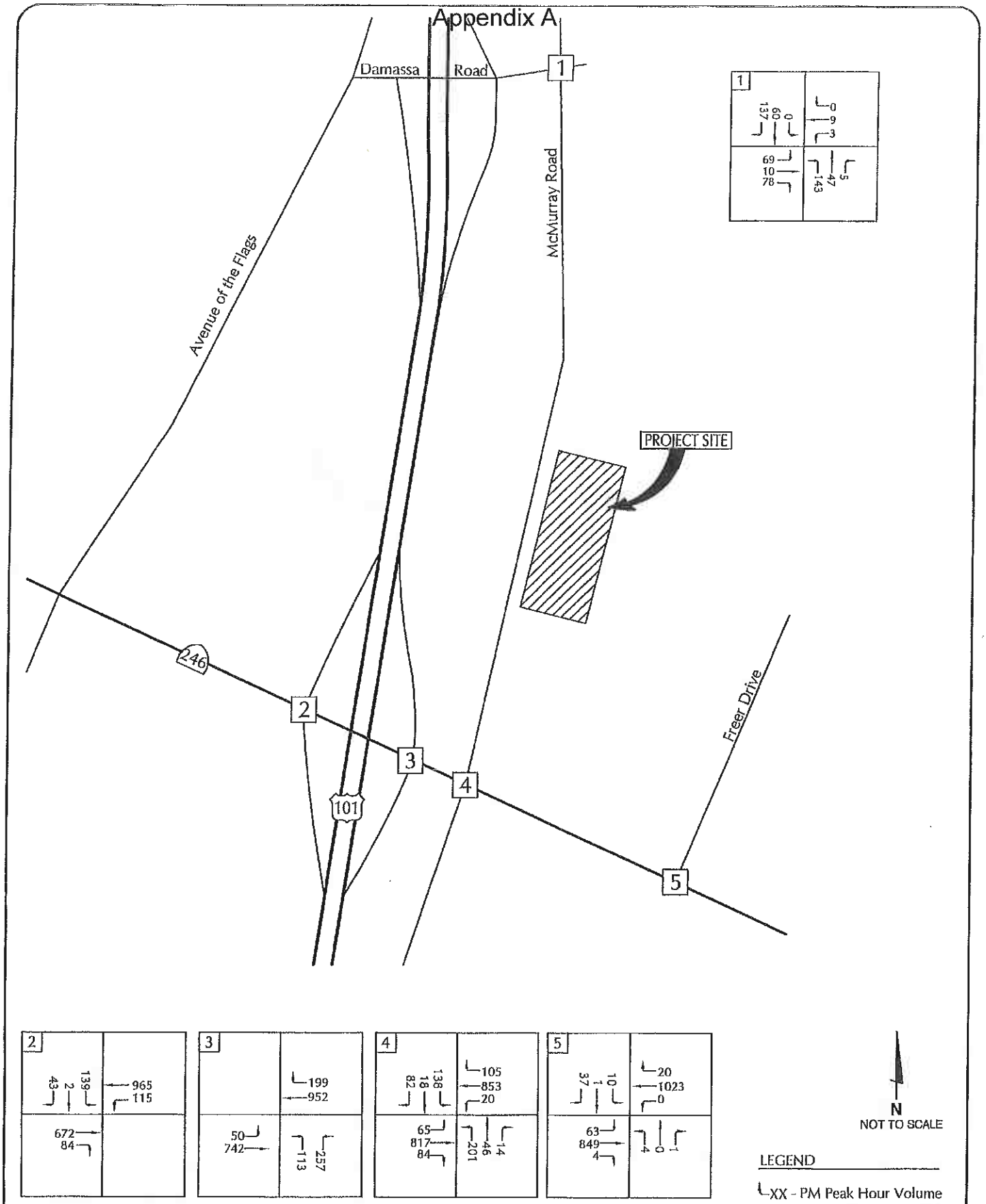
EXISTING STREET NETWORK

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 West	5% 10%
US 101	North South	30% 35%
Avenue of Flags	Local	10%
McMurray Road	Local	10%
Total		**100%**

Intersection Operations

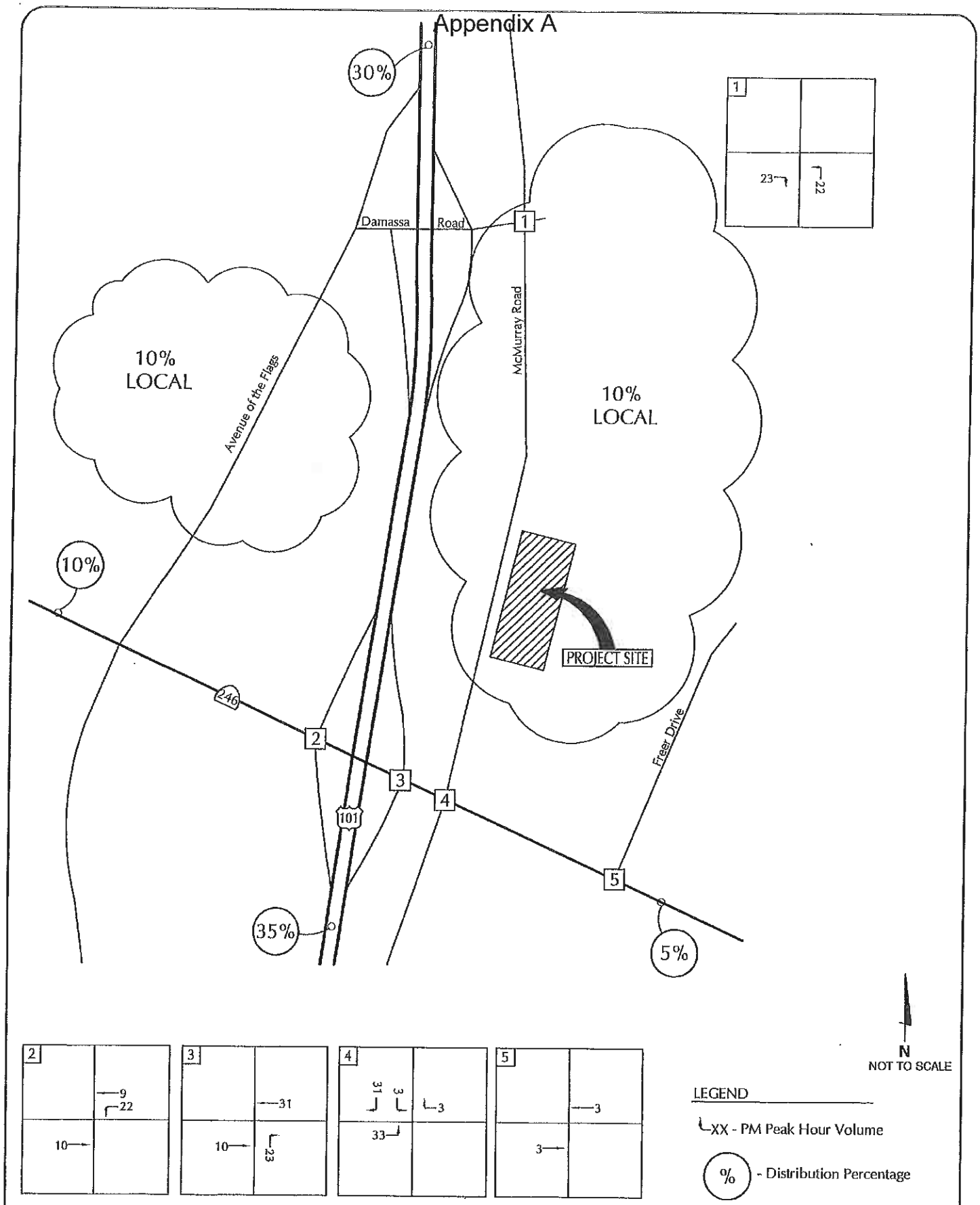
Levels of service were calculated for the study-area intersections based on the Existing + Project volumes shown on Figure 6. Table 4 lists the Existing + Project levels of service for the study-area intersections.

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.



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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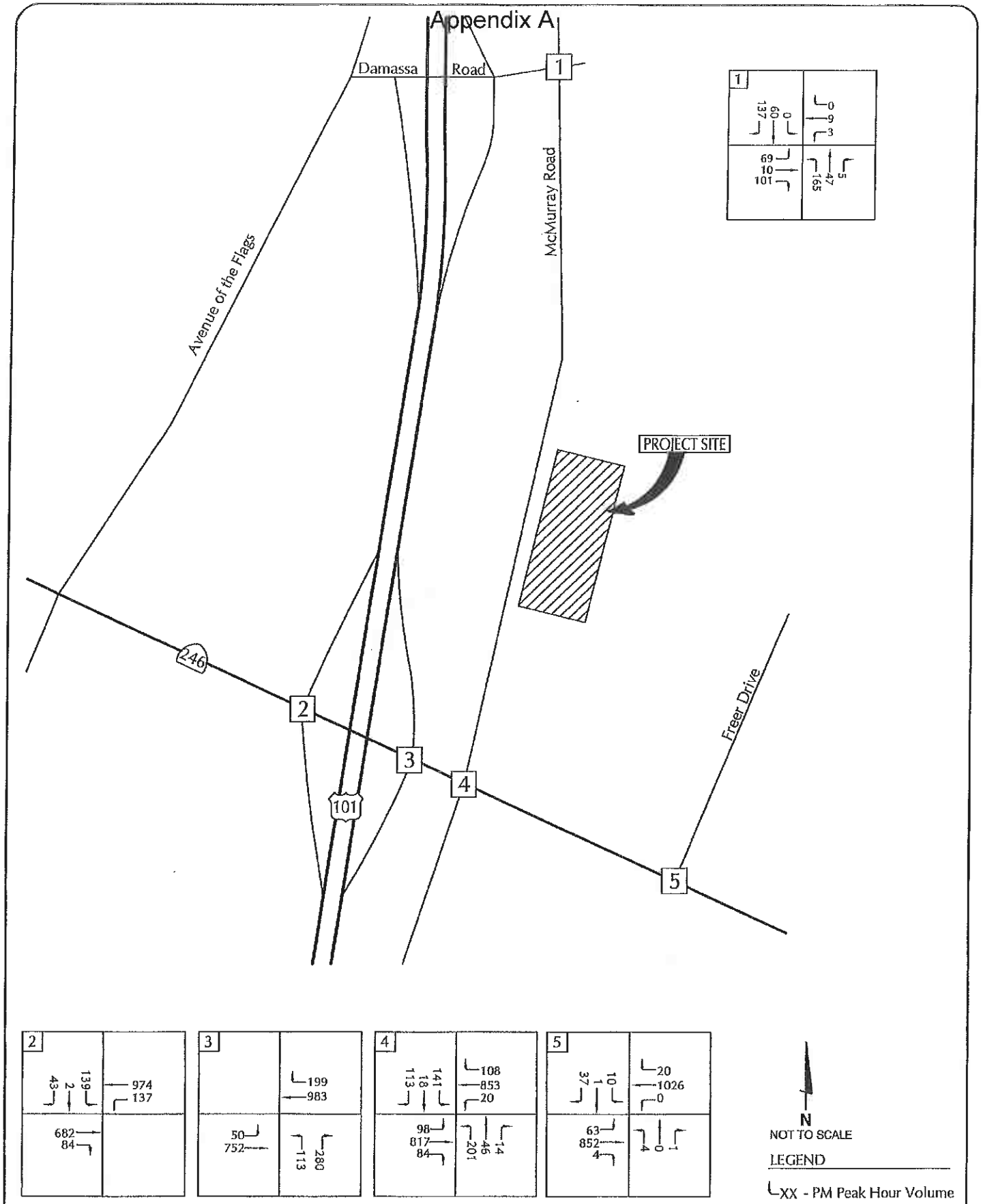

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EXISTING + PROJECT TRAFFIC VOLUMES

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.

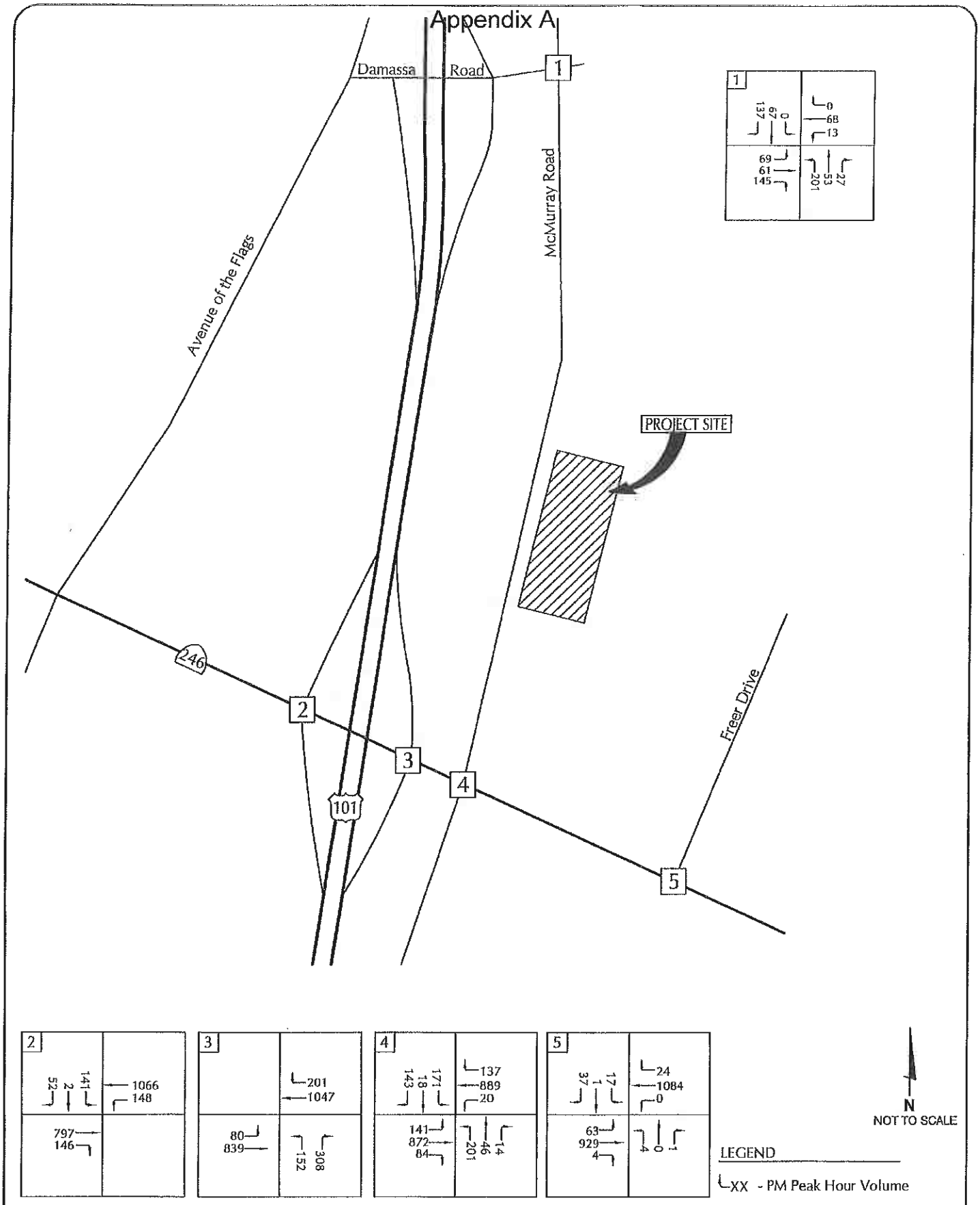
Intersection Operations

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.



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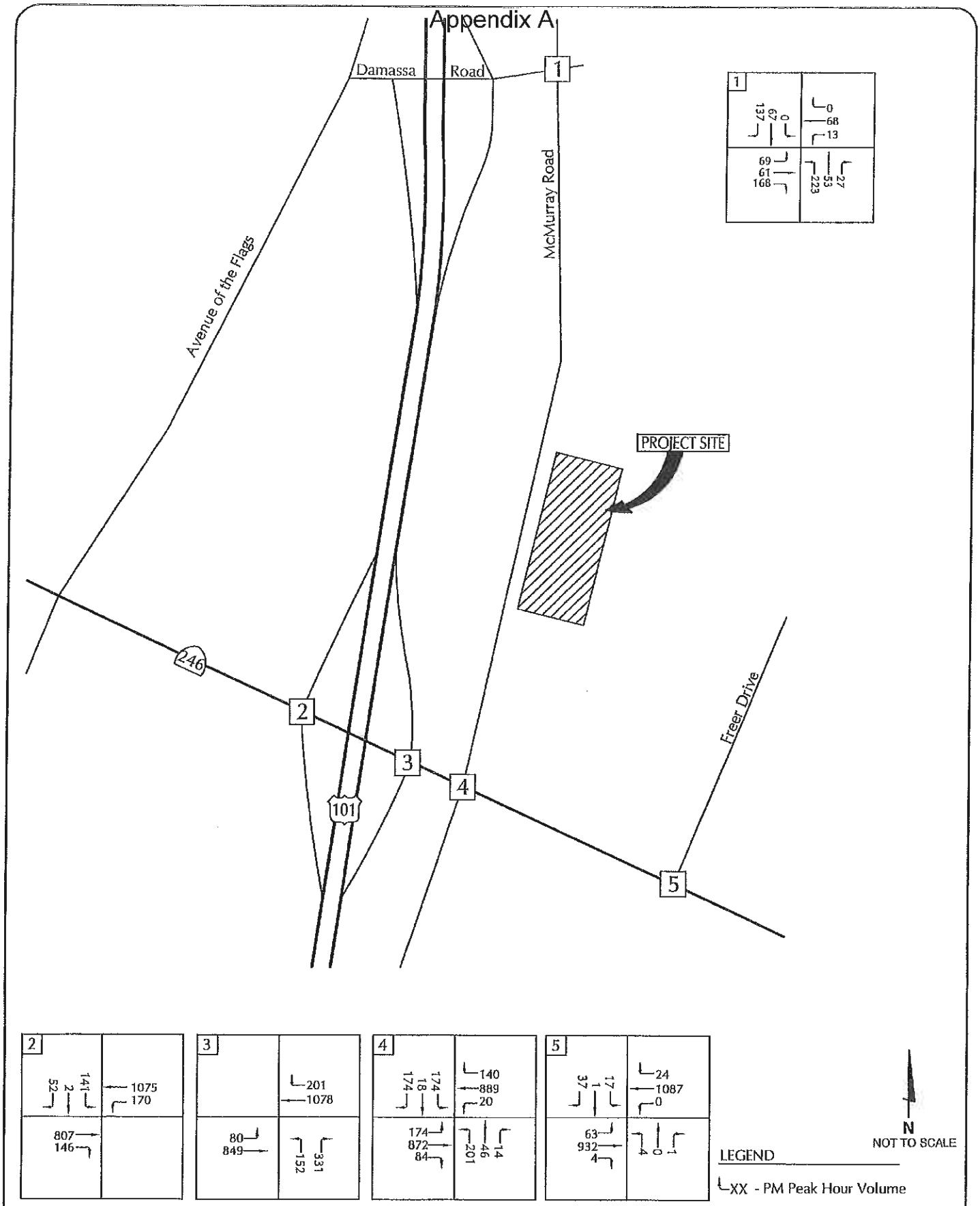
CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

EKM - ATE#18093



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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.

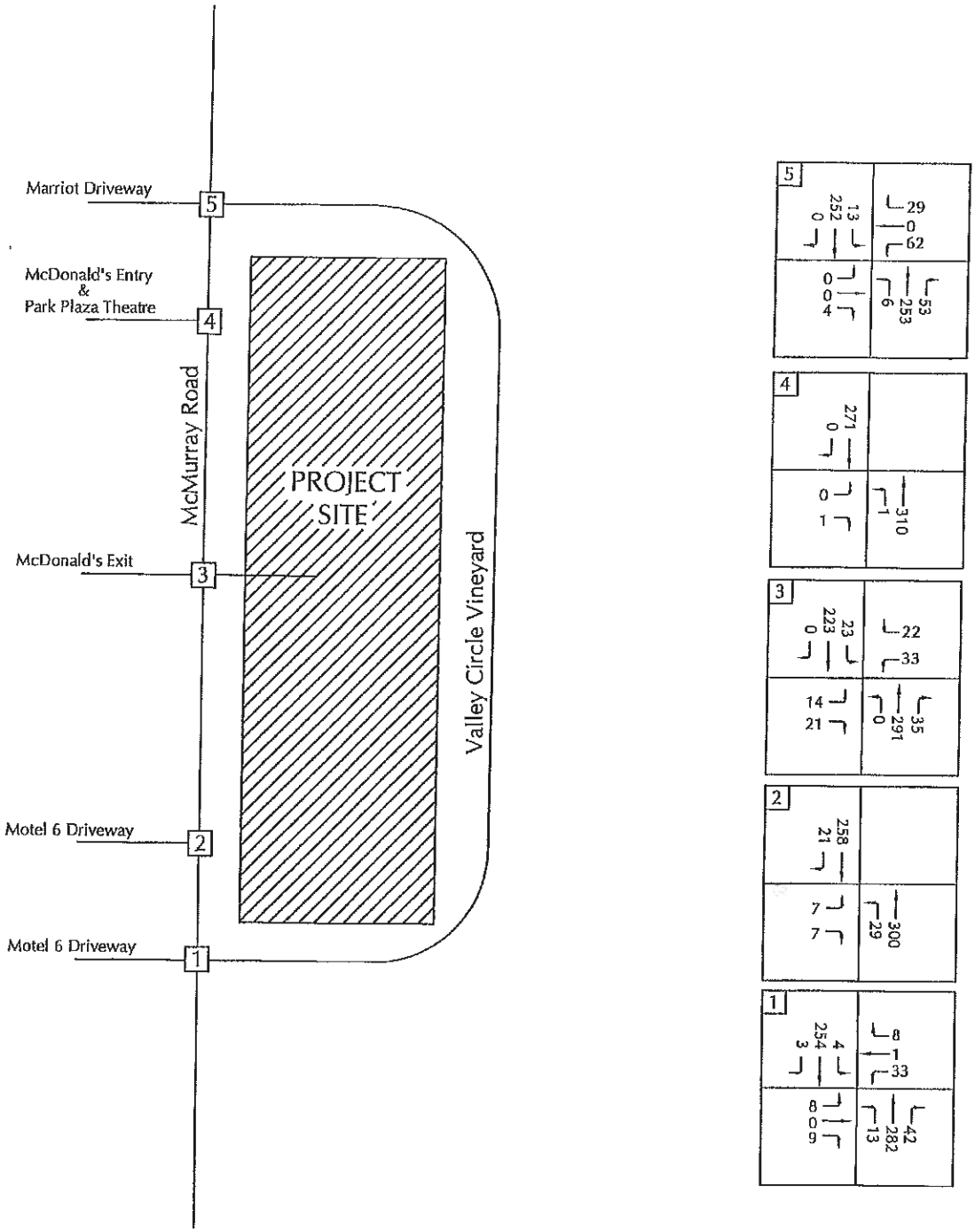
Table 6
Site Access Delays & Levels of Service – PM Peak Hour

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



LEGEND

└XX - PM Peak Hour Volume

N

NOT TO SCALE

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

Richard L. Pool, PE, Principal Engineer
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

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LEVEL OF SERVICE DEFINITIONS

TRAFFIC COUNT DATA

PROJECT TRIP GENERATION CALCULATIONS

CUMULATIVE PROJECT LIST

CUMULATIVE TRIP GENERATION WORKSHEET

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

DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

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

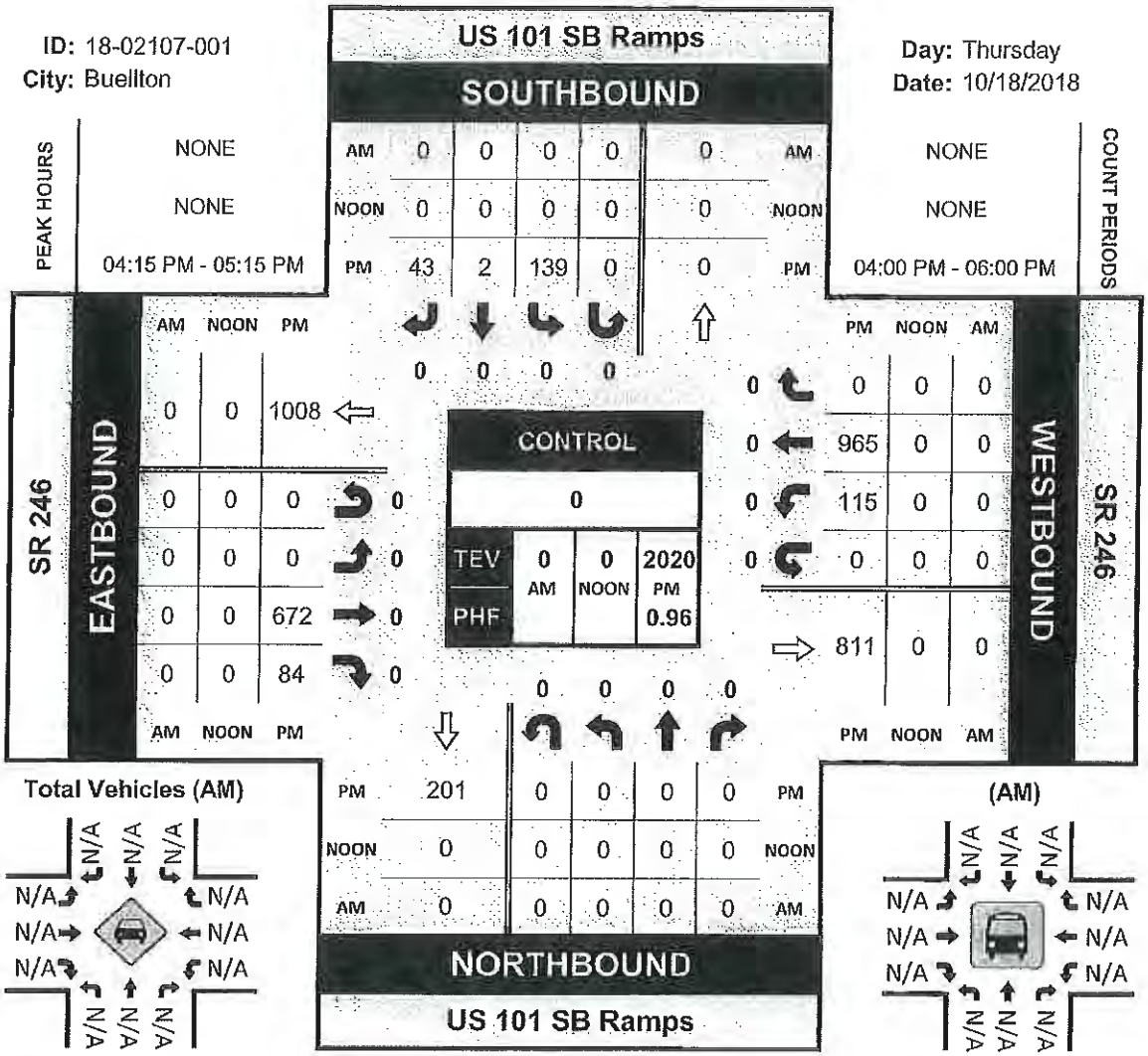
Prepared by National Data & Surveying Services

US 101 SB Ramps & SR 246

Peak Hour Turning Movement Count

ID: 18-02107-001
City: Buellton

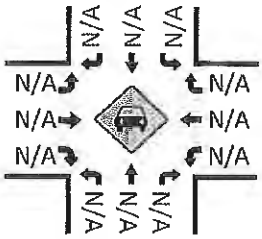
Day: Thursday
Date: 10/18/2018



Total Vehicles (AM)

(AM)

Total Vehicles (Noon)



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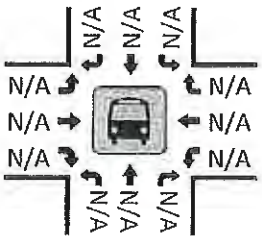
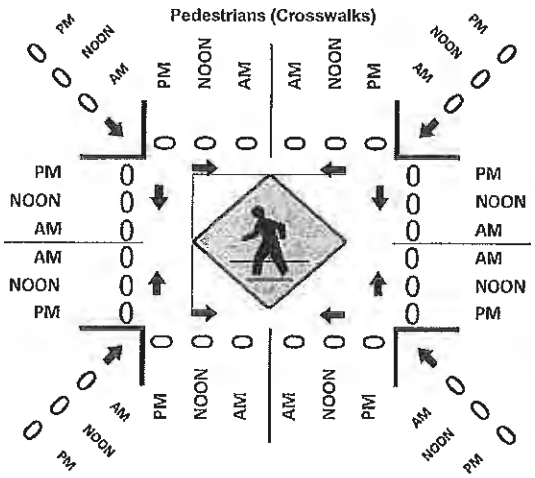


Pedestrians (Crosswalks)



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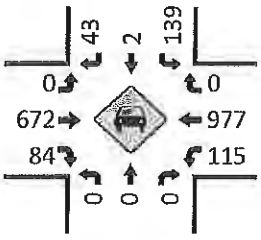

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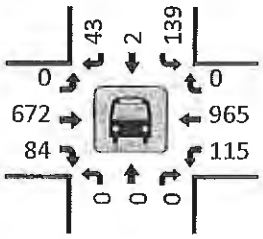


Appendix A

Prepared by National Data & Surveying Services

US 101 NB Ramps & SR 246

Peak Hour Turning Movement Count

ID: 18-02107-002
City: Buellton

Day: Thursday
Date: 10/18/2018

US 101 NB Ramps

SOUTHBOUND

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	249	PM

SR 246 — EASTBOUND

AM	NOON	PM	
0	0	1065	⇦
0	0	0	0
0	0	50	0
0	0	742	0
0	0	0	0
AM	NOON	PM	

WESTBOUND — SR 246

PM	NOON	AM	
199	0	0	0
952	0	0	0
0	0	0	0
0	0	0	0
999	0	0	⇨
PM	NOON	AM	

CONTROL: 0

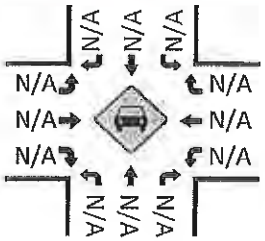
	AM	NOON	PM
TEV	0	0	2313
PHF			0.98

PM	0	0	113	0	257	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

NORTHBOUND

US 101 NB Ramps

Total Vehicles (AM)



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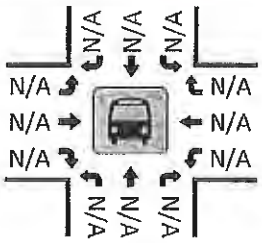

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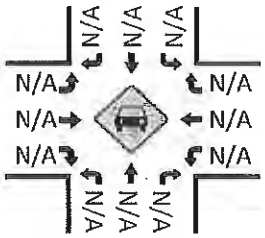

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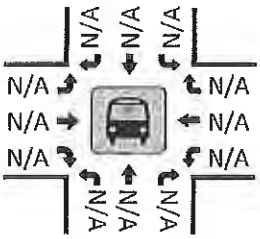
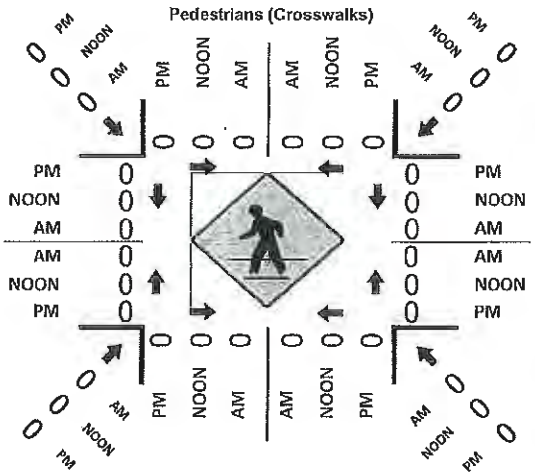


Pedestrians (Crosswalks)



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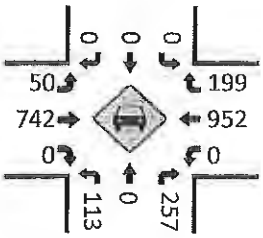

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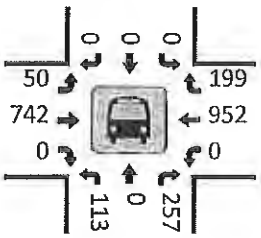


Appendix A

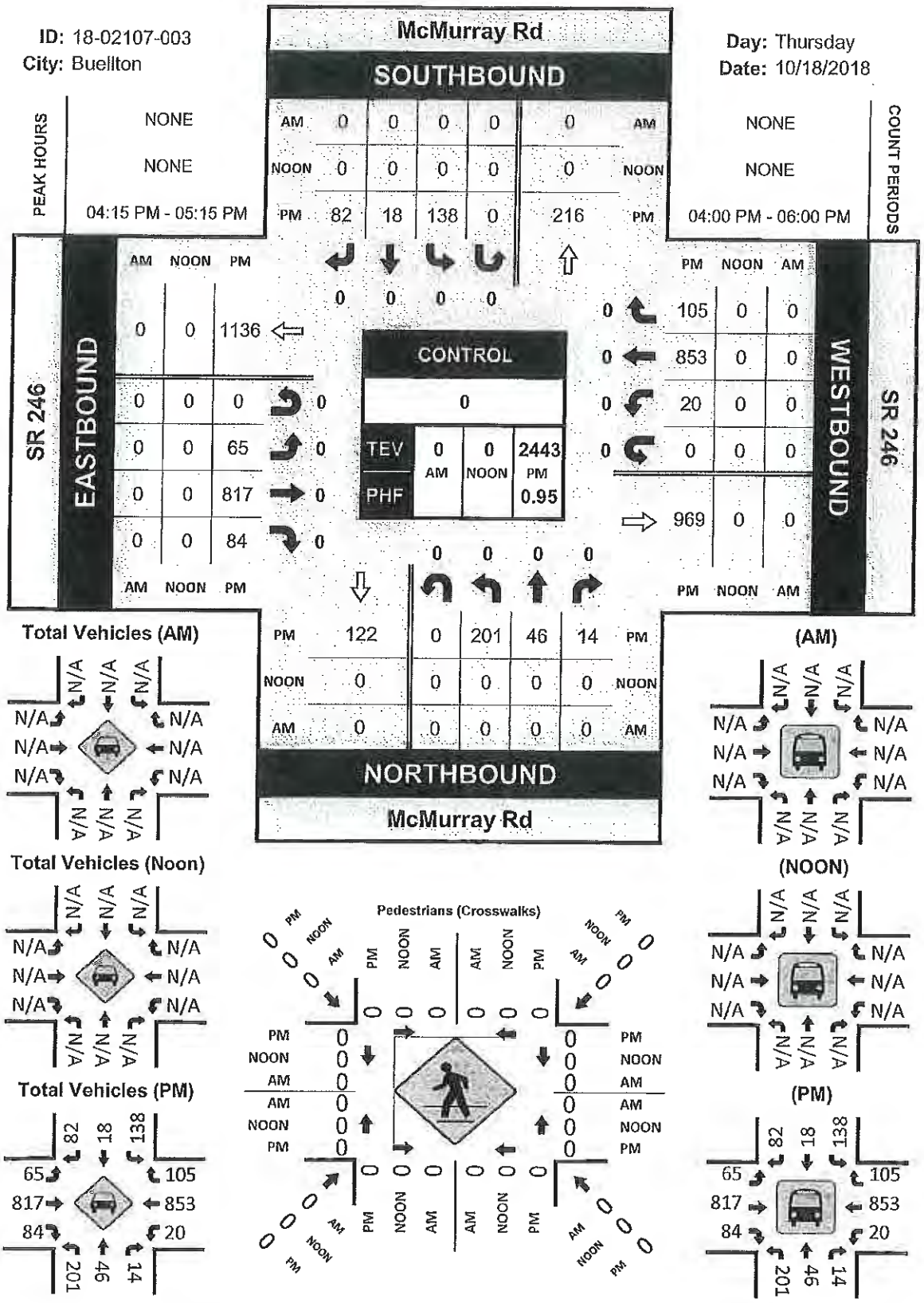
Prepared by National Data & Surveying Services

McMurray Rd & SR 246

Peak Hour Turning Movement Count

ID: 18-02107-003
City: Buellton

Day: Thursday
Date: 10/18/2018



Appendix A

Prepared by National Data & Surveying Services

McMurray Rd & Damassa Rd

Peak Hour Turning Movement Count

ID: 18-02107-004
City: Buellton

Day: Thursday
Date: 10/18/2018

PEAK HOURS

AM	NONE
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS

AM	NONE
NOON	NONE
PM	04:00 PM - 06:00 PM

McMurray Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	137	60	0	0	116	PM

Damassa Rd — EASTBOUND

AM	NOON	PM	
0	0	289	⇦
0	0	0	↶ 0
0	0	69	↑ 0
0	0	10	→ 0
0	0	78	↷ 0

Damassa Rd — WESTBOUND

	PM	NOON	AM
0 ↰	0	0	0
0 ←	9	0	0
0 ↱	3	0	0
0 ↳	0	0	0
⇨	15	0	0

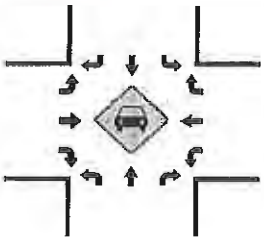
CONTROL

	0		
TEV	0 AM	0 NOON	561 PM
PHF			0.81

McMurray Rd — NORTHBOUND

PM	141	0	143	47	5	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

Total Vehicles (AM)



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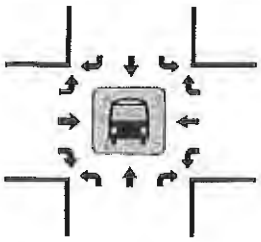

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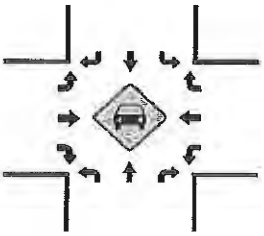

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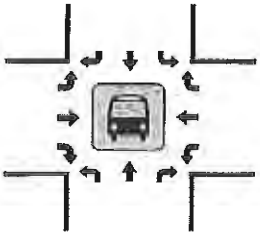

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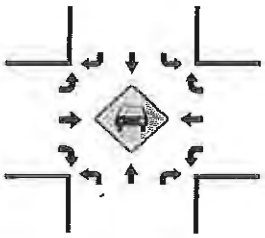

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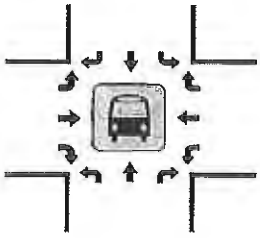

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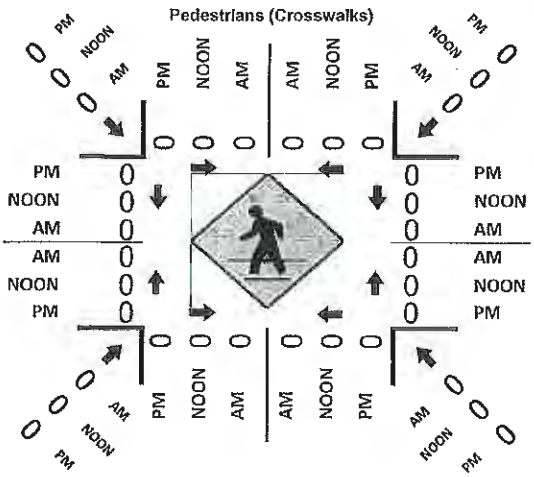


Appendix A

Prepared by National Data & Surveying Services

Freear Dr & SR 246

Peak Hour Turning Movement Count

ID: 18-02107-005
City: Buellton

Day: Thursday
Date: 10/18/2018

PEAK HOURS

NONE	
NONE	
04:15 PM - 05:15 PM	

COUNT PERIODS

NONE	
NONE	
04:00 PM - 06:00 PM	

Freear Dr — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	37	1	10	0	83	PM

SR 246 — EASTBOUND

AM	NOON	PM	
0	0	1064	
0	0	0	0
0	0	63	0
0	0	849	0
0	0	4	0

SR 246 — WESTBOUND

	PM	NOON	AM
0	20	0	0
0	1023	0	0
0	0	0	0
0	0	0	0
	860	0	0

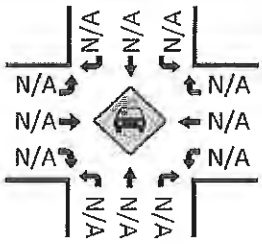
CONTROL

	0		
TEV	0 AM	0 NOON	2012 PM
PHF			0.96

Freear Dr — NORTHBOUND

PM	5	0	4	0	1	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

Total Vehicles (AM)



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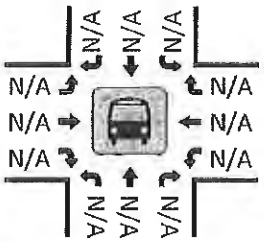

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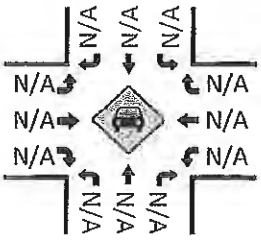

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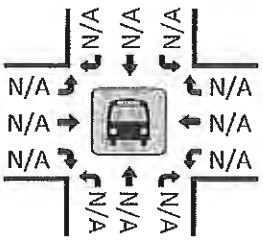
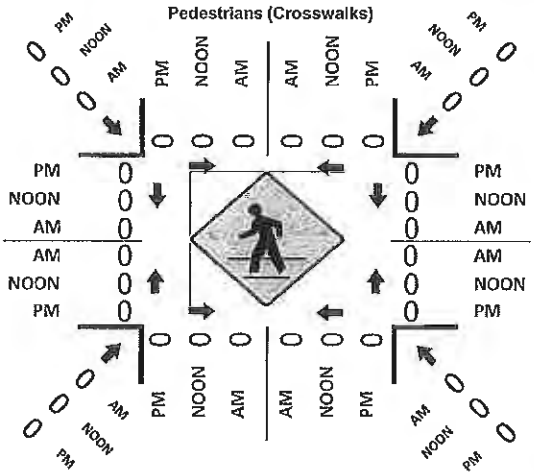


Pedestrians (Crosswalks)



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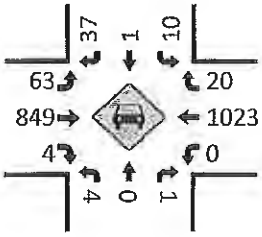

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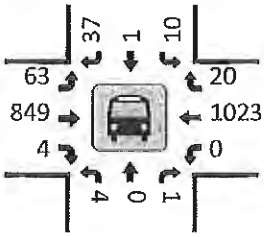


Appendix A

Prepared by National Data & Surveying Services

McMurray Rd & Dwy 5

Peak Hour Turning Movement Count

ID: 18-02107-006
City: Buellton

Day: Thursday
Date: 10/18/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

McMurray Rd — SOUTHBOUND

AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	162	10	0	203

Dwy 5 — EASTBOUND

AM	NOON	PM
0	0	5
0	0	0
0	0	0
0	0	0
0	0	4

Dwy 5 — WESTBOUND

PM	NOON	AM
26	0	0
0	0	0
49	0	0
0	0	0
36	0	0

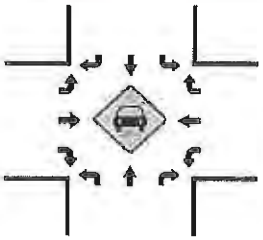
CONTROL

	0		
TEV	0 AM	0 NOON	460 PM
PHF			0.91

McMurray Rd — NORTHBOUND

PM	216	1	5	177	26
NOON	0	0	0	0	0
AM	0	0	0	0	0

Total Vehicles (AM)



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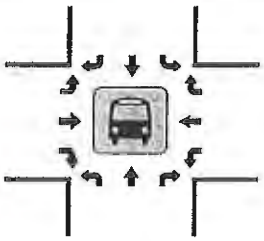

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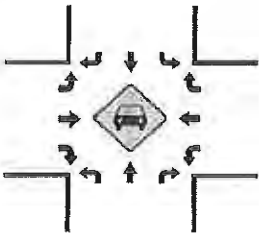

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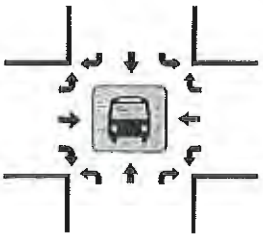
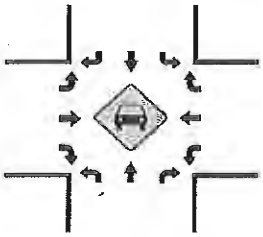
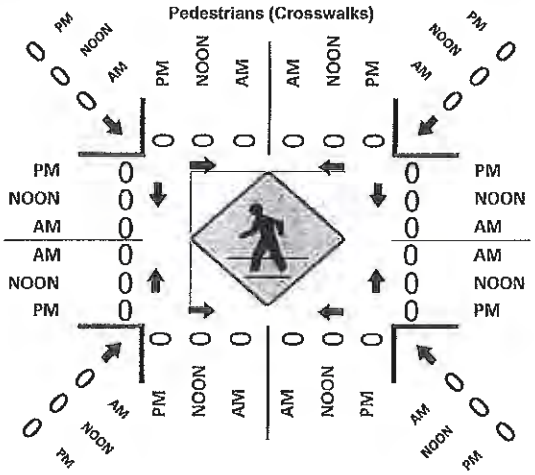


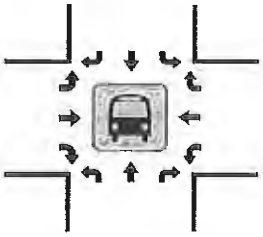
Total Vehicles (PM)



Pedestrians (Crosswalks)



(PM)



Appendix A

Prepared by National Data & Surveying Services

McMurray Rd & Dwy 4

Peak Hour Turning Movement Count

ID: 18-02107-007
City: Buellton

Day: Thursday
Date: 10/18/2018

PEAK HOURS

AM	NONE
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS

AM	NONE
NOON	NONE
PM	04:00 PM - 06:00 PM

McMurray Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	168	0	0	207	PM

Dwy 4 — EASTBOUND

AM	NOON	PM
0	0	1
0	0	0
0	0	0
0	0	0
0	0	1
AM	NOON	PM

Dwy 4 — WESTBOUND

PM	NOON	AM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
PM	NOON	AM

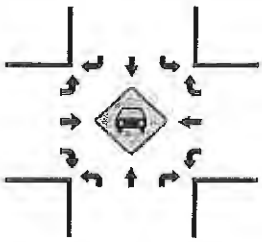
CONTROL

	0		
TEV	0 AM	0 NOON	377 PM
PHF			0.89

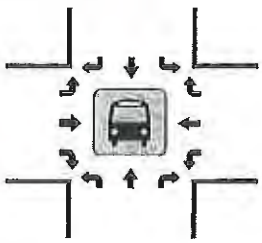
McMurray Rd — NORTHBOUND

PM	169	0	1	207	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

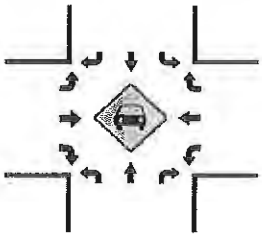
Total Vehicles (AM)



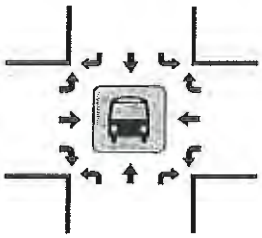
(AM)



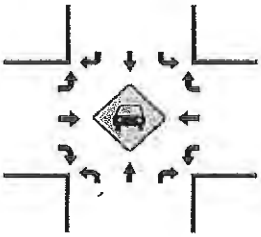
Total Vehicles (Noon)



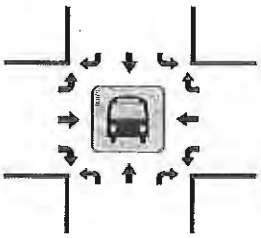
(NOON)



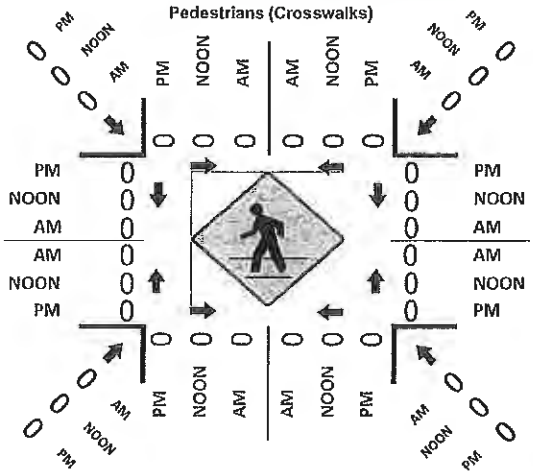
Total Vehicles (PM)



(PM)



Pedestrians (Crosswalks)



Appendix A

Prepared by National Data & Surveying Services

McMurray Rd & Dwy 3

Peak Hour Turning Movement Count

ID: 18-02107-008
City: Buellton

Day: Thursday
Date: 10/18/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

McMurray Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	143	0	0	224	PM

Dwy 3 — EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	14	0
0	0	0	0
0	0	21	0

Dwy 3 — WESTBOUND

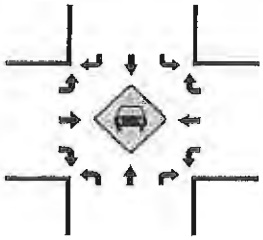
PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

McMurray Rd — NORTHBOUND

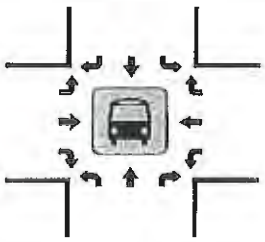
PM	164	0	0	210	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL			
	0		
TEV	0 AM	0 NOON	388 PM
PHF			0.90

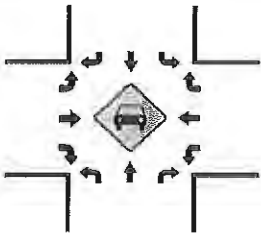
Total Vehicles (AM)



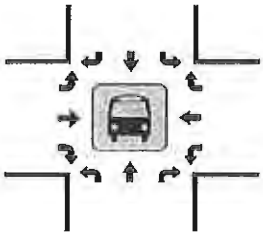
(AM)



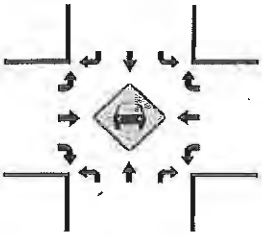
Total Vehicles (Noon)



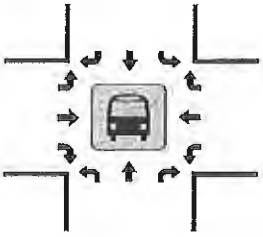
(NOON)



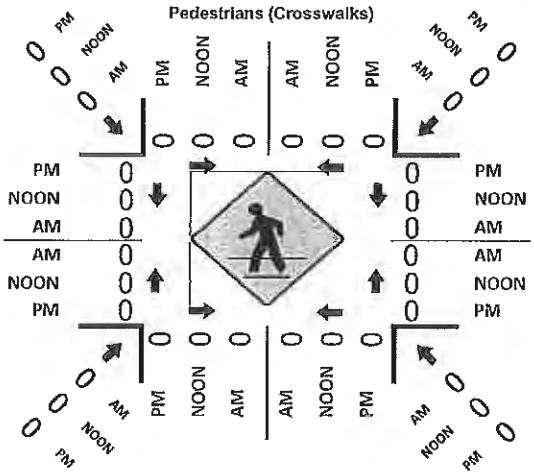
Total Vehicles (PM)



(PM)



Pedestrians (Crosswalks)



Appendix A

Prepared by National Data & Surveying Services

McMurray Rd & Dwy 2

Peak Hour Turning Movement Count

ID: 18-02107-009
City: Buellton

Day: Thursday
Date: 10/18/2018

PEAK HOURS

AM	NONE
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	NONE
NOON	NONE
PM	04:00 PM - 06:00 PM

McMurray Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	21	145	0	0	191	PM

EASTBOUND — Dwy 2

AM	NOON	PM	
0	0	50	
0	0	0	0
0	0	7	0
0	0	0	0
0	0	7	0
AM	NOON	PM	

WESTBOUND — Dwy 2

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

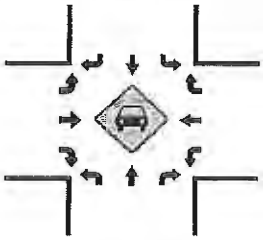
CONTROL

	0		
TEV	0 AM	0 NOON	393 PM
PHF			0.89

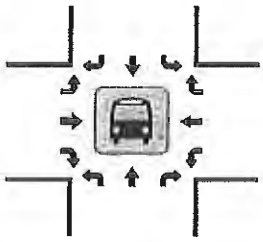
McMurray Rd — NORTHBOUND

PM	152	0	29	184	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

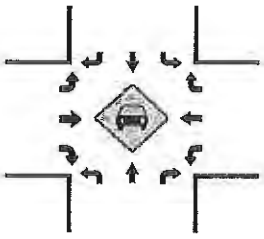
Total Vehicles (AM)



(AM)



Total Vehicles (Noon)



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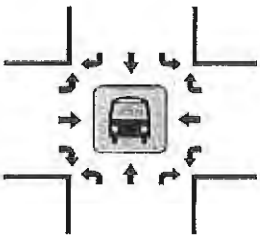
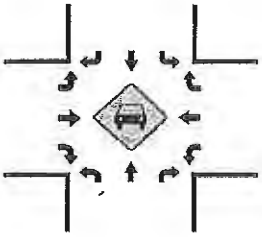
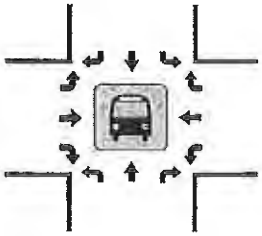


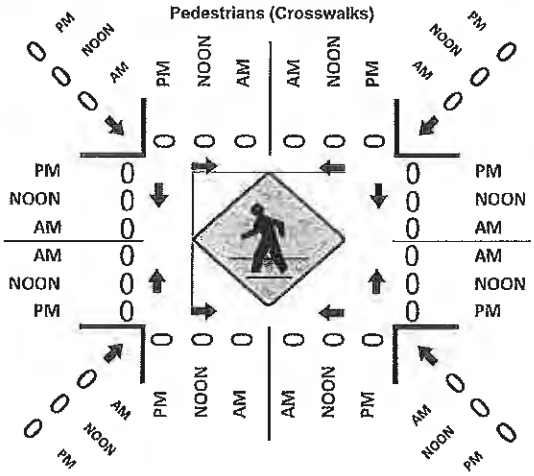
Total Vehicles (PM)



(PM)



Pedestrians (Crosswalks)



Appendix A

Prepared by National Data & Surveying Services

McMurray Rd & Dwy 1

Peak Hour Turning Movement Count

ID: 18-02107-010
City: Buellton

Day: Thursday
Date: 10/18/2018

PEAK HOURS	
	NONE
	NONE
	04:00 PM - 05:00 PM

COUNT PERIODS	
	NONE
	NONE
	04:00 PM - 06:00 PM

McMurray Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	3	141	4	0	182	PM

EASTBOUND — Dwy 1

AM	NOON	PM	
0	0	17	⇦
0	0	0	0
0	0	8	0
0	0	0	0
0	0	9	0
AM	NOON	PM	

WESTBOUND — Dwy 1

	PM	NOON	AM
0	8	0	0
0	1	0	0
0	15	0	0
0	0	0	0
⇨	15	0	0
	PM	NOON	AM

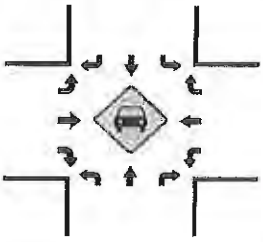
CONTROL

	0		
TEV	0 AM	0 NOON	379 PM
PHF			0.89

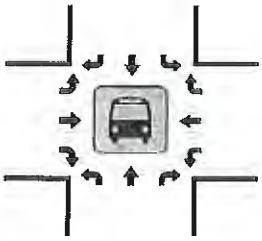
NORTHBOUND — McMurray Rd

PM	165	0	13	166	11	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

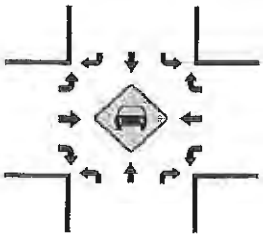
Total Vehicles (AM)



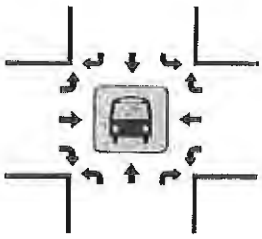
(AM)



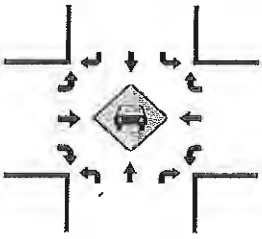
Total Vehicles (Noon)



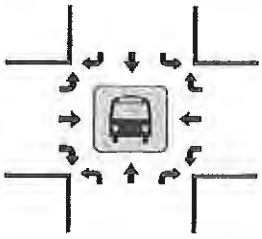
(NOON)



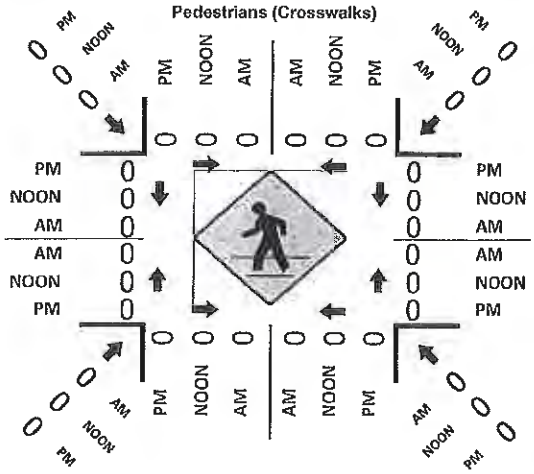
Total Vehicles (PM)



(PM)



Pedestrians (Crosswalks)



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		

Appendix A

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

Appendix A

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

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

Appendix A

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

Appendix A

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

Appendix A

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

Appendix A

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

Appendix A

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

Appendix A

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

Appendix A

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

Appendix A

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

Appendix A

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

Appendix A

HCS7 Two-Way Stop-Control 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 1 - CU+PR

Site Information

Intersection	VALLEY CIRCLE/MCMURRAY
Jurisdiction	CITY OF BUELLTON
East/West Street	VALLEY CIRCLE - DWY 1
North/South Street	MCMURRAY ROAD
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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									

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Appendix A

HCS 2010 Two-Way Stop Control Summary Report

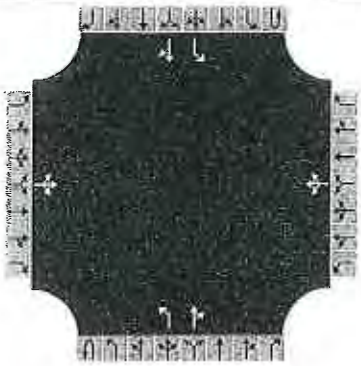
General Information

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 3 - CU+PR

Site Information

Intersection	DWY 3/MCMURRAY
Jurisdiction	CITY OF BUELLTON
East/West Street	DWY 3
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)		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											

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Appendix A

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											

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PLANNING COMMISSION RESOLUTION NO. 19-02

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, REPEALING AND REPLACING PLANNING COMMISSION RESOLUTION NO. 18-08, AND 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. All public testimony, both written and oral, received in conjunction with that certain public hearing conducted by the Planning Commission on February 7, 2019 ("PC Public Hearing")

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

5. 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 reports dated December 20, 2018 and February 7, 2019.
   c. The Village Specific Plan.
   d. The Final EIR and Addendum for the project.

B. <u>Public Review</u>. 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 January 24, 2019 (the "PC Public Notice"), a minimum of 10 days in advance of the PC Public Hearing conducted on February 7, 2019.

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 January 24, 2019, a minimum of 10 days in advance of the PC Public Hearing.

3. The PC Public Notice was posted in two public locations on January 24, 2019, a minimum of 10 days in advance of the PC Public Hearing.

C. <u>Environmental Review</u>. 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. <u>Tentative Parcel Map</u>.

a. <u>Findings:</u>

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 7th day of February 2019.

_____
Dan Heedy
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. 19-02 was duly approved by the Planning Commission of the City of Buellton at a meeting held on the 7th day of February 2019, by the following vote, to wit.

AYES: ( )
NOES: ( )

ABSENT: ( )

NOT VOTING: ( )

IN WITNESS WHEREOF, I have hereunto set my hand this 7th day of February, 2019.

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 dated November 9, 2018, and color boards for the project with a design style of Contemporary Ranch. Prior to Zoning Clearance, the South East elevation for the Cambria Hotel shall show the change in material consistent with that shown on the 3-D rendering provided.

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 of approval, as modified by the Planning Commission.

    a. **Special Events for Non-Hotel Guests.** In the event there are special events to be hosted for guests that are not registered guests of the hotel, the hours for conducting said events shall be from 11 a.m. through 7 p.m., with a maximum of 150 non-hotel guests in attendance Sunday through Wednesday and a maximum of 100 non-hotel guests Thursday through Saturday. In the event that there are two separate events occurring at one time, the number of total guests combined for both events shall not exceed the maximum number of allowed guests.

    b. **Events Held By Hotel For Hotel Guests Only.** For events held by the hotel which are advertised and open to hotel guests only, there shall be no restrictions as to number of event attendees, unless otherwise restricted based upon building and/or fire maximum occupancy requirements. In any event, all outdoor events shall end no later than 10 p.m.

    c. **Special Community-Wide Events Hosted By Hotel.** All special events held by the hotel which is advertised to both hotel guests and the community-at-large will require a separate Temporary Use Permit. In no event shall these events end later than 10 p.m.

    d. **Exceptions to these Standards.** All other events that are not consistent with these standards shall be subject to the requirements and approval of a separate Temporary Use Permit.

e. **Outdoor Music.** Outdoor music is permitted in the outdoor event space area, subject to the following conditions:

i. Live outdoor music that does not include drums or bass is permitted.

ii. Amplified music that does not exceed maximum decibel levels per the City's Noise Ordinance is permitted.

iii. No outdoor music of any kind shall be permitted after 9PM.

f. **Noise Ordinance Compliance.** All outdoor events shall strictly adhere to the requirements of the City's Noise Ordinance.

g. **Planning Commission Review.** If at any time issues arise as related to compliance with or the effectiveness of any provisions included in Condition of Approval No. 87, the City reserves the right to bring the condition back to the Planning Commission for review, and possible modification.

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

SCALE: 1" = 250'

0 250 500

eda

FIGURE 5: LAND USE
THE VILLAGE SPECIFIC PLAN
BUELLTON, CA
JANUARY 2013

K:\222260003-Con Docs\Exhibits\Specific Plan Exhibits\SP exhibits.dwg 12/17/12 01:27 PM amys

Attachment 2

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

Attachment 3

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. <u>Public Review</u>. 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. <u>Environmental Review</u>. 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. <u>Tentative Parcel Map</u>.

a. <u>Findings:</u>

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 4

CITY OF BUELLTON

Planning Commission Agenda Staff Report

Planning Director Review:_____
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.

<u>Planning Commission Comments</u>

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

Cambria Hotel & Suites & a Boutique Hotel

Buellton California

Attachment 5

PACIFIC PROPERTY PARTNERS	arris	Cambria Hotel & Suites and a Boutique Hotel in: Buellton, CA	NOVEMBER 4, 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:	VACANT
PROPOSED USE:	HOTEL AND ASSOCIATED FUNCTIONS
OCCUPANCY PROPOSED:	R-1
CONSTRUCTION TYPE PROPOSED:	TYPE V-A
SPRINKLERS PROPOSED:	YES (NFPA-13)
BUILDING HEIGHT ALLOWED:	64 FEET (SPECIFIC PLAN)
BUILDING HEIGHT PROPOSED:	50 FEET TO TOP OF MAIN ROOF 57 FEET TO TOP OF TOWER
NUMBER OF STORIES ALLOWED:	4 STORIES (SPECIFIC PLAN)
NUMBER OF STORIES PROPOSED:	4 STORIES
BUILDING AREA ANTICIPATED:	100,000 S.F. - 200,000 S.F. (SPECIFIC PLAN)
BUILDING AREA PROPOSED:	
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:	7 SPACES
ACCESSIBLE SPACES PROVIDED:	7 SPACES
COMPACT SPACES ALLOWED: 222 SPACES x 30%:	66 SPACES
COMPACT SPACES PROPOSED:	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 225 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 CONSISTANT 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, DEBRANTION 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

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SY VALLEY VINEYARD RESORTS, LLC
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CIVIL ENGINEER
RRM DESIGN GROUP
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FIRMA
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SAN LUIS OBISPO, CA 93401
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EMAIL: DAVID@FIRMACONSULTANTS.COM

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A2.0	ADJACENCY PLAN
A2.1	SCHEMATIC SITE PLAN
A2.2	SITE DETAILS
A2.3	FIRE DRIVEWAY SITE PLAN
A3.0	CAMBRIA HOTEL - FIRST FLOOR PLAN
A3.1	CAMBRIA HOTEL - SECOND FLOOR PLAN
A3.2	CAMBRIA HOTEL - THIRD FLOOR PLAN
A3.3	CAMBRIA HOTEL - FOURTH FLOOR PLAN
A3.4	CAMBRIA HOTEL - SCHEMATIC ELEVATION
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C1	PRELIMINARY UTILITY PLAN
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L-1	LANDSCAPE PLAN

ELECTRICAL SHEETS

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SL2	SITE LIGHTING PHOTOMETRIC PLAN
SL3	ELECTRICAL CUT SHEETS
SL4	ELECTRICAL CUT SHEETS

VICINITY MAP

Attachment 5

PACIFIC PROPERTY PARTNERS

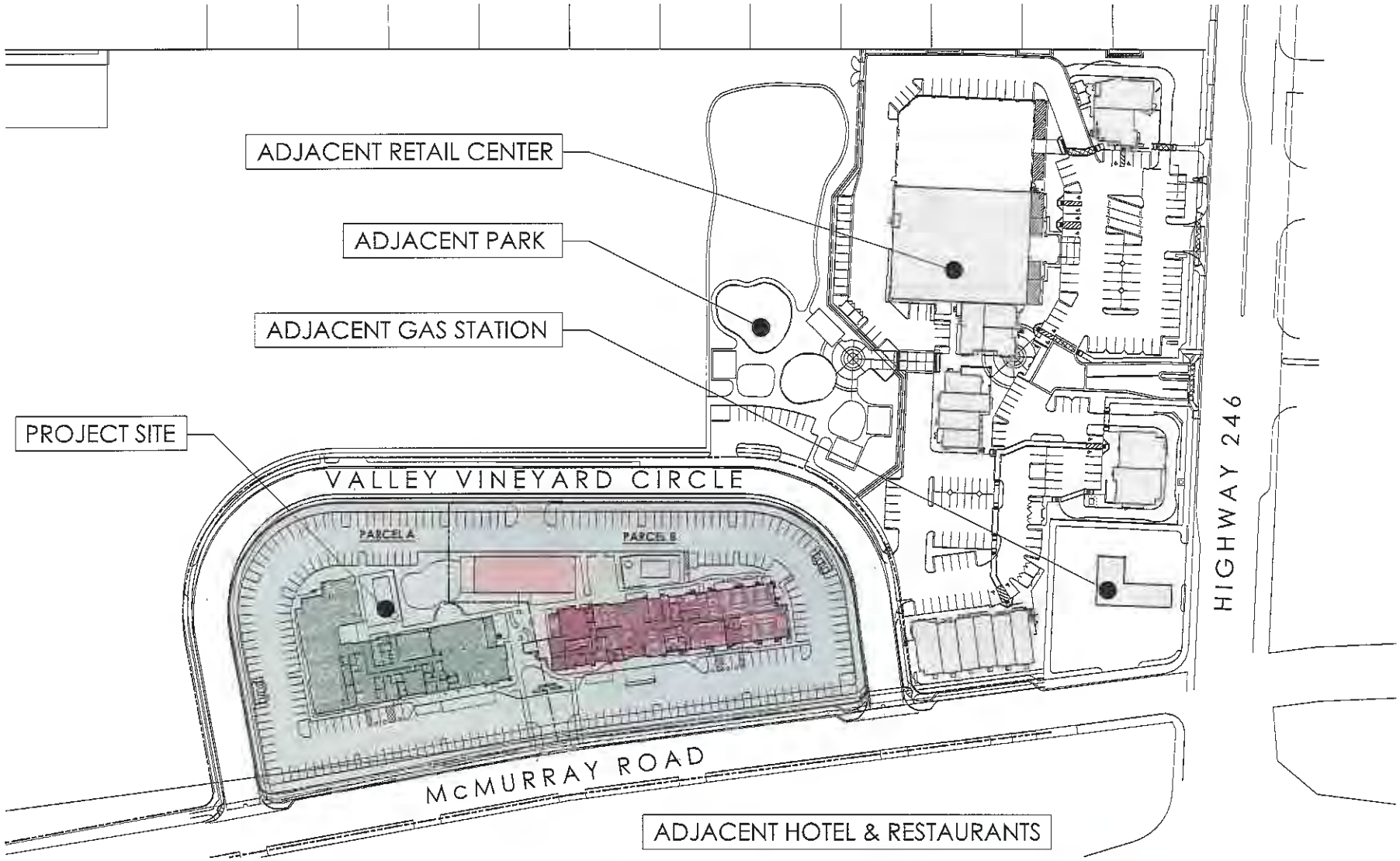
Arris

Cambria Hotel & Suites and a Boutique Hotel in Buellton, CA

NOVEMBER 6, 2019

NO SCALE

A1.1



SCHEMATIC ADJACENCY PLAN

TRUE NORTH PROJECT NORTH

Attachment 5

PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

1" = 100' @ 11x17
1" = 50' @ 24x36

A2.0

SCHEMATIC SITE PLAN

TRUE NORTH PROJECT NORTH

Attachment 5

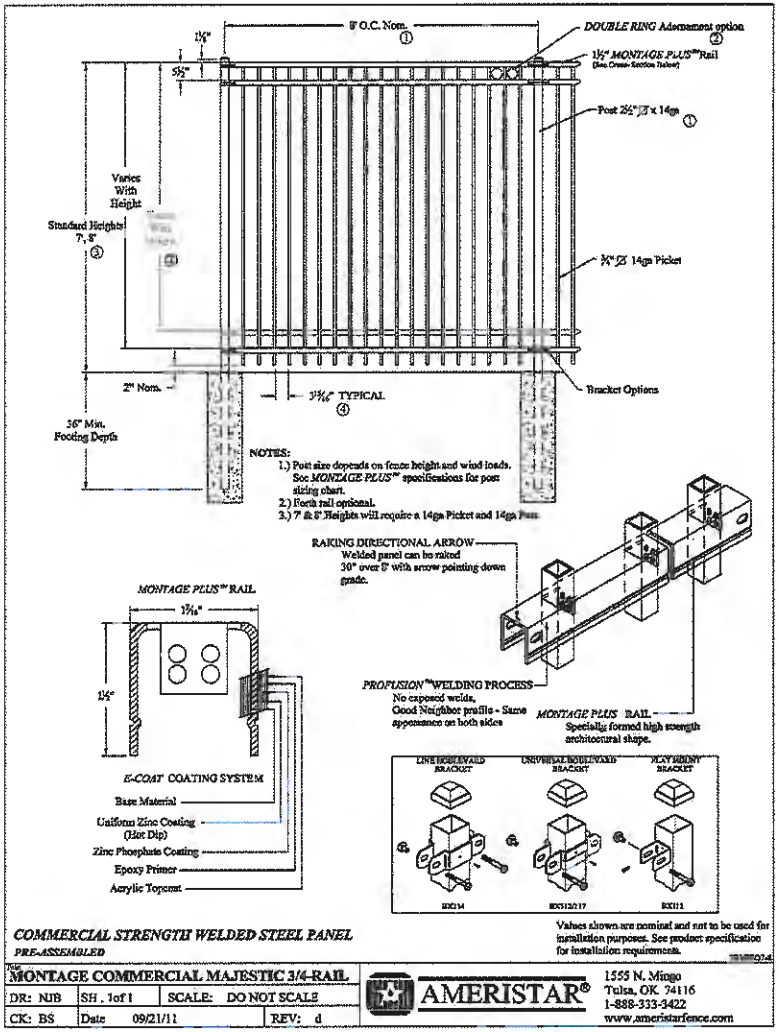
PACIFIC PROPERTY PARTNERS

ARRIS

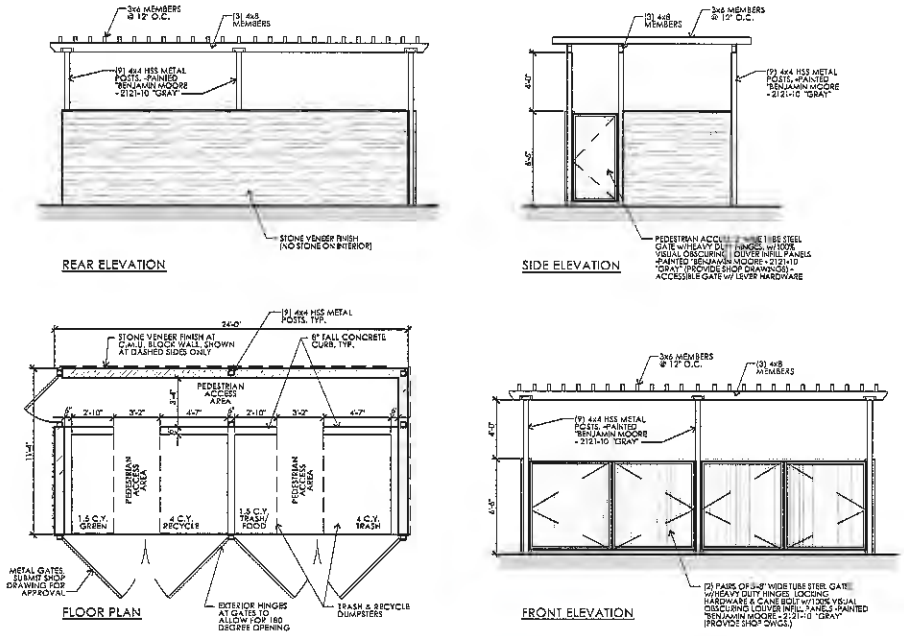
Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

Date NOVEMBER 4, 2016
Scale 1" = 60' @ 11x17
1" = 30' @ 24x36

A2.1



POOL FENCE
SCALE NOT TO SCALE



TRASH ENCLOSURE
SCALE: 1/4" = 1'-0"

SITE DETAILS

Attachment 5

PACIFIC PROPERTY PARTNERS

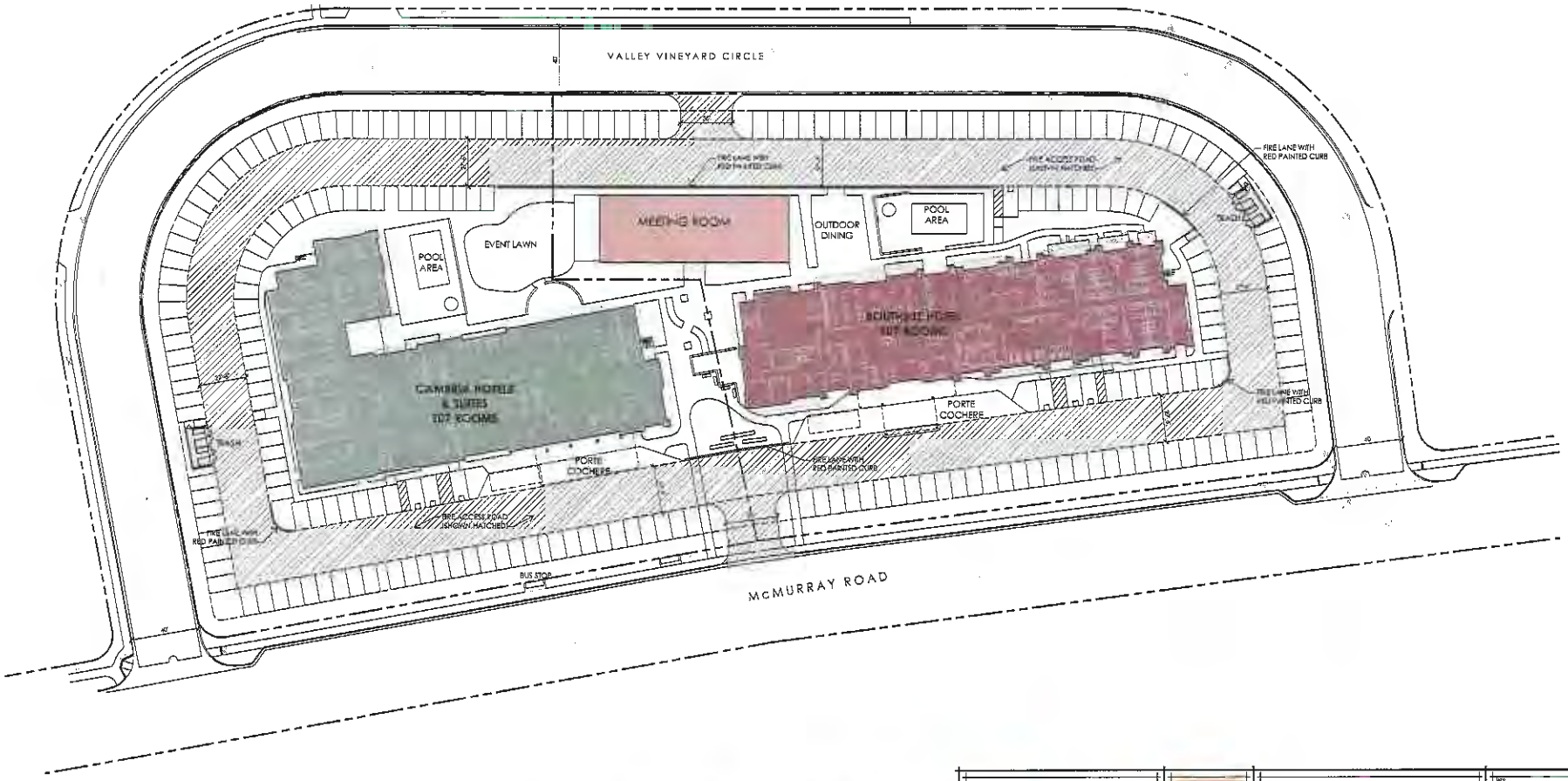
Arris

Cambria Hotel & Suites and a Boutique Hotel in Buellton, CA

NOVEMBER 8, 2016

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.



FIRE DRIVEWAY SITE PLAN

TRUE NORTH PROJECT NORTH

Attachment 5

PACIFIC PROPERTY PARTNERS

ARTIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 60' @ 11x17
1" = 30' @ 24x36

A2.3

SCHEMATIC FIRST FLOOR PLAN - CAMBRIA HOTEL & SUITES

PROJECT NORTH

Attachment 5

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in
Buellton, CA

NOVEMBER 6, 2018
1" = 20' @ 11x17
1" = 10' @ 24x36

A3.0

SCHEMATIC SECOND FLOOR PLAN - CAMBRIA HOTEL & SUITES

Attachment 5

PROJECT NORTH

PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 20' @ 11x17
1" = 10' @ 24x36

A3.1

SCHEMATIC THIRD FLOOR PLAN - CAMBRIA HOTEL & SUITES

PROJECT NORTH

Attachment 5

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A3.2

SCHEMATIC FOURTH FLOOR PLAN - CAMBRIA HOTEL & SUITES

Attachment 5

PROJECT NORTH

PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 20' @ 11x17
1" = 10' @ 24x36

A3.3

SCHEMATIC FRONT ELEVATION (WEST) - CAMBRIA HOTEL & SUITES

Attachment 5

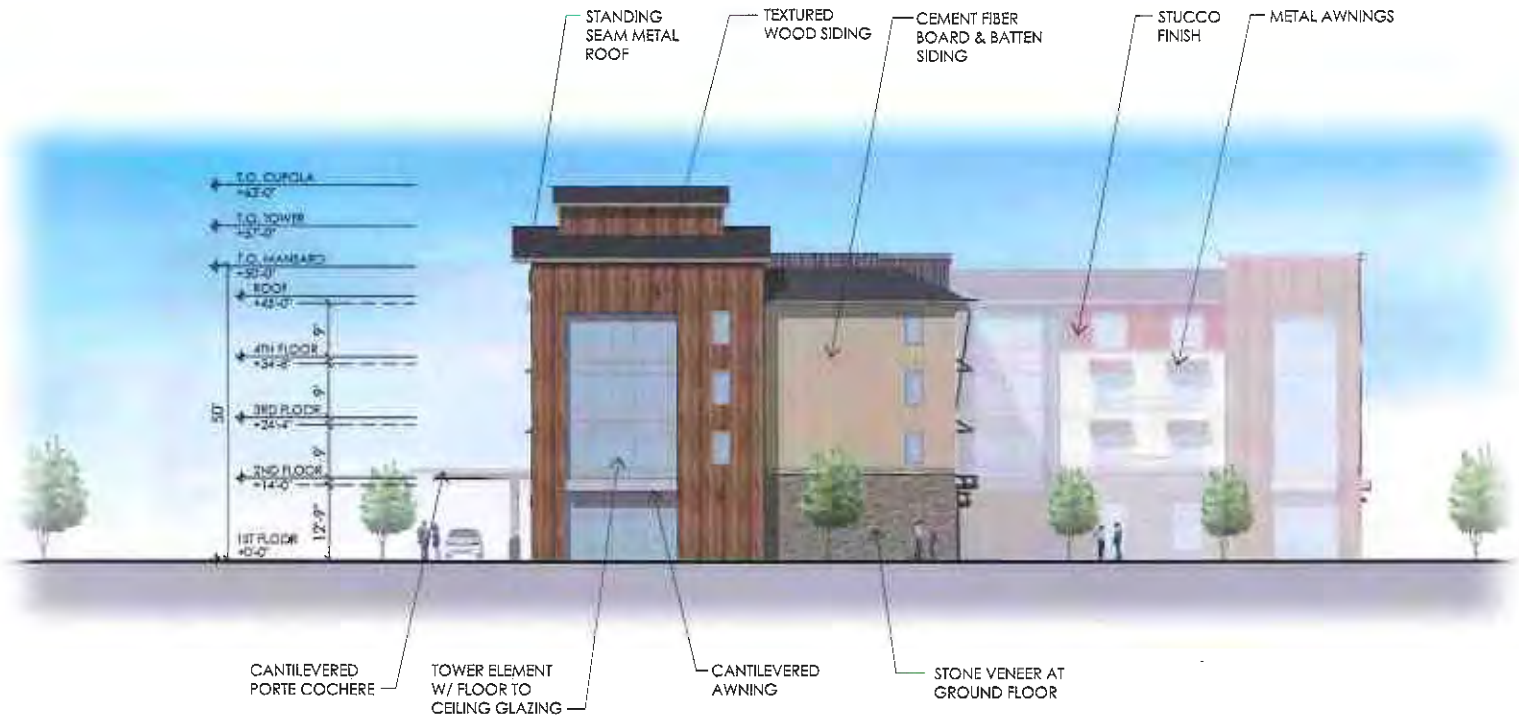
PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in
Buellton, CA

NOVEMBER 6, 2018

A3.4



SCHEMATIC RIGHT ELEVATION (SOUTH) - CAMBRIA HOTEL & SUITES

Attachment 5

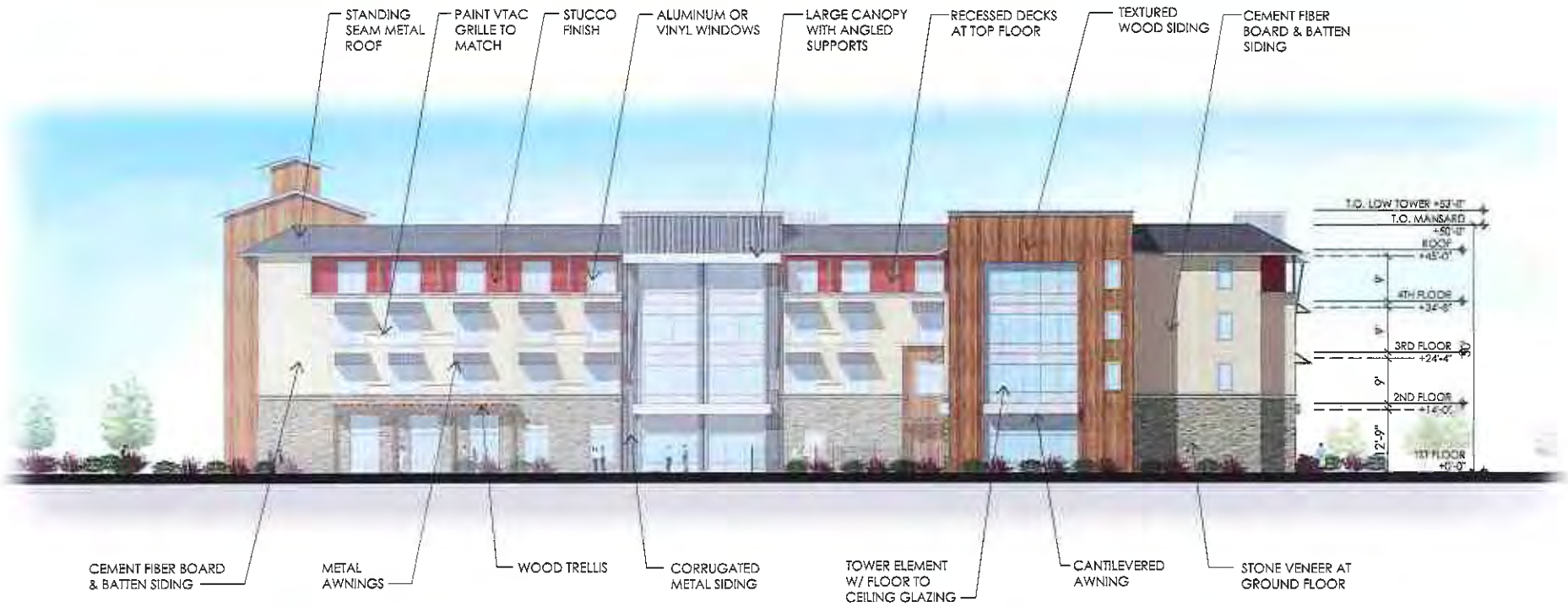
PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A3.5



SCHEMATIC REAR ELEVATION (EAST) - CAMBRIA HOTEL & SUITES

Attachment 5

PACIFIC PROPERTY PARTNERS

Cambria Hotel & Suites and a Boutique Hotel in Buellton, CA

NOVEMBER 6, 2018

A3.6

SCHEMATIC LEFT ELEVATION (NORTH) - CAMBRIA HOTEL & SUITES

Attachment 5

PACIFIC PROPERTY PARTNERS

arris

Cambria Hotel & Suites
and a Boutique Hotel
in
Buellton, CA

NOVEMBER 6, 2015
1" = 20' @ 11x17
1" = 10' @ 24x36

A3.7

SCHEMATIC PERSPECTIVE - CAMBRIA ENTRANCE

Attachment 5

PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

NO SCALE

A3.8

SCHEMATIC PERSPECTIVE - EVENT LAWN

Attachment 5

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in
Buellton, CA

NOVEMBER 6, 2018

NO SCALE

A3.9

SCHEMATIC FIRST FLOOR PLAN - BOUTIQUE HOTEL

PROJECT NORTH

Attachment 5

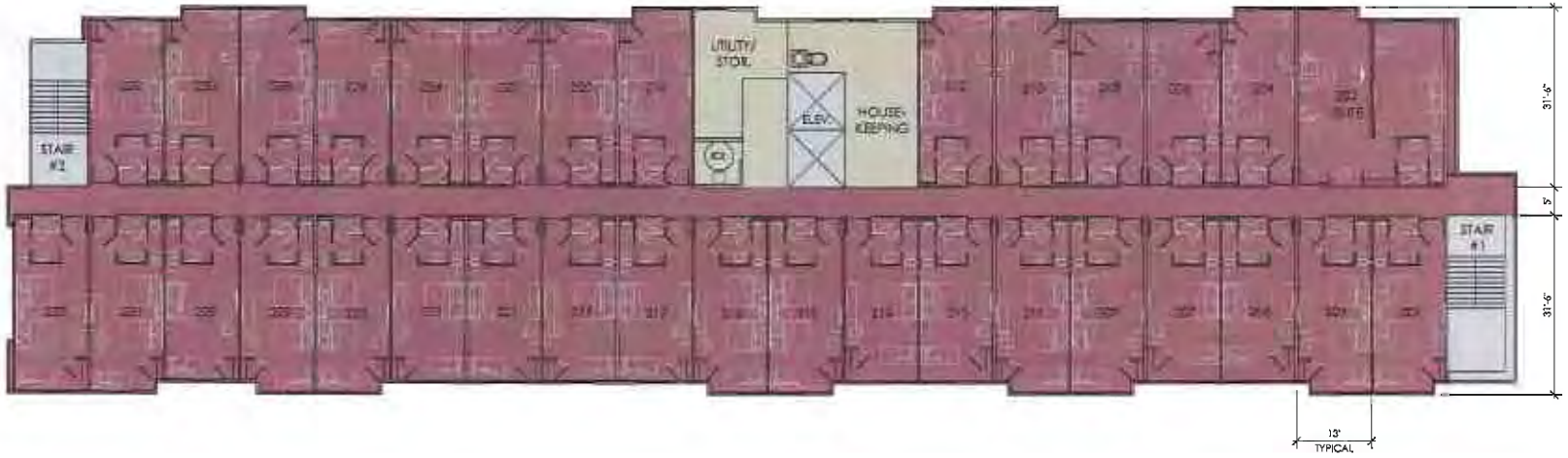
PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A4.0



SCHEMATIC SECOND FLOOR PLAN - BOUTIQUE HOTEL

PROJECT NORTH

Attachment 5

PACIFIC PROPERTY PARTNERS

ARTIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

Date: NOVEMBER 6, 2018
Scale: 1"=20 @ 11x17
1"=10 @ 24x36

A4.1

SCHEMATIC THIRD FLOOR PLAN - BOUTIQUE HOTEL

PROJECT NORTH

Attachment 5

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in
Buellton, CA

NOVEMBER 6, 2018

A4.2

SCHEMATIC FOURTH FLOOR PLAN - BOUTIQUE HOTEL

PROJECT NORTH

Attachment 5

PACIFIC PROPERTY PARTNERS

ARTIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2008
1" = 20' @ 11x17
1" = 10' @ 24x36

A4.3

SCHEMATIC FRONT ELEVATION (WEST) - BOUTIQUE HOTEL

Attachment 5

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

Attachment 5

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

SCHEMATIC REAR ELEVATION (EAST) - BOUTIQUE HOTEL

Attachment 5

PACIFIC PROPERTY PARTNERS

Cambria Hotel & Suites and a Boutique Hotel in Buellton, CA

NOVEMBER 6, 2018

A4.6

SCHEMATIC LEFT ELEVATION (NORTH)- BOUTIQUE HOTEL

Attachment 5

PACIFIC PROPERTY PARTNERS

ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018

A4.7

SCHEMATIC PERSPECTIVE - BOUTIQUE HOTEL ENTRY

Attachment 5

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

DATE NOVEMBER 6, 2018
SCALE NO SCALE
SHEET A4.8

SCHEMATIC PERSPECTIVE - BOUTIQUE HOTEL POOL

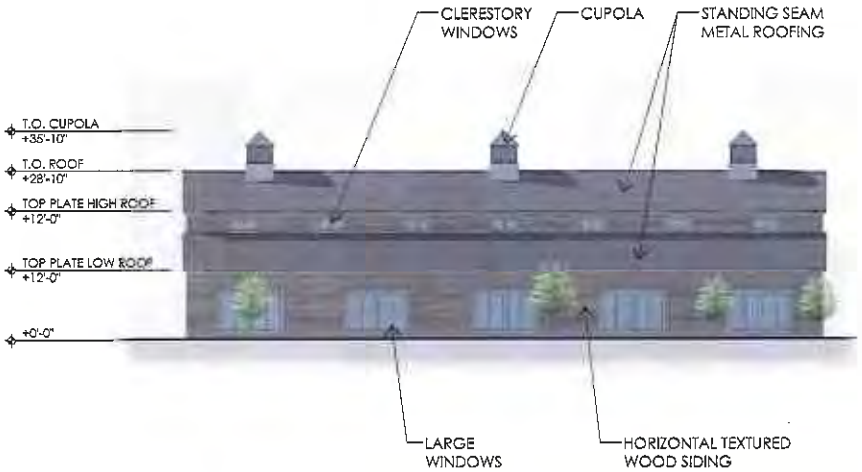
Attachment 5

PACIFIC PROPERTY PARTNERS

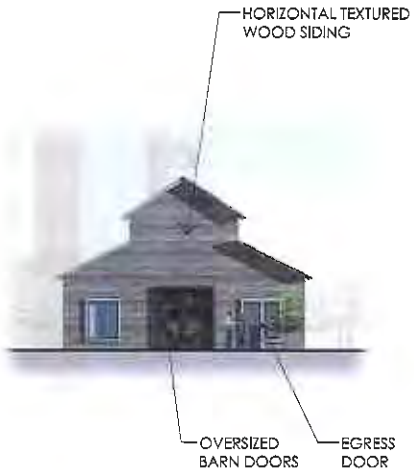
ARRIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

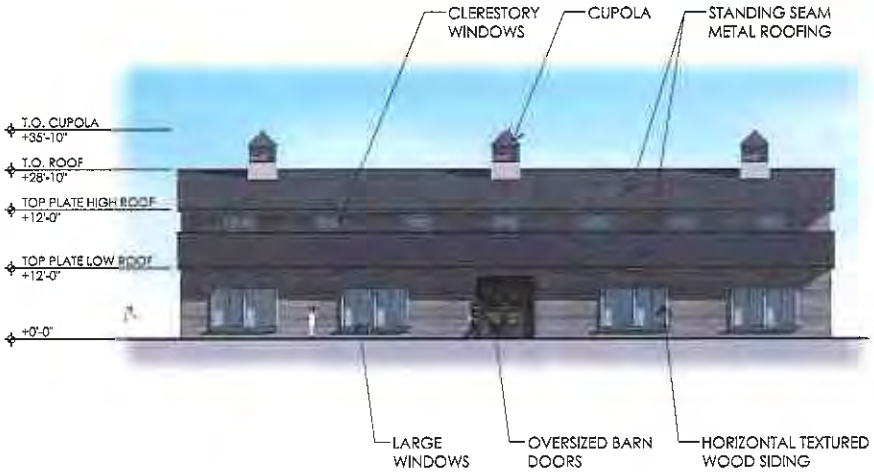
Date: NOVEMBER 6, 2015
Scale: NO SCALE
Sheet: A4.9



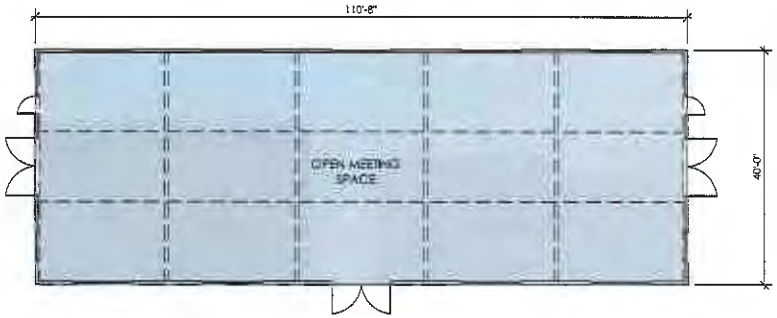
ELEVATION - REAR (EAST)



ELEVATION - SIDES (NORTH/SOUTH)



ELEVATION - FRONT (WEST)



FLOOR PLAN

SCHEMATIC PLAN AND ELEVATIONS - MEETING ROOMS

Attachment 5

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites and a Boutique Hotel in Buellton, CA

NOVEMBER 6, 2018

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

Attachment 5

PACIFIC PROPERTY PARTNERS

ARTIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1"=30' @ 11x17
1"=10' @ 24x36

A6.0

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

Attachment 5

PACIFIC PROPERTY PARTNERS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

NOVEMBER 6, 2018
1" = 20' @ 11x17
1" = 10' @ 24x36

A6.1

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

Attachment 5

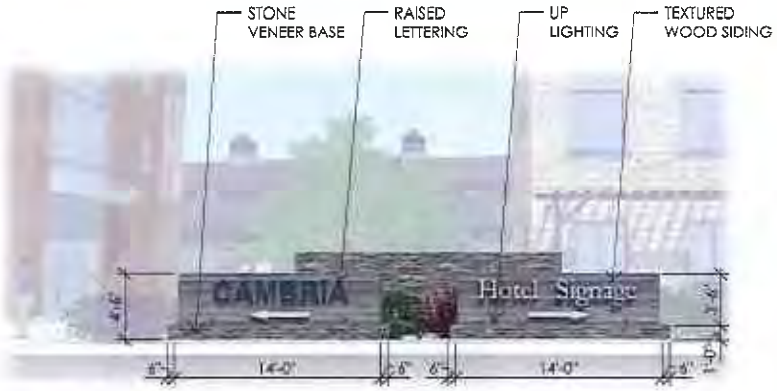
PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in
Buellton, CA

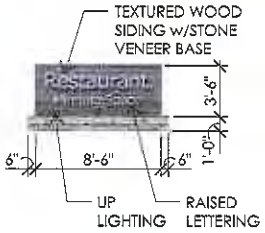
Date: NOVEMBER 6, 2015
Scale: 1"=20' @ 11x17
1"=10' @ 24x36
Page: A7.0

CAMBRIA HOTEL - FRONT (WEST) ELEVATION



ENTRY MONUMENT AND DIRECTIONAL SIGNAGE

WALL MOUNT BACKLIT SIGN

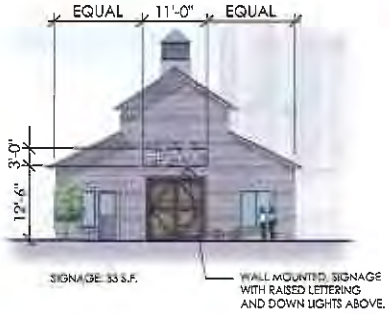


RESTAURANT AND MEETING SPACE MONUMENT SIGN

BOUTIQUE HOTEL - FRONT (WEST) ELEVATION

BOUTIQUE RESTAURANT LETTERING SIGN

ALUMINUM LETTERING SIGNAGE



MEETING SPACE WALL SIGN

MASTER SIGN PROGRAM: PROPOSED SIGNAGE

Attachment 5

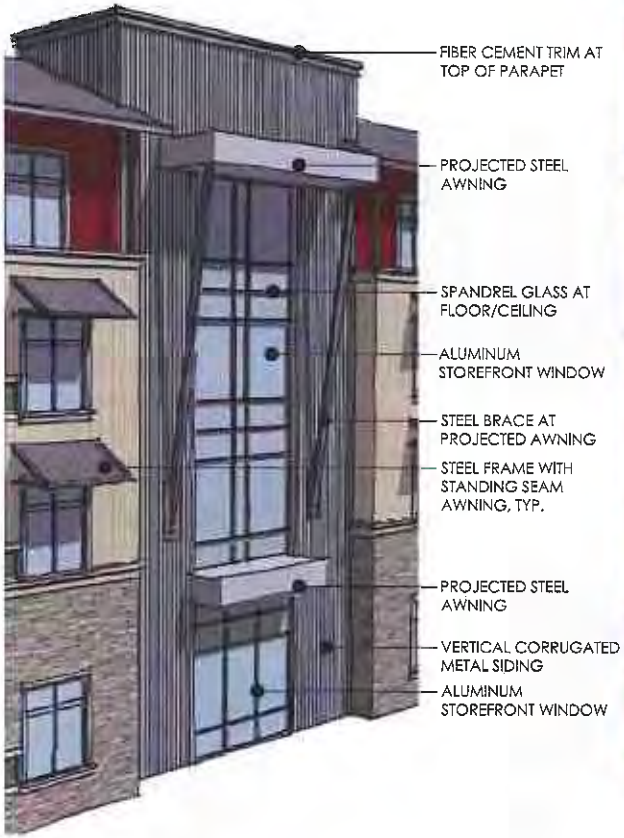
PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites and a Boutique Hotel in Buellton, CA

NOVEMBER 6, 2015

A7.1



3 METAL RECESS AND AWNING
N.T.S.

2 WOOD RECESS
N.T.S.

1 ENTRY TOWER
N.T.S.

PROPOSED CAMBRIA HOTEL BUILDING DETAILS

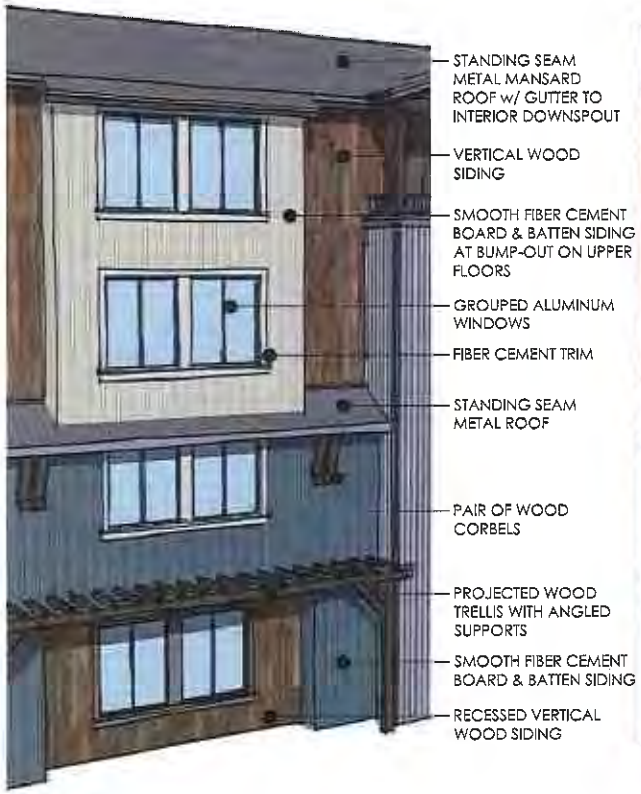
Attachment 5

PACIFIC PROPERTY PARTNERS

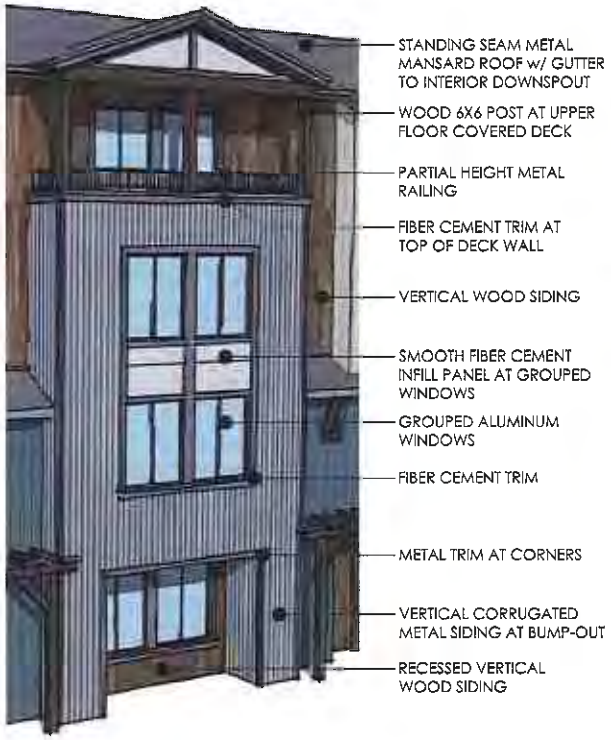
ARTIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

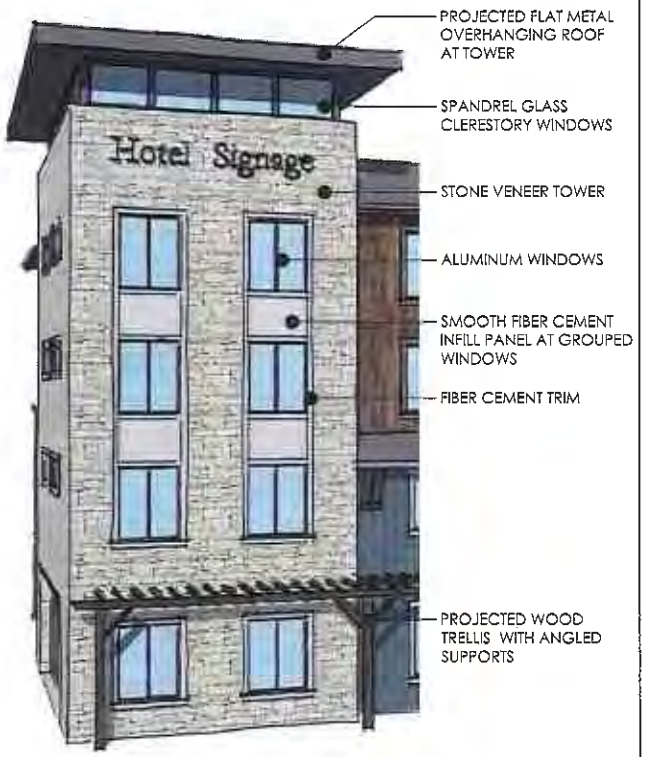
Date: NOVEMBER 6, 2015
Scale: 1"=20' @ 11x17
1"=10' @ 24x36
Sheet: A8.0



3 WOOD TRELLIS AT BUMP-OUT
N.T.S.



2 METAL BUMP-OUT/COVERED DECK
N.T.S.



1 ENTRY TOWER
N.T.S.

PROPOSED BOUTIQUE HOTEL BUILDING DETAILS

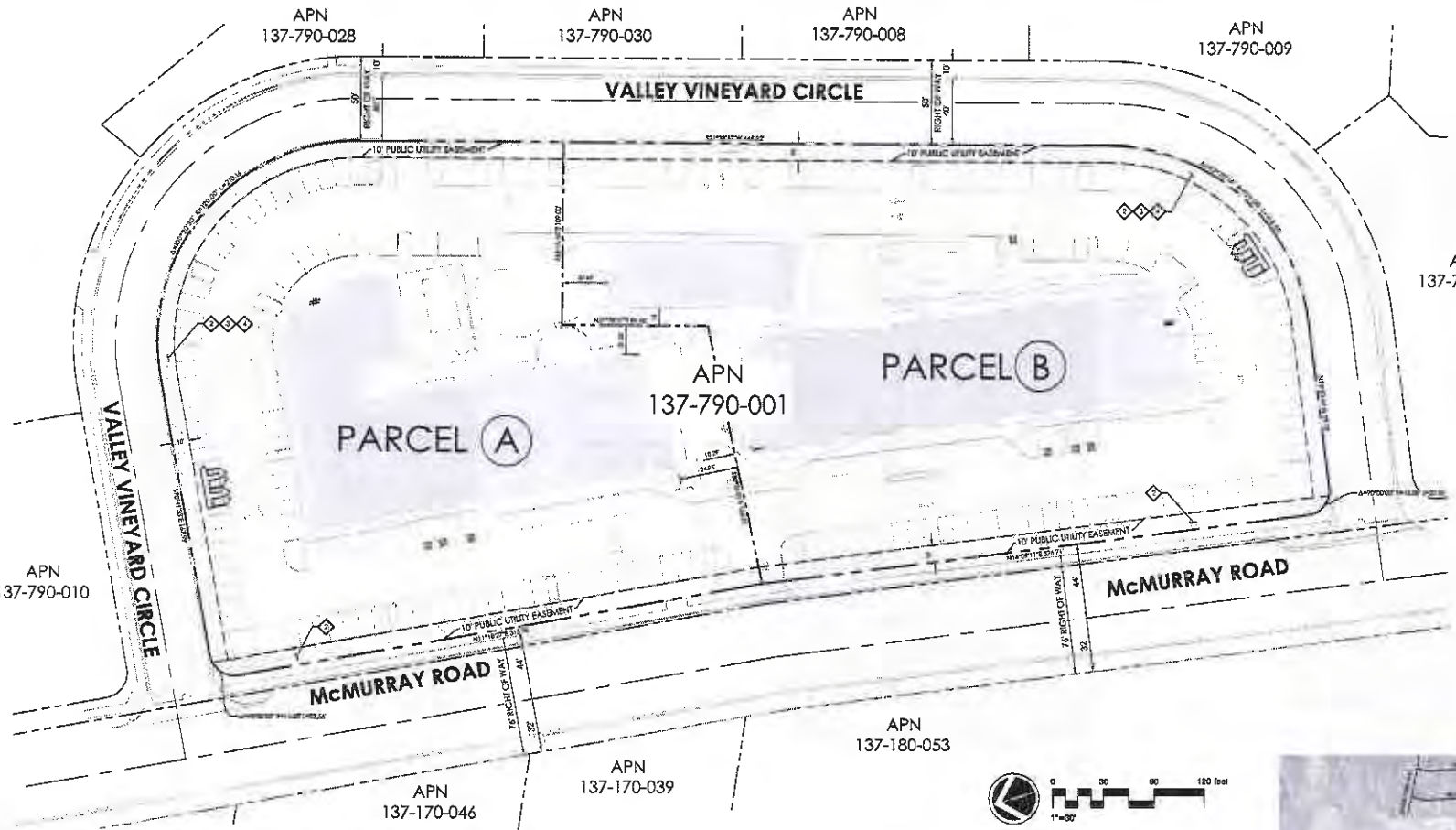
Attachment 5

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in
Buellton, CA

DATE NOVEMBER 6, 2018
SCALE 1" = 20' @ 12x17
1" = 10' @ 24x36
SHEET A8.1



VICINITY MAP
SCALE: 1" = 500'

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 DESIGNATED IN THE TITLE REPORT ARE NOT SHOWN.

SURVEYORS STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY SUPERVISION

STEVE WEBSTER DATE

EXISTING EASEMENTS

[illegible]

2. 10' PUBLIC UTILITY EASEMENT [illegible] MAP 31,062)
3. 10' CURB, GUTTER AND SIDEWALK EASEMENT TO THE CITY OF BUELLTON
4. 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 (805) 683-6229
GAS:	SOUTHERN CALIFORNIA GAS COMPANY P.O. BOX 818, GOLETA, CA, 93116 (805) 964-6212

GENERAL PLAN AND ZONING DESIGNATIONS

SUBJECT PARCEL	LAND USE	ZONING
APN 137-790-001	HOTEL	CR-SP (GENERAL COMMERCIAL - SPECIAL PERMIT)
ABUTTING 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

PI - PROFESSIONAL AND INSTITUTIONAL ZONE
FRONT: 45 FEET FROM CENTERLINE 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 (F.I.R.M.) FOR THE CITY OF BUELLTON, SANTA BARBARA COUNTY, STATE OF CALIFORNIA, PANEL 1032 OF 1835, MAP NUMBERS 06083C1032G AND 06083C [illegible]

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
TM3.1	GRADING
TM3.2	GRADING

rrm design group

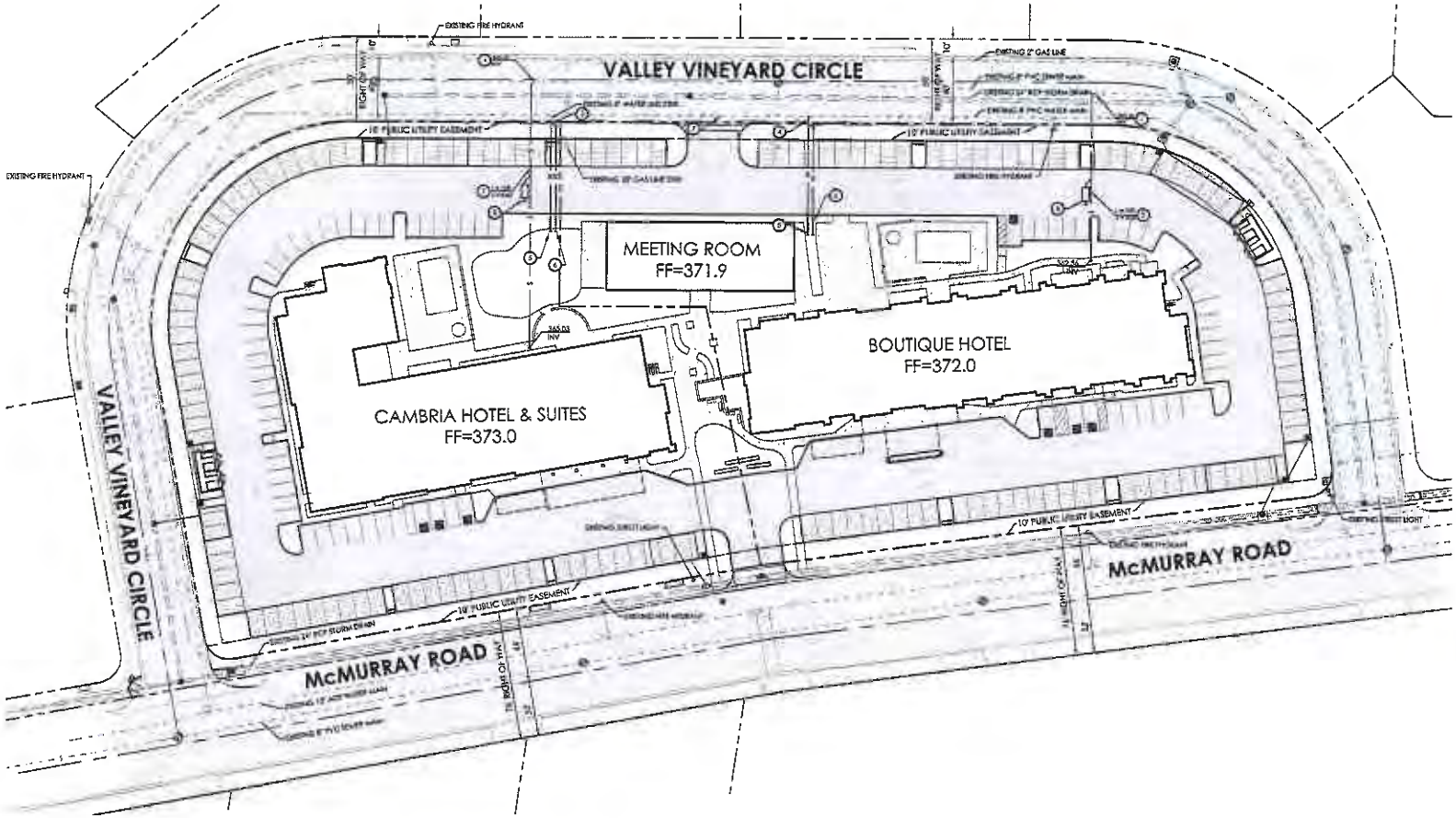
Attachment 5

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

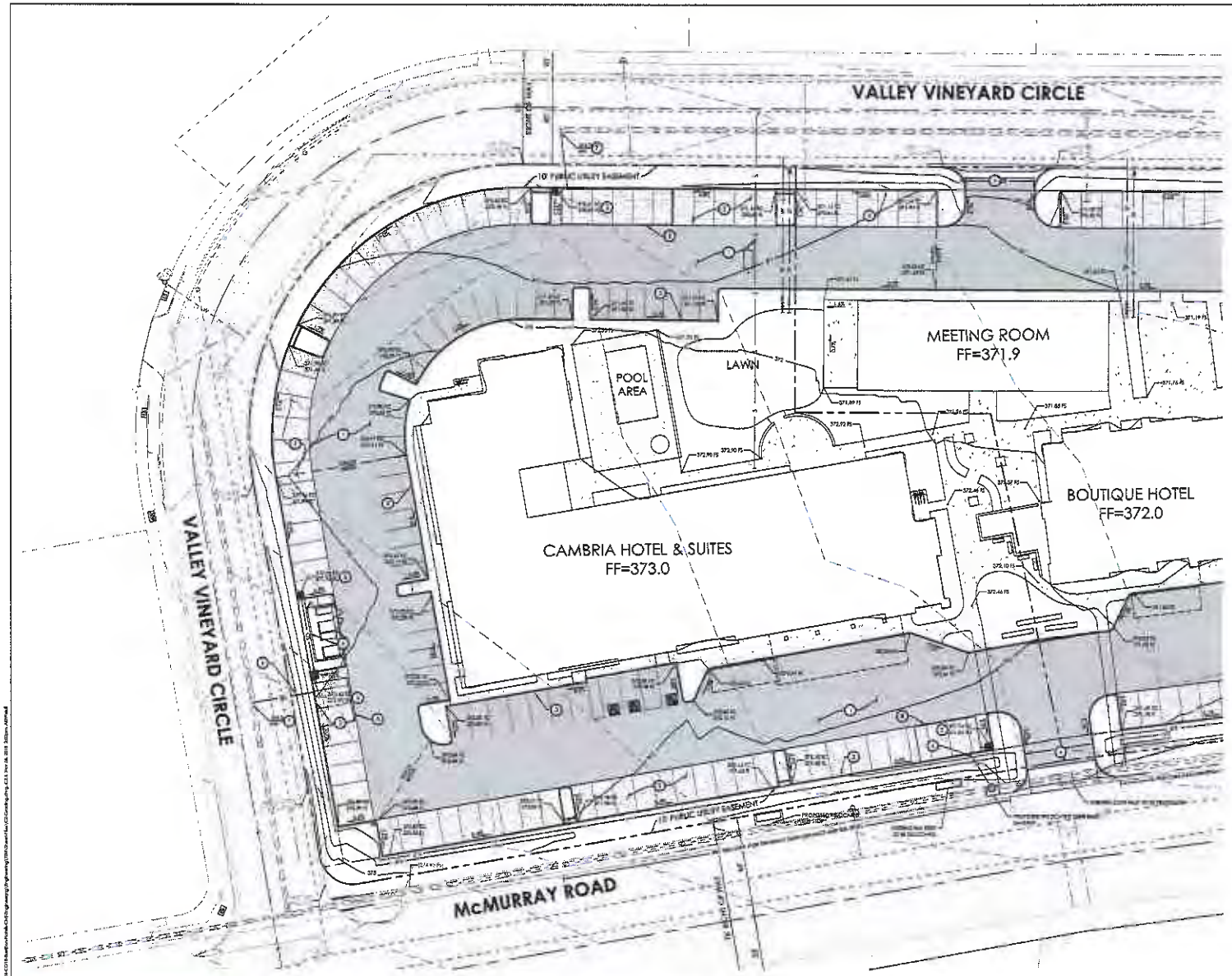
Attachment 5

NOVEMBER 9, 2018

PRELIMINARY UTILITY PLAN

CAMBRIA HOTEL & SUITES AND A BOUTIQUE HOTEL- BUELLTON, CA

C1



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
- 200 — 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 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

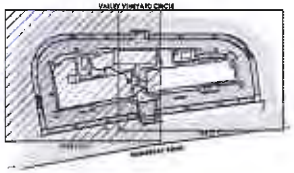
RAW CUT: 700 CY
RAW FILL 5,100 CY

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. 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 60 feet
1"=20'

rrm design group

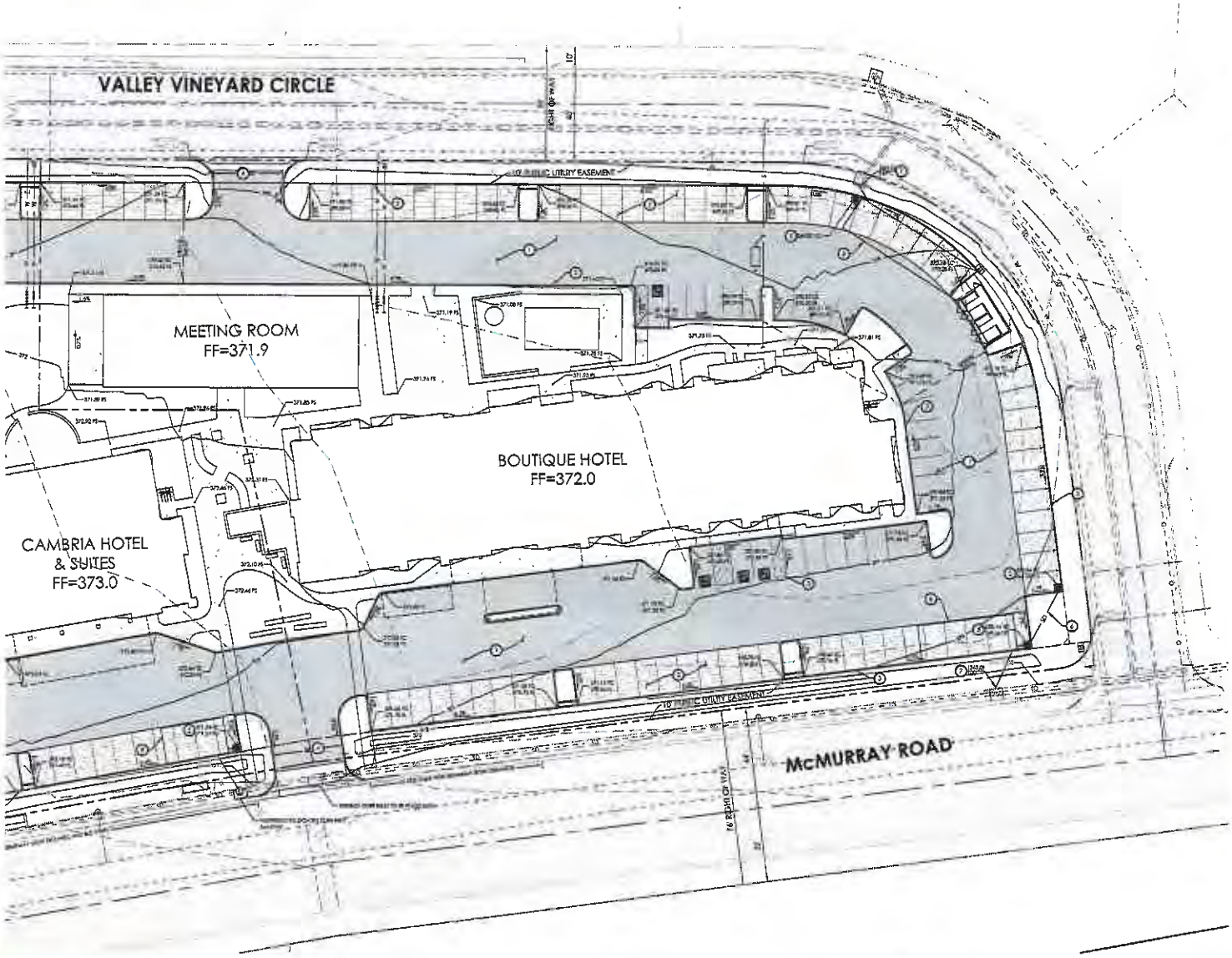
PRELIMINARY GRADING AND DRAINAGE PLAN

CAMBRIA HOTEL & SUITES AND A BOUTIQUE HOTEL- BUELLTON, CA

C2.1

Attachment 5

NOVEMBER 6, 2018



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

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4. PROPOSED DRIVEWAY
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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

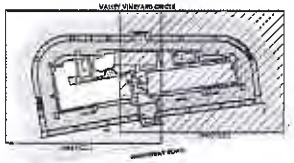
RAW CUT: 700 CY
RAW FILL: 5,100 CY

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'

rrm design group

PRELIMINARY GRADING AND DRAINAGE PLAN

CAMBRIA HOTEL & SUITES AND A BOUTIQUE HOTEL- BUELLTON, CA

NOVEMBER 9, 2018

C2.2

Attachment 5

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 tulipifera	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	mock orange
Phlomis fruticosa	Jerusalem Sage
Perovskia atriplicifolia	Rusalan Sage
Rephiolepis indica	India Hawthorn
Rosmarinus officinalis	Rosemary
Salvia spp.	Sage
Tuecrium Charnaedrys	Germander
Westringia fruticose	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 gleuca	Blue Fescue
Miscanthus sinensis	Silver Grass
Muhlenbergia rugens	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
Pensternon gloxinoides	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

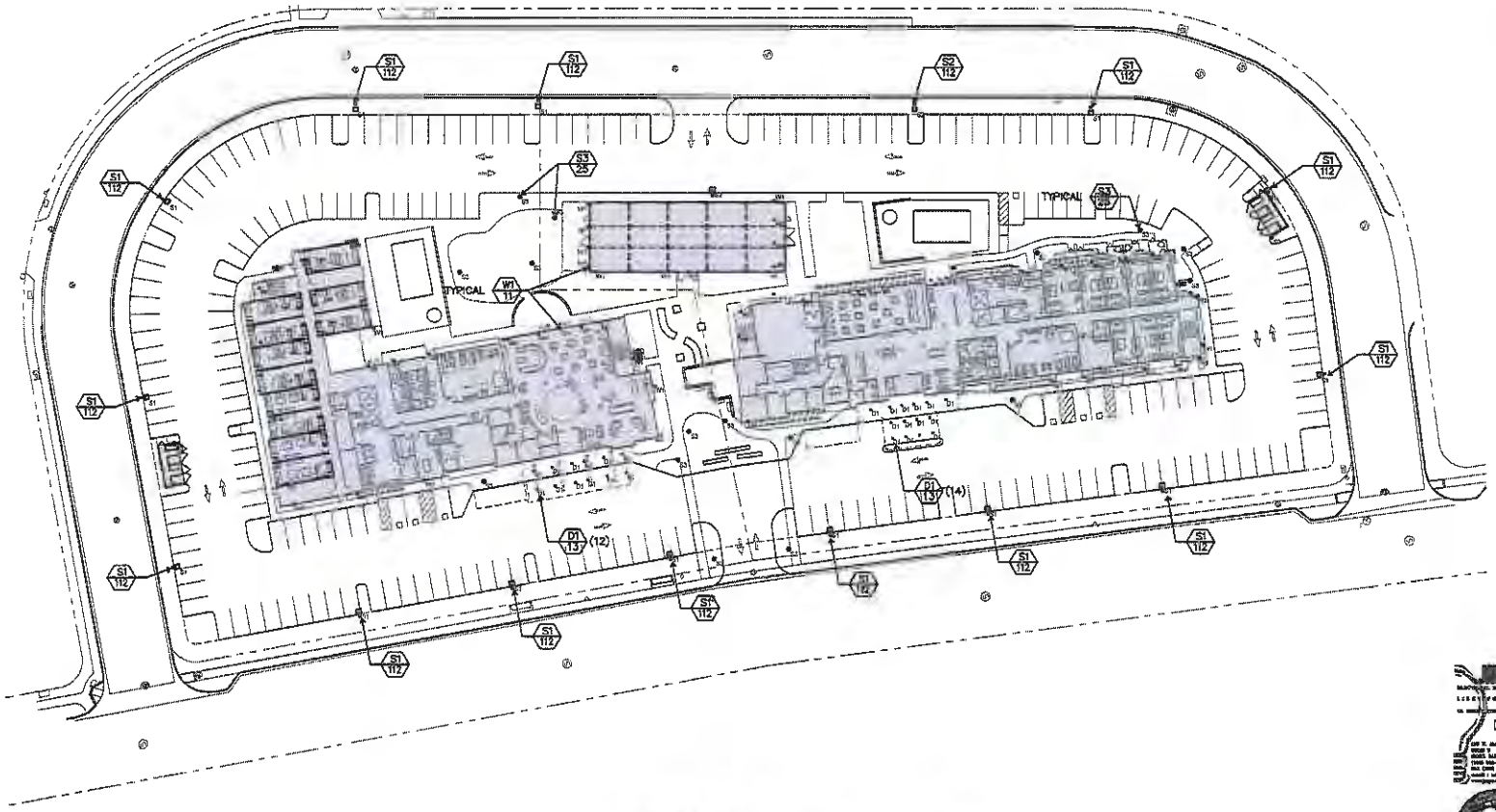
ARTIS

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

AUG 22 2014
1"=30'-0"
L-1

Attachment 5

FIXTURE SCHEDULE							
			LAMP				
TYPE	MANUFACTURER AND CATALOG NUMBER	MFR	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 CY55P1B-FGC-4-100W-4K 120-M203-R-220840705T-D1-BD1-XX		LED 4000K	112	LED DRIVER	CLEAR FLAT	LED POLE LIGHT
S2 112	CYCLONE CY55P1B-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-BD55		LED 4000K	25	LED DRIVER	CLEAR FLAT	LED WALKWAY LIGHT
W1 11	BEGA 65 655 K40		LED 4000K	11	LED DRIVER	CLEAR TEMPERED GLASS	LED WALLPACK



SITE LIGHTING PLAN

SCALE: 1" = 30'-0"

Attachment 5

Arris STUDIO ARCHITECTS
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ARRIS-STUDIO.COM

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487 LEFF STREET
SAN LUIS OBISPO, CA
PHONE: (805) 543-4478

PROJECT
Cambria Hotel & Suites and a Boutique Hotel
BUELLTON, CALIFORNIA

ELECTRICAL SITE PLAN

#	REVISION	DATE

PROJECT
A18019- ISLAY

DATE
APRIL 26, 2018

SHEET
SL1

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	D1	48	[illegible]	[illegible]	[illegible]	LED	1	[illegible]	1512	0.90	15W
	S1	14	[illegible]	[illegible]	[illegible]	LED	1	[illegible]	11991.26	0.90	112
	S2	4	[illegible]	[illegible]	[illegible]	LED	1	[illegible]	12996.39	0.90	112
	S3	13	[illegible]	[illegible]	[illegible]	LED	1	[illegible]	3000.401	0.90	34.2W
	W1	16	[illegible]	[illegible]	[illegible]	LED	1	[illegible]	749	0.90	16W

Statistics						
Calculation	Symbol	Avg	Max	Min	Max/Min	Avg/Min
[illegible]	+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Plan View

SITE LIGHTING PHOTOMETRIC PLAN

SCALE: 1" = 30'-0"

Attachment 5

arris STUDIO ARCHITECTS

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THOMAS E. ISS ARCHITECT #C27436
STEVEN A. HIGGS ARCHITECT #C23370

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PROJECT
Cambria Hotel & Suites and a Boutique Hotel
BUELLTON, CALIFORNIA

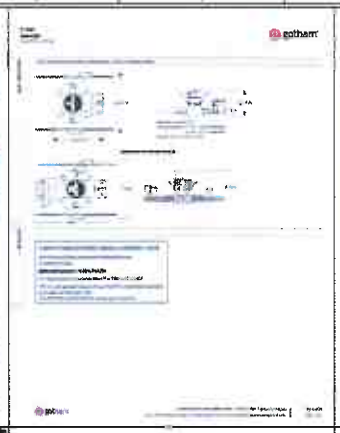
SITE LIGHTING PHOTOMETRIC PLAN

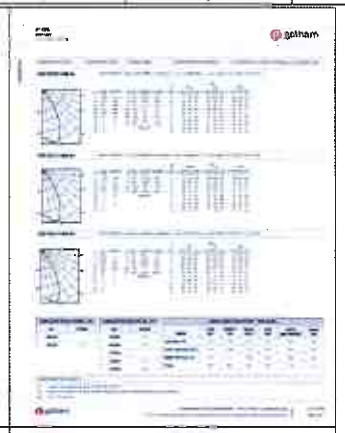
#	REVISION	DATE

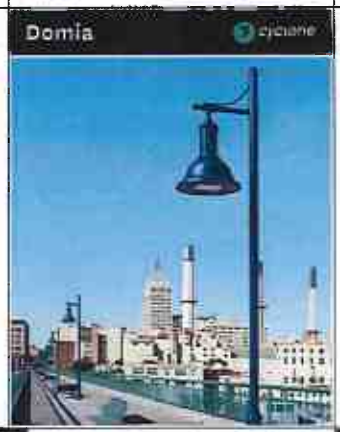
PROJECT A18019-ISLAY

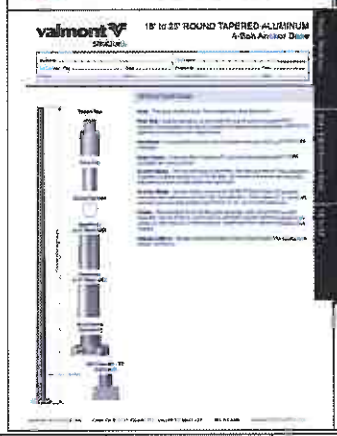
DATE APRIL 26, 2018

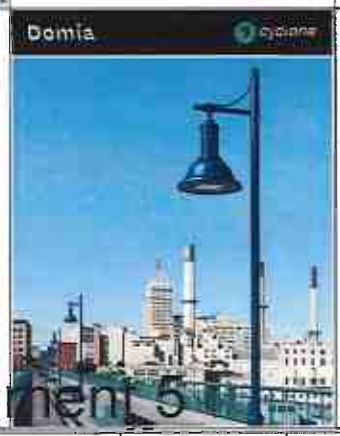
SHEET **SL2**











Attachment 5

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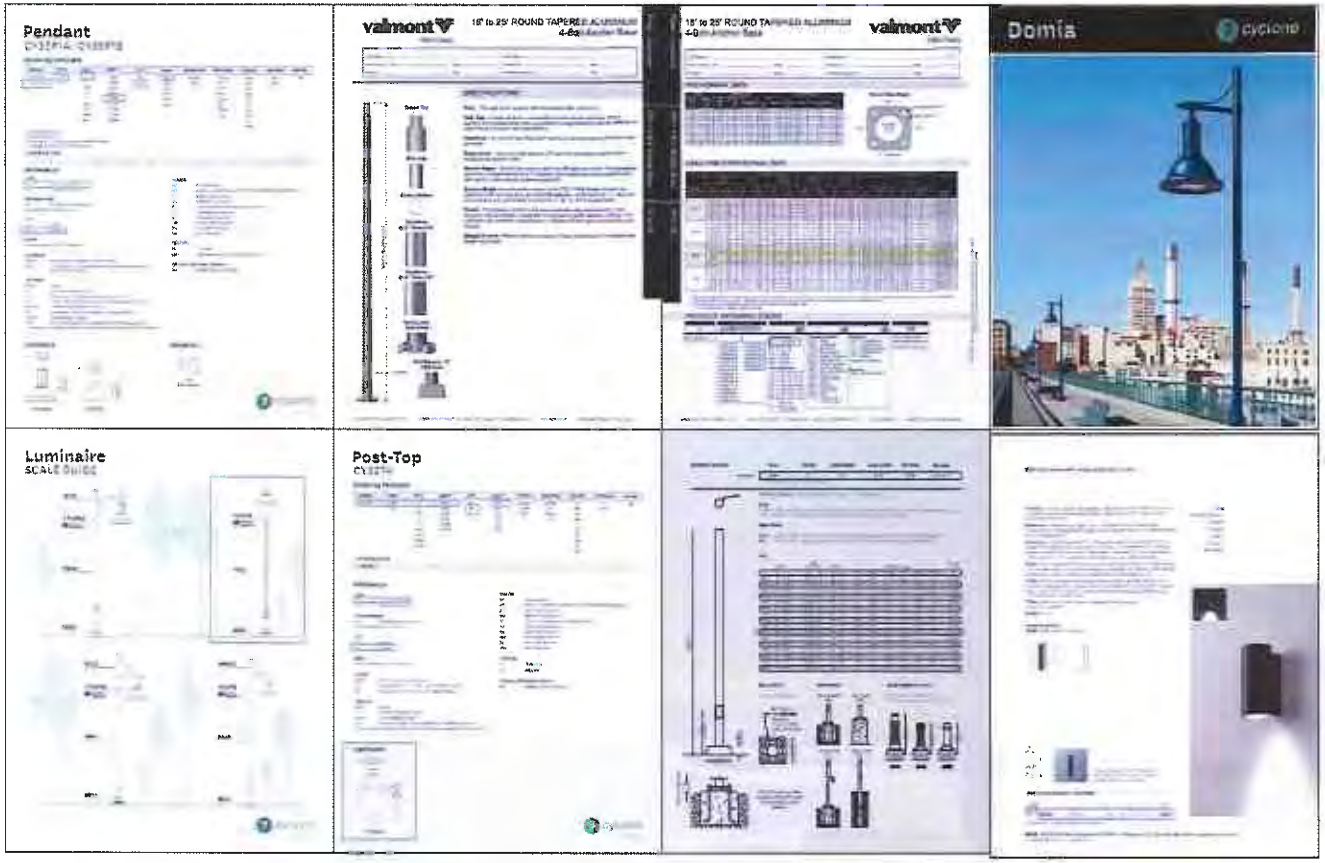
PROJECT
Cambria Hotel & Suites
and a Boutique Hotel
BUELLTON, CALIFORNIA

CUT SHEETS

#	REVISION	DATE

PROJECT
A18019-ISLAY
DATE
APRIL 26, 2018
SHEET
SL3



Attachment 5

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PROJECT
Cambria Hotel & Suites and a Boutique Hotel
BUELLTON, CALIFORNIA
CUT SHEETS

#	REVISION	DATE

PROJECT
A18019-SLAY
DATE
APRIL 26 2018
SHEET
SL4

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:

b. **Special Events for Non-Hotel Guests**. In the event there are special events to be hosted for guests that are not registered guests of the hotel, the hours for conducting said events shall be from 11 a.m. through 7 p.m., with a maximum of 150 non-hotel guests in attendance Sunday through Wednesday and a maximum of 100 non-hotel guests Thursday through Saturday. In the event that there are two separate events occurring at one time, the number of total guests combined for both events shall not exceed the maximum number of allowed guests.

c. **Events Held By Hotel For Hotel Guests Only.** For events held by the hotel which are advertised and open to hotel guests only, there shall be no restrictions as to number of event attendees, unless otherwise restricted based upon building and/or fire maximum occupancy requirements. In any event, all outdoor events shall end no later than 10 p.m.

b. **Special Community-Wide Events Hosted By Hotel.** All special events held by the hotel which is advertised to both hotel guests and the community-at-large will require a separate Temporary Use Permit. In no event shall these events end later than 10 p.m.

b. **Exceptions to these Standards.** All other events that are not consistent with these standards shall be subject to the requirements and approval of a separate Temporary Use Permit.

d. **Outdoor Music.** Outdoor music is permitted in the outdoor event space area, subject to the following conditions:

i. Live outdoor music that does not include drums or bass is permitted.

ii. Amplified music that does not exceed maximum decibel levels per the City's Noise Ordinance is permitted.

iii. No outdoor music of any kind shall be permitted after 9PM.

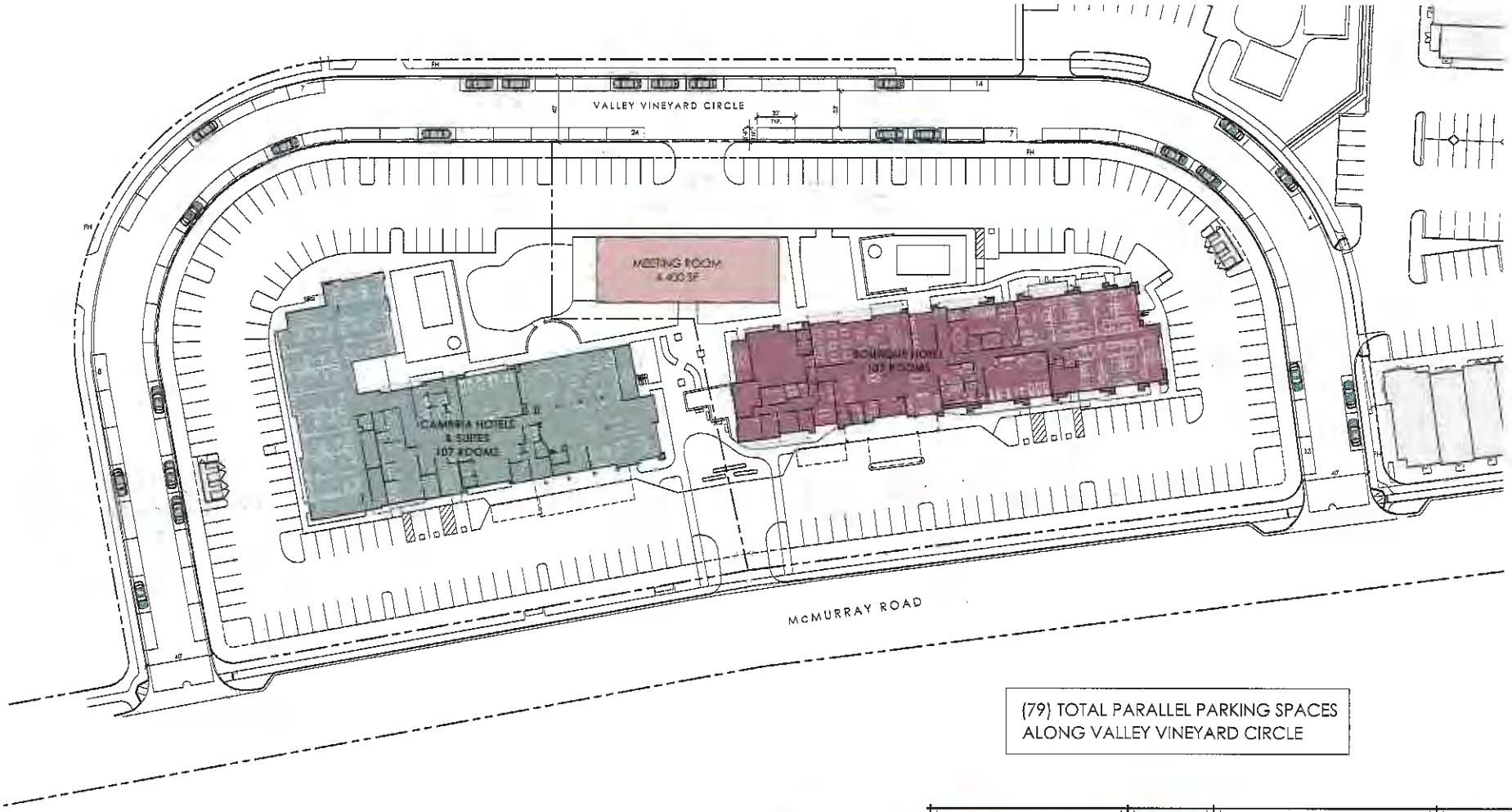
e. **Noise Ordinance Compliance.** All outdoor events shall strictly adhere to the requirements of the City's Noise Ordinance.

f. **Planning Commission Review.** If at any time issues arise as related to compliance with or the effectiveness of any provisions included in Condition of Approval No. 87, the City reserves the right to bring the condition back to the Planning Commission for review, and possible modification.

Attachment 7

Assumptions	
Total on-site parking	220
Total off-site parking	79
% of available off-site (avg) - weekday	66%
% of available off-site (avg) - weekend	50%
Car per hotel guest room	1:1
Car per non-hotel event guest	1:2

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Occupancy rate	65%	65%	65%	75%	80%	80%	70%
Available on-site parking	77	77	77	55	44	44	66
Available off-site parking	52	52	52	40	40	40	40
Total parking available	129	129	129	95	84	84	106
Non-hotel event guests	50	50	50	50	50	50	50
Parking required	25	25	25	25	25	25	25
Total parking available	129	129	129	95	84	84	106
Difference	104	104	104	70	59	59	81
Non-hotel event guests	100	100	100	100	100	100	100
Parking required	50	50	50	50	50	50	50
Total parking available	129	129	129	95	84	84	106
Difference	79	79	79	45	34	34	56
Non-hotel event guests	150	150	150	150	150	150	150
Parking required	75	75	75	75	75	75	75
Total parking available	129	129	129	95	84	84	106
Difference	54	54	54	20	9	9	31
Non-hotel event guests	200	200	200	200	200	200	200
Parking required	100	100	100	100	100	100	100
Total parking available	129	129	129	95	84	84	106
Difference	29	29	29	-6	-17	-17	6



(79) TOTAL PARALLEL PARKING SPACES
ALONG VALLEY VINEYARD CIRCLE

PARALLEL PARKING EXHIBIT

TRUE NORTH PROJECT NORTH

0 7.5 15 30 60

Attachment 8

PACIFIC PROPERTY PARTNERS

Arris

Cambria Hotel & Suites
and a Boutique Hotel
in:
Buellton, CA

Date	January 14, 2019
Scale	1" = 60' @ 11x17 1" = 30' @ 24x36
Sheet	EX-1