*Draft* Initial Study/Mitigated Negative Declaration for

The Buellton Garden Apartments Project 21-MND-01

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



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

October 2022

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## **INTRODUCTION**

## LEGAL AUTHORITY

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

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

- (1) To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration or Negative Declaration;
- (2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and
- (3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

### IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

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

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

## **PROJECT TITLE**

The Buellton Garden Apartments

## **PROJECT LOCATION**

10 McMurray Road, Buellton, CA. APN 137-200-087

### PERMITS/APPROVALS REQUESTED

Final Development Plan (21-FDP-01) Tentative Parcel Map (31063)

# LEAD AGENCY and CONTACT PERSON

City of Buellton Planning Department P.O. Box 1819 Buellton, CA 93427 Contact: Cara Miralles, Assistant Planner, (805) 688-7474

## PROJECT APPLICANT AND OWNER

<u>Applicant/Agent:</u> Allicia King, Ravatt Albrecht & Associates 125 Union Ave., Suite 201 Orcutt, CA 93455 Property Owner: Veronica Garcia, People's Self Help Housing Corporation 2901 Ventura Road, Suite 265 Oxnard, CA 93036

# PROJECT SITE CHARACTERISTICS

**Location and Surrounding Land Uses:** The existing 3.059+/- acre, 133,236 sf (APN 137-200-087) Project site is located at the southern terminus of McMurray Road. The Project site is irregularly-shaped, undeveloped vacant property with grass/weeds, brush and sporadic trees along the western and southern property lines. The parcel is relatively flat with a grade variance of only 2 feet. The Santa Ynez River, which runs generally east to west originating in the Santa Ynez Mountains and eventually draining into the Pacific Ocean, is located less than 0.15 miles south of the proposed Project site. See Appendices A and B for project location maps and site development plans.

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

- To the north: concentration of existing commercial development, including Albertson's and CVS located immediately adjacent to subject site.
- To the west: the City's water treatment facility and well, and on the opposite side of McMurray, vacant commercial property beyond which lies U.S. Highway 101 freeway running in a north/south direction.
- To the south: vacant land containing the Santa Ynez River, City-owned well sites, and the City/County boundary.
- The east: a commercial office, nonconforming single-family residential structures.

## Existing General Plan Land Use Designation and Zoning:

General Commercial (CR) and within the Affordable Housing Overlay Zone (AHOZ)

## **PROJECT DESCRIPTION**

The proposed Buellton Garden Apartments project ("Project") consists of a Final Development Plan (21-FDP-01) for an 89 unit affordable multi-family residential development consisting of two 3-story buildings with interior courtyards and a Tentative Parcel Map (TPM 31063) to split parcel 137-200-087 into two in order to develop the buildings in separate phases. Building A has a footprint of 22,683 sf, and consists of 44 one, two and three-bedroom units, a community room and kitchen, learning center and kitchen, offices, and laundry rooms. The courtyard of Building A includes picnic tables, BBQs and play structures. Building B has a footprint of 15,263 sf, and consists of 45 one, two and three-bedroom units, and laundry rooms. The courtyard of Building B includes open space that doubles as a fire access lane. A 200-foot setback from the top of Santa Ynez River bank is required for building structures.

An approximate easement location for a future planned river trail and trail connector path from the project site to the trail location are shown on the project plans, on the adjacent southern parcel (APN 137-200-094). The project will provide an access gate to the connection path at the south-eastern corner of the property. The applicant will grant the City the easement for the trail and pay an in-lieu fee to the City to fully cover the costs to construct the trail connector path. Both the trail and connector path will be constructed by the City, and their potential environmental impacts analyzed in separate CEQA documentation for the entirety of the river trail project; to analyze the trail and connector path separately at this time would be improper segmentation of the river trail project.

Proposed ground disturbances are anticipated to extend no deeper than 2 feet for grading, 3 feet for building construction, 5 feet for installation of utilities, and 1 foot for installation of paving.

Access: Project access will be provided along two points on an improved road and off-set cul-de-sac at the southern terminus of McMurray Road. Internal circulation provides for fire truck turnaround via a loop around Building A, and through the fire access lane in the courtyard of Building B. An access easement between the two proposed parcels of APN 137-200-087 would be recorded. An off-set cul-de-sac, with 6'-10' sidewalk would be constructed as part of the Project's public improvements. The cul-de-sac will be on a portion of an adjacent private property, APN 137-200-050, which a public access easement will be recorded for.

**Utilities:** The project will tie into the City sewer main and will create a water line loop through the internal drive aisles. A utilities easement is proposed. On-site fire hydrants are proposed.

**Fencing/Walls:** A 6 ft. CMU wall along a majority of northern property line is proposed, starting approximately 152.32' back from the western property line. A 6 ft. CMU wall along the entirety of the eastern property line is proposed. A 6 ft. wrought iron fence along entirety of southern property line, and a CMU retaining wall along southwestern portion of the project site are proposed.

**Landscaping**: Overall site landscaping is 27,411 sf (20.6% of the project site) and hardscaping is 67,879 sf (50.9%). No trees under the City's Native Tree Protection Ordinance would be removed.

**Parking**: 148 spaces are provided on-site. Parking required under the State Density Bonus request is 119 spaces. 6 accessible spaces are provided. 15 clean air/EV spaces are provided. Six 5-bicycle capacity racks are provided, for a total of 30 short-term bicycle parking spaces.

**Lighting**: All exterior light fixtures are consistent with City standards that all lighting shall be hooded, and that no unobstructed beam of exterior light shall be directed toward any residential area (down-lit).

The parking lot lighting is around 17 feet tall and is rated at 3000 Kelvin. The Project would be conditioned to bring the bollards and outdoor wall lighting to 3000 Kelvin or less, which is the rating recommended per dark sky friendly guidelines.

**Building Height/Architecture:** The CR Zone limits building height to 35 feet. Building A is proposed at a maximum height of 40' 10" feet, and Building B at a maximum height of 44'. Per the State Density Bonus Law request, a concession has been requested and would be granted allowing the increased height.

The project's architectural style is Agrarian, per the Community Design Guidelines, and employs materials such as stucco, cement board lap siding, board and batten, and stone wainscot, and includes architectural features such as decorative gable ends on prominent roof pitches, stone and wood columns, and Juliet balconies.

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

None.

## CALIFORNIA NATIVE AMERICAN TRIBES CONSULTATION

One California Native American tribes traditionally and culturally affiliated with the project area, the Santa Ynez Band of Chumash Indians, have requested consultation pursuant to Public Resources Code section 21080.3.1. A Phase I Archaeological Resources Report with a Chumash monitor onsite for the pedestrian survey has been completed under the request of the tribe. With the imposition of mitigation measures recommended in the Report, no further consultation is requested.

### REFERENCES

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

- Application Materials
- Field Reconnaissance
- Buellton General Plan
- Buellton Municipal Code
- Buellton Zoning Ordinance
- Buellton General Plan EIR
- Departmental and Public Agency Consultations
- Biological Resources Assessment by Kevin Merk Associates, May 2020
- Biological Resources Assessment Addendum by Kevin Merk Associates, September 1, 2022
- Traffic and Parking Study by Associated Transportation Engineers, October 25, 2021
- Air Quality Greenhouse Gas Emissions Study by Rincon Consultants, August 2022
- Noise and Vibration Study by Rincon Consultants, August 2022
- Stormwater Control Plan by Diversified Project Services International, January 27, 2021
- Hydrology Report by Diversified Project Services International, January 27, 2021
- Phase 1 Archeological Resources Report by Dudek, July 2022
- Geotechnical Investigation by Pacific Coast Testing, September 23, 2020
- Phase 1 Environmental Site Assessment by Rincon Consultants, February 4, 2020
- Santa Ynez River 200' Setback Study by Kasraie Consulting, February 26, 2020
- ALTA/ACSM Land Title Survey by Twin Cities Surveying, Inc, February 2020

#### ENVIRONMENTAL DETERMINATION

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

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

On the basis of this initial evaluation:

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

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

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

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

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

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Andrea Keefer Environmental Officer City of Buellton

10/13/22\_\_\_\_\_ Date

DRAFT Initial Study / Mitigated Negative Declaration, The Buellton Garden Apartments

### EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses and references are discussed at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The analysis of each issue should identify:
  - a) the significance criteria or threshold used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance

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

# Impact Analysis

- a. and b. <u>Scenic Vistas/Resources:</u> No roadways in the project area are designated as state or local scenic highways. While the site would be visible in the distance from portions of U.S. Highway 101, the project would not result in impacts to resources within a scenic highway, or to a scenic vista, as no scenic aspects are associated with the property and development of the project would not block any scenic vistas from other properties. The project site would not affect rock outcroppings or historic buildings, as no such resources are located on or near the project site. No impacts would result.
- c. <u>Visual Quality</u>: Development of the project site would result in construction of a new multi-family residential complex, parking areas, and outdoor courtyards, and landscaping that would replace a vacant, undeveloped parcel that is currently surrounded by, or in close proximity to, a mix of vacant land, commercial uses and the Highway 101 freeway. The architecture of the proposed project is considered Agrarian as defined in the City's Community Design Guidelines.

Almost all existing trees on the site will be preserved; one pepper tree and one eucalyptus tree will be removed. Extensive new landscaping will be installed (as shown in accompanying documentation.) The landscaping and architectural detailing will provide an attractive and inviting visual aesthetic for the project site, which can be viewed from McMurray Road as well as from Highway 101.

The impact is considered less than significant for the following reasons: 1) the project conforms to the design requirements of the Community Design Guidelines; and 2) this is an infill project within an area designated for residential use per the Affordable Housing Overlay Zone (AHOZ) under the existing General Plan.

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

The project includes a photometric lighting plan, which shows onsite fixtures and the intensity of lighting at the site boundaries. The project would include a variety of downward directed light poles, bollard and wall-mounted fixtures in the parking lot, along walkways and on building faces. All specified lighting is

indicated to be energy efficient/LED, down lit, and hooded. Lighting intensity along the site boundaries would be required to not exceed 2.0 foot-candles, per City Zoning Ordinance, and would thus not adversely affect drivers on McMurray Road or those using adjacent commercial buildings. Light intrusion into the wildlife habitat in and near the Santa Ynez River corridor is addressed in the Biological Resources section of this IS/MND. Impacts would be less than significant.

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

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE & FORESTRY RESOURCES -				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or				
Farmland of Statewide Importance (Farmland) to non-				Х
agricultural use?				
b) Conflict with existing zoning for agricultural use, or				X
a Williamson Act contract?				Λ
c) Conflict with existing zoning for, or cause rezoning				
of, forest land (per Public Resources Code §12220(g)),				
timberland (Public Resources Code §4526, or				Х
timberland zoned Timberland Production (per Govt				
Code §51104(g))?				
d) Result in the loss of forest land or conversion of				X
forest land to non-forest use?				Λ
e) Involve other changes in the existing environment				
which, due to their location or nature, could result in				X
conversion of Farmland, to non-agricultural use or				11
conversion of forest land to non-forest use?				

### Impact Analysis

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

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>III. AIR QUALITY</i> - Where available, the significance criteria established by the applicable air				
quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			Х	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			Х	
c) Expose sensitive receptors to substantial pollutant concentrations?			Х	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			Х	

This air quality analysis was prepared by Rincon Consultants under contract to the City of Buellton, and is contained within the Air Quality and Greenhouse Gas Emissions Study, August 2022 (the "Study"). All data used in the creation of this section is on file at the Buellton Planning Department and is hereby incorporated by reference into this Initial Study. The Study was prepared based on a previous project iteration including 92 units. The reduced project build-out does not alter the conclusions presented in the Study and all significance determinations remain as presented. References to and numbering of tables, figures, and sections reflect those contained in the Study.

# Impact Analysis

a. <u>Air Quality Plan.</u> The Santa Barbara County Air Pollution Control District (SBCAPCD) Guidelines state that a project is consistent with the Clean Air Plan if its direct and indirect emissions have been accounted for in the Clean Air Plan's emissions forecast assumptions and if it would incorporate the standard fugitive dust control measures recommended by SBCAPCD during construction activities. The 2019 Ozone Plan's direct and indirect emissions inventory for the County as a whole is reliant on population projections provided by the Santa Barbara County Association of Governments (SBCAG). SBCAG generates population projections based on local General Plans. In this case, SBCAG utilized population projections contained in the City of Buellton General Plan, which are based on existing and anticipated land uses in the city.

The project would result in new residential units and would contribute to an increase in population. The 2019 Ozone Plan is based on countywide population data provided by the California Department of Finance. The 2019 Ozone Plan also states that its growth projections are similar to that of the 2019 SBCAG Regional Growth Forecast 2050, in which assumptions about future land development patterns were used to generate future population forecasts for Santa Barbara County (SBCAG 2019). These growth projections for Buellton are shown in Table 3.

 Table 3 SBCAG Population Projections for Buellton

Year	Population Forecast	
2017	5,300	
2020	5,500	
2025	5,700	
2030	5,900	
Source: SBCAG 2019		

The project as studied involved developing 92 residential units, or 3 more units than the project as now proposed. The current population of Buellton is 5,435, and the average household size is 2.72 persons per dwelling unit (CDOF 2021a). Development of the project as studied would add an estimated 250 residents ([92 dwelling units x 2.72 people/dwelling unit], thus increasing the City's population to approximately 5,685 persons. SBCAG's 2050 growth forecast projects Buellton's population to be approximately 5,700 in 2025 and 5,900 in 2035 (SBCAG 2019). The existing plus project population of 5,685 residents would not exceed SBCAG's 2025 or 2030 growth forecasts of 5,500 residents and 5,700 residents, respectively, for Buellton (SBCAG 2019). Development of the project as studied, but also the slightly smaller project as actually proposed, would therefore be consistent with the population forecasts contained in the 2019 Ozone Plan. Furthermore, the project would not require a General Plan Amendment and therefore was incorporated into the planning assumptions of the 2019 Ozone Plan.

Furthermore, in accordance with standard practices in the City, the following standard SBCAPCD fugitive dust control measures would be required for project implementation:

- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding SBCAPCD's limit of 20 percent opacity for greater than three minutes in any 30-minute period. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the wind speed exceeds 15 miles per hour (mph). Reclaimed water shall be used whenever possible. However, reclaimed water shall not be used in or around crops for human consumption.
- The amount of disturbed area shall be minimized.
- On-site vehicle speeds shall be no greater than 15 mph when traveling on unpaved surfaces.
- A track-out prevention device shall be installed and operated where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel washing systems.
- If stockpiling of material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- After clearing, grading, earth moving or excavation is completed, the disturbed area shall be treated by watering, or using roll-compaction, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All driveways and sidewalks to be paved/surfaced shall be completed as soon as possible.
- 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. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.
- The project applicant shall comply with SBCAPCD Rule 345: Control of Fugitive Dust from Construction and Demolition Activities, including all applicable standards and measures therein.

Therefore, the proposed project would be consistent with the applicable air quality plan, and impacts would be less than significant.

#### b. Criteria Pollutants.

#### Construction

Construction activities would generate temporary air pollutant emissions associated with fugitive dust (particulate matter measuring 10 microns or less in diameter  $[PM_{10}]$  and particulate matter measuring 2.5 microns or less in diameter  $[PM_{2.5}]$ ), exhaust emissions from heavy construction vehicles, and reactive organic compounds (ROC) that would be released during the drying phase after application of architectural coatings. Table 4 summarizes emissions that would be generated from the project. As shown therein, construction emissions generated under all three scenarios would not exceed the SBCAPCD threshold of 25 tons per year for ROC or nitrogen oxides (NO<sub>X</sub>).

	Annual Emissions (tons per year)					
Construction Year	ROC	NOx	со	SOz	PM <sub>10</sub>	PM <sub>2.5</sub>
2022	<1	1	1	<1	<1	<1
2023	<1	1	1	<1	<1	<1
2024	<1	<1	<1	<1	<1	<1
Maximum Annual Emissions	1	2	2	<1	<1	<1
SBCAPCD Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

#### Table 4 Estimated Annual Construction Emissions

ROC = reactive organic compounds,  $NO_x$  = nitrogen oxides, CO = carbon monoxide,  $SO_2$  = sulfur dioxide,  $PM_{10}$  = particulate matter 10 microns in diameter or less,  $PM_{23}$  = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulations (including SBCAPCD Rules 345, 323.1, and 329).

#### Operation

Table 5 summarizes the project's operational emissions by emission source (area, energy, and mobile. As shown in Table 5, operational emissions would not exceed SBCAPCD thresholds. Therefore, impacts would be less than significant.

	Average Daily Emissions (pounds per day)						
Emissions Source	ROC	NO <sub>x</sub>	со	SO2	PM <sub>10</sub>	PM <sub>2.5</sub>	
Area	3	<1	8	<1	<1	<1	
Energy	<1	<1	<1	<1	<1	<1	
Mobile	1	1	10	<1	2	<1	
Total	4	2	18	<1	2	1	
Threshold (area + energy + mobile)	240	240	N/A	N/A	80	N/A	
Threshold Exceeded?	No	No	N/A	N/A	No	N/A	
Threshold (mobile only)	25	25	N/A	N/A	N/A	N/A	
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A	

#### Table 5 Estimated Average Daily Operational Emissions

ROC = reactive organic compounds, NOx = nitrogen oxides, CO = carbon monoxide, SO<sub>2</sub> = sulfur dioxide, PM<sub>10</sub> = particulate matter 10 microns in diameter or less, PM<sub>25</sub> = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not sum precisely due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulations (including SBCAPCD Rule 323.1) and project design features. Emissions presented are the highest of the winter and summer modeled emissions.

c. <u>Sensitive Receptors</u>. The closest sensitive receptor is a multi-family residence adjacent to the project site to the east. The SBCAPCD states that localized air quality impacts to sensitive receptors typically result from toxic air contaminant (TAC) emissions, which are discussed in the following subsections (SBCAPCD 2017).

### Construction

Construction-related activities would result in short-term, project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation grading, building construction, and other construction activities. DPM was identified as a TAC by the California Air Resources Board (CARB) in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2021a). Per SBCAPCD, a health risk assessment is not required for short-term construction projects (SBCAPCD 2017). Instead, the project's TAC impacts from construction are discussed qualitatively.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 17 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period (assumed to be the approximate time that a person spends in a household). OEHHA recommends this risk be bracketed with 9-year and 70-year exposure periods.

Health risk assessments should be limited to the period/duration of activities associated with the project. The maximum PM<sub>2.5</sub> emissions, which are used to represent DPM emissions for this analysis, would occur during grading activities. While grading emissions represent the worst-case condition, such activities would only occur for approximately 21 days, which is less than 0.6, 0.2, and 0.1 percent of the typical health risk calculation period of 9 years, 30 years, and 70 years, respectively. PM<sub>2.5</sub> emissions would decrease for the remaining construction period because construction activities such as building construction and paving would require less construction equipment. In addition, although residents may occupy Building A during construction of Building B, their exposure to DPM emissions during construction activities would similarly be for an abbreviated period of time that would be a small fraction of the typical health risk calculation periods of 9 years, 30 years, and 70 years<sup>1</sup>. Therefore, given the short duration of exposure, DPM generated by project construction is not expected to create conditions where the probability that the Maximally Exposed Individual would contract cancer is greater than 10 in one million or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than one in one million for the Maximally Exposed Individual. Construction impacts to sensitive receptors would be less than significant.

## Operational

CARB's Air Quality and Land Use Handbook: A Community Health Perspective (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).

Residential land uses are not considered land uses that generate substantial TAC emissions based on review of the air toxic sources listed in CARB's guidelines. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. Because the project would not include substantial TAC sources and is consistent with CARB guidelines, it would not result in the exposure of off-site sensitive receptors to significant amounts of carcinogenic or toxic air contaminants. Impacts would be less than significant.

d. <u>Other Emissions.</u> The project would generate oil and diesel fuel odors during construction from equipment use. The odors would be limited to the construction period and would be intermittent and temporary. Furthermore, these odors would dissipate rapidly with distance from in-use construction equipment, and the nearest sensitive receptors are located adjacent to the project site to the east. Accordingly, project construction would not result in other emissions, such as those leading to odors that would adversely affect a substantial number of people, and impacts would be less than significant.

The SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (2017) states that certain projects have the potential to cause significant odor impacts because of the nature of their operation and their location. Examples include fast food restaurants, bakeries, and coffee roasting facilities. Residential land uses are not identified as odor-generating land uses, and the project would not include odor-generating components. Therefore, operation of the project would not generate other emissions, such as those leading to odors that would affect a substantial number of people. No operational impacts would occur.

### Cumulative Impact Analysis

The geographic scope for the cumulative air quality impact analysis is Santa Barbara County. Because Santa Barbara County is designated non-attainment for the  $PM_{10}$  California Ambient Air

<sup>&</sup>lt;sup>1</sup> The Study refers to Building 1 and Building 2, which equate to Building A and Building B, respectively.

Quality Standards, there is an existing significant cumulative air quality issue related to this pollutant. Based on SBCAPCD thresholds, a project would have a significant cumulative impact if it is inconsistent with the applicable adopted federal and state air quality plans (in this case, the 2019 Ozone Plan). As discussed under Impact AQ-1, the project would be consistent with the 2019 Ozone Plan. Therefore, the project would not result in a cumulatively considerable contribution to air quality impacts related to criteria air pollutant emissions.

The project is not located in close proximity to existing or planned land use development projects that would generate TAC or odor emissions affecting a substantial number of people. The project site is located approximately 200 feet east of U.S. 101. The primary source of TAC emissions associated with U.S. 101 is diesel-fueled truck traffic that releases DPM emissions. The segment of U.S. 101 closest to the project site experiences daily traffic volumes of approximately 17,400 vehicles on the segment closest to the project site. Approximately 14 percent of the daily traffic volume (2,436 vehicles) is attributed to medium-duty and heavy-duty trucks, many of which are likely diesel-fueled (California Department of Transportation 2021a and 2021b). According to CARB's guidance (2005), high-traffic urban roads with the potential to result in substantial adverse impacts related to TAC emissions experience daily traffic volumes of more than 100,000 vehicles per day, and typical urban freeways with the potential to result in substantial adverse impacts related to TAC emissions have truck traffic volumes of 10,000 to 20,000 trucks per day. Therefore, due to its relatively low total and truck-specific traffic volumes, U.S. 101 is not expected to be a major source of TAC emissions affecting existing sensitive land uses in the project site vicinity. Furthermore, most vehicle traffic associated with the proposed project that may travel on U.S. 101 would be gasoline-fueled and thus would not emit TACs. The minimal number of diesel-fueled vehicle trips associated with the proposed project, such as garbage trucks, would have a negligible contribution to existing levels of TAC emissions by diesel-fueled traffic on U.S. 101. In addition, SBCAPCD Rule 303, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public, would minimize the potential for nuisance odors. Therefore, no cumulative TAC or odor emissions impacts would occur.

# Siting of Sensitive Receptors

Pursuant to CEQA Guidelines Section 15126.2(a), the environmental impacts on residents of a proposed project are not required to be analyzed under CEQA, except when the project might risk exacerbating existing significant environmental effects by bringing development and people into the area affected (i.e., CEQA requires the analysis of the impacts of a project on the environment and not analysis of the environment's impacts on a project). As discussed above, project construction and operation would not significantly exacerbate existing ambient air quality contaminant levels. Therefore, this analysis of air quality impacts to future project residents is provided for informational purposes only. The proposed project includes the siting of new residential land uses, which are sensitive receptors. The project site is located within 1,000 feet of commercial development to the north and east, the McMurray Water Treatment Plant to the west, a dry cleaner to the north, U.S. 101 to the east, gas stations to the north, and SR 246 to the north. All of these land uses are considered potential sources of TAC emissions. CARB's Air Quality and Land Use Handbook: A Community Health Perspective (2005) and the SBCAPCD's Scope and Content of Air Quality Sections in Environmental Documents (2017) provide the following recommendations regarding the siting of new sensitive land uses near freeways, high-traffic roadways, distribution centers, dry cleaners, and gasoline dispensing facilities:

- Avoid siting new sensitive land uses within 500 feet of the outer edge of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
- Avoid siting new sensitive land uses within 1,000 feet of a distribution center that accommodates more than 100 diesel-fueled trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week.

- Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation that uses perchloroethylene. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district.
- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities

## General Commercial Development

The primary source of TAC emissions associated with the general commercial development immediately to the north and east of the project site (excluding the dry cleaner) is diesel-fueled truck traffic that releases DPM emissions, which may be associated with deliveries to stores such as Albertsons, CVS, and various restaurants. However, based on the nature of this commercial development, the frequency of these deliveries is not expected to exceed CARB's criteria for "distribution centers" of more than 100 diesel-fueled trucks per day, more than 40 trucks with operating TRUs per day, or TRU unit operations in excess of 300 hours per week. These criteria are typically met by large warehouse distribution facilities, rather than general commercial developments. Therefore, the general commercial development (excluding the dry cleaner) to the north is not expected to be a major source of TAC emissions affecting future project residents.

# McMurray Water Treatment Plant

The primary source of TAC emissions associated with the McMurray Water Treatment Plant located immediately to the west of the project site is an emergency backup generator that releases DPM emissions during testing and maintenance events and infrequent emergency usage. The generator is permitted to operate no more than 20 hours per year for maintenance and testing with no limitation for emergency use (SBCPACD 2020a). In 2020, this generator was only operated for a total of six hours for maintenance and testing (30 minutes each month; SBCAPCD 2021b). Due to the infrequent and limited operation of the emergency backup generator and its required compliance with the emissions limits of its Permit to Operate, the McMurray Water Treatment Plant is not expected to be a major source of TAC emissions affecting future project residents.

### Dry Cleaner

The primary source of TAC emissions associated with dry cleaners is perchloroethylene, which is a solvent commonly used to clean clothes or other materials. The project site is approximately 165 feet away from the nearest dry cleaner; however, according to its Permit to Operate, this dry cleaner uses Exxon DF-2000 (a synthetic hydrocarbon cleaning solvent) in its operations and does not utilize perchloroethylene (SBCAPCD 2020b). Therefore, the dry cleaner to the north is not expected to be a major source of TAC emissions affecting future project residents.

# U.S. 101

The primary source of TAC emissions associated with U.S. 101 is diesel-fueled truck traffic that releases DPM emissions. The project site is located approximately 200 feet from the outer edge of U.S. 101. Existing daily traffic volumes vehicles on the segment closest to the project site are approximately 17,400 trips per day. Approximately 14 percent of the daily traffic volume (2,436 vehicles) is attributed to medium-duty and heavy-duty trucks, many of which are likely diesel-fueled (California Department of Transportation 2021a and 2021b). According to CARB's guidance (2005), high-traffic urban roads with the potential to result in substantial adverse impacts related to TAC emissions experience daily traffic volumes of more than 100,000 vehicles per day, and typical urban freeways with the potential to result in substantial adverse impacts related to TAC emissions have truck traffic volumes of 10,000 to 20,000 trucks per day. Therefore, due to its relatively low total and truck-specific traffic volumes, diesel-fueled truck traffic on the segment of U.S. 101 closest to the project site is not expected to be a major source of TAC emissions affecting future project residents.

#### Gas Stations

The primary source of TAC emissions associated with gas stations is benzene, which is released by refueling activities. The project site is approximately 615 feet away from the nearest gas station and is therefore well outside CARB's recommended buffer of 50 feet for new sensitive land uses near typical gasoline dispensing facilities. Therefore, gas stations to the north are not expected to be a major source of TAC emissions affecting future project residents.

#### SR 246

The primary source of TAC emissions associated with SR 246 is diesel-fueled truck traffic that releases DPM emissions. Existing average daily traffic on SR 246 is approximately 25,880 trips (California Department of Transportation 2021a). Therefore, SR 246 does not qualify as a high-traffic urban road with more than 100,000 vehicles per day, and diesel-fueled truck traffic on the segment of SR 246 closest to the project site is not expected to be a major source of TAC emissions affecting future project residents.

#### Summary

Given the analysis in the preceding subsections, future project residents are not expected to be exposed to elevated levels of TAC emissions that would exceed the public notification health risk thresholds adopted by the SBCAPCD of 10 excess cancer cases in a million for cancer risk or a Hazard Index of more than 1.0 for non-cancer risk. Furthermore, the proposed project would be required to include Minimum Efficiency Reporting Value (MERV) 13 filters in the building ventilation systems, pursuant to the 2019 California Energy Code Subchapter 7, Section 150(m)<sup>2</sup>, which remove approximately 90 percent of DPM from the intake air (Singer et al. 2016) and would substantially reduce future project residents' exposure to DPM emissions from U.S. 101, the McMurray Water Treatment Plant, and SR 246.

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

 $<sup>^{2}</sup>$  The 2022 California Energy Code, which goes into effect January 1 2023, includes this requirement for multi-family buildings in Section 160.2(b)(1)(C).

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

A Biological Resources Assessment (BRA) and subsequent addendum was prepared by Kevin Merk Associates, LLC on behalf of the applicant. The BRA was peer reviewed by Rincon Consultants on contract under the City of Buellton. This biological resources section references information contained in the BRA. All data used in the creation of this section is on file at the Buellton Planning Department and is hereby incorporated by reference into this Initial Study. (References to and numbering of Tables and Figures in this Initial Study Section reflect numbers in BRA.)

# Background

The site is an undeveloped lot on a terrace above the river, and is surrounded by development on three sides. The majority of the site is non-native annual grassland, and historic aerial photography shows that it is regularly mowed. Landscaping associated with an offsite commercial development is within the property boundary on the north. The site is relatively level and slopes slightly to the south toward the river. Elevations on the property range from 352 to 361 feet (107 to 110 meters) above mean sea level. The onsite soils are Metz loamy sand, 0 to 2 percent slopes. Four plant communities were identified within the study area, and include: 1) Annual Grassland; 2) Ornamental; 3) Coastal Scrub; and 4) Eucalyptus. The Annual Grassland habitat onsite is dominated by non-native grassland species due to a

history of disturbance. Coastal Scrub habitat occurred on the slope to the south of the study area, and a small amount extended into the property and within the southwestern corner. It was composed of coyote brush (Baccharis pilularis), and had high cover by non-native poison hemlock (Conium maculatum) in between the coyote brush shrubs. The Ornamental and Eucalyptus habitat types are planted areas consisting primarily of non-native species and do not comprise native plant communities. A cottonwood (Populus fremontii) tree and several willow (Salix lasiolepis) shrubs occur in a patch within the band of Ornamental landscaping along the property's northern edge. These individuals were either planted or have established in the irrigated landscaping area from wind-blown seed.

# Impact Analysis

- a. Sensitive Species. No special-status plant or animal species were observed during the reconnaissance survey. The background review coupled with a spring survey done for the BRA determined that there were no special-status plant species with potential to occur on the site. Given the site's proximity to extensive open space along the Santa Ynez River, a number of wildlife species were considered to have potential to occur on the property, albeit low potential given the small size of the property and proximity to existing development. No designated critical habitat for federally listed species occurs on the site, but critical habitat for the southwestern willow flycatcher (Empidonax traillii extimus) and southern California Distinct Population Segment (DPS) steelhead (Oncorhrynchus mykiss irideus population 10) occurs along the Santa Ynez River near the site. The loss of approximately three acres of mainly disturbed Annual Grassland would not result in a significant loss of wildlife habitat. Mitigation for special-status animal species that could occur onsite (obscure bumble bee, Blainville's horned lizard, California red-legged frog, northern California legless lizard, two-striped gartersnake, nesting birds and communally roosting yellowbilled magpies) is included in mitigation measures below. Mitigation prescribed to avoid indirect effects on species and habitats within the Santa Ynez River are also included in mitigation measures below. Mitigation for these impacts is addressed in Mitigation Measures BIO-1a-e below Impacts would be less than significant with mitigation incorporated.
- b. <u>Riparian Habitat</u>. Riparian habitats are generally considered to be a sensitive natural community by the California Department of Fish & Wildlife (CDFW) and are also under the jurisdiction of CDFW pursuant to Section 1600 et seq. of the California Fish and Game Code, and RWQCB under the Porter-Cologne Act. Riparian habitats along the river and natural drainage features are also considered sensitive by the City. As detailed in the BRA, the cottonwood tree and several willow shrubs in the ornamental vegetation onsite were either planted or have established onsite from windblown seed. The tree and shrubs appear to be reliant on irrigation associated with the development to the north, and it is not associated with a drainage feature or swale. It is disjunct from riparian habitat along the Santa Ynez River. For these reasons, the cottonwood and willow shrubs onsite would not fall under the jurisdiction of CDFW/RWQCB, and should not be considered a sensitive biological resource. Indirect effects on Riparian habitat within the Santa Ynez River could occur should substantial sedimentation and runoff of pollutants from the construction site enter the river corridor. Mitigation for these impacts is addressed in Mitigation Measure BIO-4 below. Impacts would be less than significant with mitigation incorporated.
- c. <u>Wetlands.</u> There is no wetland habitat on the property or immediately adjacent to the site. The site is situated on a terrace above the river in an upland area where there are no drainages or depressions capable of ponding water that could support wetland plant species. Therefore, the project would not directly affect wetland habitat. However, should stormwater runoff occur from disturbed areas onsite, there is potential for wetland habitat in the Santa Ynez River to be indirectly affected by pollutants and/or sediment by surface runoff from the project site. Mitigation for this impact is addressed in Mitigation Measure BIO-4 below. Impacts would be less than significant with mitigation incorporated.

- d. <u>Wildlife Corridors.</u> The proposed project would not affect the movement of native fish because there are no stream channels on the property that could support fish. The project would involve the conversion of approximately three acres to a developed area, which would be a barrier to the movement of terrestrial wildlife species. However, the site is surrounded by suburban development and the highway on three sides and is not expected to be used as a wildlife corridor for any species because it does not provide connectivity to any natural habitat areas. The wide Santa Ynez River corridor adjacent to the site provides ample opportunity for movement of species in an east-west direction. Species moving north-south would use more open areas outside of the urban boundary of Buellton. The property is not expected to be used for breeding by wildlife species other than birds because it is disturbed and lacks value has habitat. While there are a number of special-status bird species that could forage on the site or use the area on a transitory basis during migration, the loss of this habitat area would not significantly affect these species and it is possible some individuals would continue to use ornamental trees that will be incorporated into the project landscaping. No wildlife nursery sites are expected to occur on the property. No impacts are anticipated to occur.
- e. <u>Local Policies</u>. The project does not conflict with any local policies or ordinances protecting biological resources, including policies in the City's General Plan Conservation and Open Space Element, as detailed in the Land Use and Planning Section of this IS/MND, or the City's Native Tree Protection Ordinance, as no native trees will be removed or disturbed as part of the project. No impacts would occur.
- f. <u>Habitat Conservation Plan</u>. No local, regional or state conservation plans have been prepared for the area in which the project is located; therefore, there would be no conflicts with these plans. No impacts would occur.

### Cumulative Effects

The proposed project is located in an urban area, and is a vacant lot surrounded by suburban development and Highway 101 to the west. It would involve conversion of approximately three acres of mainly Annual Grassland and planted Ornamental trees to high-density residential development. Because the existing condition of the site is disturbed, and no aquatic resources on the property, it does not represent any significant value for biological resources. Therefore, the project would not significantly contribute to the loss of wildlife habitat or special-status plant populations in the area. In a cumulative sense, the project would add three acres of urbanization to an area that is slowly being developed, and the project represents infill development, in which it is not extending the urban limits further into natural habitat. Measures are included to prevent construction stormwater runoff from affecting the Santa Ynez River located at least 200 feet away, but in the long-term, the increase in impervious surfaces could contribute slightly to an increase of discharges from the site. These two cumulative effects, infill development and increased stormwater runoff, are expected to be insignificant due to the small size and location of the project, as well as the use of Low Impact Development principles to contain runoff onsite. With mitigation incorporated as described herein, no significant effects on biological resources are expected to occur as a result of project implementation. Because there would be no effects of the project in the context of the site's importance in the overall area, the project would not contribute to cumulative effects of other nonfederal projects planned in the area.

# **Findings and Mitigation:**

**BIO-1a** *Incorporate native plant species in project landscaping.* Plant species that could be used include ceanothus, coyote brush, sweet pea, lupine, willows, sages, and blackberry.

**BIO-1b** Conduct all initial grading and vegetation removal for project construction during the dry season, between April 15th and November 15<sup>th</sup>. If initial construction phases cannot be conducted during this time frame, erect a temporary wildlife exclusion fence around the southern property line prior to any site grading, and monitor for trapped special-status wildlife species.

The fence shall be composed of an Ertec Environmental Systems E-Fence with overhanging climbing barrier, or similar material. The fence shall be installed into the ground at a depth of at least 6 inches. The ground surface shall be compacted up against the edge of the fence on both sides, leaving no gaps in which animals could enter and be undetectable. In some cases, fill material such as coarse sand may be needed to ensure there are no gaps. Construction should not commence until the wildlife exclusion fence installation has been installed. A qualified biological monitor shall be present to oversee the installation of the fence, and to conduct daily pre-activity surveys and monitor surface disturbance until all vegetation within the work area has been removed. In addition, if at least 0.25 inch of rainfall is received while initial site disturbance activities are occurring, the qualified biologist shall survey the entire work site prior to the start of construction the following day. No construction activities would be permitted if rainfall is forecast for at least 0.25 inches, until the site is completely cleared of vegetation and graded. If any federally listed species are found, the USFWS and City shall be contacted and work delayed until clearance is given. The temporary exclusion fence shall be maintained regularly and remain in place until all ground disturbance and grading activities have been completed.

- **BIO-1c** *Conduct a preconstruction wildlife survey and avoid construction in any areas with special-status wildlife species.* Immediately prior to the start of vegetation removal or grading, a qualified biologist shall survey all temporary and permanent impact areas for special-status wildlife species, such as Blainville's horned lizard, northern California legless lizard, and other wildlife species. Surveys should include raking through leaf litter and searching under cover objects. Construction activities can begin once it has been determined that there are no special-status wildlife species within impact areas. If any special-status wildlife species are found within the impact area or would otherwise be at risk during construction, work activities shall be delayed in that particular area and the animal allowed to leave the work zone on its own volition. The biologist shall monitor the area to determine when individuals of special-status species have left and work can commence. If any federally listed species are found, the USFWS and City shall be contacted and work delayed until clearance is given.
- **BIO-1d** *Prepare and present a Worker Environmental Awareness Program.* A qualified biologist shall prepare a Worker Environmental Awareness Program that will be presented to all project personnel. This program shall detail measures to avoid and minimize impacts on biological resources. It shall include a description of special-status species potentially occurring on the project site and their natural history; the status of the species and their protection under environmental laws and regulations; and, the penalties for take. Recommendations shall be given as to actions to avoid take should a special-status species be found on the project site.
- **BIO-1e** All steep walled trenches and excavations shall have an escape ramp for wildlife, or conduct daily pre-activity surveys of all excavations and trenches that are left open overnight. All excavations shall have earthen escape ramps installed to

allow wildlife to climb out, but should also be searched by construction personnel each morning to ensure that no wildlife remain prior to the start of work each day. If any excavations cannot have an escape ramp created and are left open overnight, a qualified biologist shall inspect open trenches each day prior to the start of work. If any special-status animal species are found, appropriate authorizations shall be obtained from CDFW and/or USFWS to remove the animal(s) from the project site and relocate to suitable habitat away from project activities. Work shall be halted until the entrapped animal has been relocated or is allowed to escape on its own.

- **BIO-2** Conduct a preconstruction nesting bird survey if initial construction activities take place during the nesting season (February 1st to August 31st) and avoid active nests. A qualified biologist shall conduct a preconstruction survey for nesting birds within ten (10) days before the initiation of construction. Surveys shall include the Annual Grassland habitat and all trees and shrubs on the property. Any nests identified shall be monitored to determine if they are active. If no active nests are found, construction area (250 feet for raptors), the biologist, in consultation with the City and California Department of Fish & Wildlife needed, shall determine the extent of a buffer to be established around the nest. The buffer will be delineated with flagging, and no work shall take place within the buffer area until the young are no longer reliant on the nest, as determined by the qualified biologist.
- **BIO-3** Orient all lighting away from the direction of the Santa Ynez River corridor. Project designers shall follow current City policies related to night lighting and plan to install lighting that is not directed to the south at the river. This can be accomplished through use of directional lights, emphasis on ground-level lighting, or other methods consistent with City policies.
- **BIO-4** *Install appropriate erosion and sediment controls and measures following the project engineer's guidance to prevent pollution of offsite habitats.* The following BMPs are required to be implemented during and after the construction phases of the project:
  - a. If possible, the potential for erosion and sedimentation shall be minimized by scheduling construction to occur outside of the rainy season, which is typically defined in this area as November 15 through April 15.
  - b. To minimize site disturbance, all construction related equipment shall be restricted to established roads, construction areas, and other designated staging areas.
  - c. A Sediment and Erosion Control Plan, or similar document, shall be required by the City. The use of silt fence, straw wattles and other appropriate techniques should be employed to protect the Santa Ynez River off the property. All sediment and erosion control measures shall be installed per the engineer's requirements.
  - d. Spill kits shall be maintained on the site, and a Spill Response Plan shall be in place.

- e. No vehicles or equipment shall be refueled within 100 feet of the top of terrace along the river unless a bermed and lined refueling area is constructed. No vehicles or construction equipment shall be stored overnight within 100 feet of the top of terrace unless drip pans or ground covers are used. All equipment and vehicles should be checked and maintained on a daily basis to ensure proper operation and to avoid potential leaks or spills. Construction staging areas should attain zero discharge of stormwater runoff from leaving the site.
- f. No concrete washout shall be conducted on the site outside of an appropriate containment system. Washing of equipment, tools, etc. should not be allowed in any location where the tainted water could enter onsite drainages.
- g. The use of chemicals, fuels, lubricants, or biocides shall be in compliance with all local, state, and federal regulations. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other state and federal legislation.
- h. All project-related spills of hazardous materials within or adjacent to the project site shall be cleaned up immediately.
- i. All areas with soil disturbance shall have appropriate erosion controls and other stormwater protection BMPs installed to prevent erosion potential. Silt fencing, erosion control blankets, straw bales, sandbags, fiber rolls and/or other types of materials prescribed on the plan shall be implemented to prevent erosion and sedimentation. Biotechnical approaches using native vegetation shall be used along the river frontage as feasible.
- j. Areas of the site along the river with disturbed soils that are outside landscape planting areas shall be restored under the direction of the project engineer in consultation with a qualified restoration ecologist as needed. Methods may include recontouring graded areas to blend in with existing natural contours, covering the areas with salvaged topsoil containing native seedbank from the site, and/or applying the native seed mix in Table 1. Native seed mix shall be applied to the graded areas through either direct hand seeding or hydroseeding methods. Seeding with the native erosion control seed mix should be provided on all disturbed soil areas prior to the onset of the rainy season (by November 15).

Species	Application Rate (lbs./acre)
Bromus carinatus (California brome)	10
Stipa pulchra (purple needlegrass)	5
Trifolium wildenovii (tomcat clover)	5
Vulpia microstachys (six weeks fescue)	5
Total	25

# Table 1. Native Erosion Control Seed Mix

## **Monitoring:**

<u>BIO-1a</u>: The Applicant shall incorporate native plant species in project landscaping plans provided to the Planning Department prior to Zoning Clearance issuance.

<u>BIO-1b</u>: The Applicant shall provide evidence of the grading and vegetation removal schedule to the Planning and Engineering Departments. If grading and vegetation removal will fall outside of April 15th to November 15th, the Applicant shall provide on the project plans, the location and specifications of the required fencing prior to Grading Permit issuance. Applicant shall furnish to the Planning Department, evidence of a qualified biological monitor present onsite to oversee the installation of the fence and to conduct surveys as described, and verification that no construction activities would be permitted if rainfall is forecast for at least 0.25 inches, until the site is completely cleared of vegetation and graded. If necessary, the Planning and/or Engineering Department shall conduct inspections to ensure compliance.

<u>BIO-1c</u>: The Applicant shall provide results of the survey to the Planning Department. The survey shall be conducted by a qualified biologist. The Planning and Engineering Departments will verify compliance prior to grading permit issuance.

<u>BIO-1d</u>: The Applicant shall provide verification to the Planning and Engineering Departments that a Worker Environmental Awareness Program has been implemented by a qualified biologist prior to grading activities.

<u>BIO-1e</u>: The Applicant shall provide evidence to the Planning and Engineering Departments that all steep walled trenches and excavations have an escape ramp for wildlife, or daily pre-activity surveys are conducted of all excavations and trenches that are left open overnight, and if necessary, the Planning and/or Engineering Department shall conduct inspections to ensure compliance.

<u>BIO-2</u>: The Planning Department will verify that a preconstruction nesting bird survey is completed if initial construction activities take place during the nesting season (February 1st to August 31st).

<u>BIO-3</u>: The Planning Department will verify that all lighting is oriented away from the direction of the Santa Ynez River corridor, shown on the plans prior to Zoning Clearance issuance and as installed at the Final Inspection.

<u>BIO-4</u>: The Planning and Engineering Departments will verify that the BMP measures are stated on the project plans prior to grading permit issuance and followed during construction.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		Х		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		Х		

c) Disturb any human remains, including those interred outside of formal cemeteries?	Х	

The following cultural resources section is based on the Phase I Archeological Resources Report (Dudek, July 2022) that was prepared for the Project. The report included findings from the archeological pedestrian survey conducted by Dudek staff archaeologists and a Native American monitor from the Santa Ynez Band of Chumash Indians on January 5, 2022.

## Impact Analysis

a. and b. <u>Historical/Archaeological Resources:</u> The terms "historical resources" and "archaeological resources" are defined by California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a). No such historical or archaeological resources were identified within the proposed Project site.

The pedestrian survey did not yield any evidence of historical or archaeological resources on the Project site. The CCIC/CHRIS records indicate that no historical or archaeological resources have been identified within the proposed Project site. Five cultural resources have been previously recorded within 1-mile of the proposed Project site, and of the five cultural resources one is a prehistoric isolate, one is a historic isolate, one is a multicomponent isolate, and two are non-archaeological built environment resources.

Although the CHRIS records search and pedestrian survey results returned negative and the proposed Project site has been subject to previous ground disturbance, the proposed Project site is adjacent to a major water source (Santa Ynez River) which would have made the area a hospitable location for habitation of prehistoric and historic habitation. Consequently, the potential for unknown prehistoric and historic cultural resources to exist within the proposed Project, specifically within intact native soils estimated to be as shallow as 18-24 inches below the current ground surface, is considered moderate. If cultural resources were encountered there is potential they would be significantly impacted. Mitigation measures included below would ensure the proper treatment of any cultural resources inadvertently encountered during ground disturbing activities, and reduce the impact to a less than significant level.

c. <u>Human Remains</u>: Since no known cemetery uses or burial sites are located on or adjacent to the site, no impacts to human remains are anticipated. If human remains are discovered, protocols detailed in Mitigation Measure CR-4 below must be followed.

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

**CR**-1: **Cultural Resource Monitoring Plan.** Impacts to cultural resources should be minimized through implementation of pre- and post- construction tasks. Tasks pertaining to cultural resources include the development of a cultural resource inadvertent discovery plan (Plan). The purpose of the Plan is to outline a program of treatment and mitigation in the case of an inadvertent discovery of cultural resources during ground-disturbing phases (including but not limited to preconstruction site mobilization and testing, grubbing, removal of soils for remediation, construction ground disturbance, construction grading, trenching, and landscaping) and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources throughout the duration of the Project. This Plan should define the process to be followed for the identification and management of cultural resources in the Project area during construction. Existence of and importance of adherence to this Plan should

be stated on all Project site plans intended for use by those conducting the ground disturbing activities.

- CR 2: Workers Environmental Awareness Program (WEAP) Training. All construction personnel and monitors who are not trained archaeologists should be briefed regarding unanticipated discoveries prior to the start of ground disturbing activities. A basic presentation shall be prepared and presented by a qualified archaeologist to inform all personnel working on the Project about the archaeological sensitivity of the area. Additionally, a tribal representative traditionally and culturally affiliated with the geographic area of the proposed Project site should be consulted and invited to present at the WEAP training with respect to Native American sensitivity of the area. The purpose of the WEAP training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the Project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker should also be instructed on the proper procedures to follow in the event that cultural and/or tribal cultural resources and/or human remains are encountered during ground-disturbing activities. These procedures include the potential for work curtailment or redirection, and the immediate contact of the on-call archaeologist and if appropriate, Tribal representative. Necessity of training attendance should be stated on all Project site plans intended for use by those conducting the ground disturbing activities.
- CR 3: Archaeological and Native American Conditional Monitoring. A qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, and a Chumash Tribal representative, preferably ancestrally connected to the general Project area, should periodically spot monitor all initial (first movement of soils within each ground disturbance location at complete horizontal and vertical extents) ground disturbances or until careful consideration of observed soils reveals that encountering cultural materials is unlikely and monitoring is no longer necessary. A qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, should oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue spot monitoring) based on the observed potential for construction activities to encounter cultural deposits. The archaeological monitor should be responsible for maintaining monitoring logs. Following the completion of construction, the qualified archaeologist should provide an archaeological monitoring report to the City and the CCIC with the results of the cultural monitoring program.
- CR 4: Inadvertent Discovery of Archaeological Resources. In the event that archaeological resources (sites, features, or artifacts) are exposed during ground disturbing activities for the Project, all construction work occurring within 100 feet of the find should immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under the California Environmental Quality Act (14 CCR 15064.5(f); California PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted. If the discovery is Native American in nature, consultation with and/or monitoring by a Chumash Tribal representative may be necessary.

If a discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately as well as the qualified archaeologist and the City's Environmental Officer. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission (NAHC), who will provide the name and contact information for the Most Likely Descendent (MLD). Treatment of the discovery shall be decided in consultation with the MLD provided by the NAHC. Additionally, a qualified archaeologist and Chumash Tribal representative shall be retained to monitor all further subsurface disturbance in the area of the find. In the event of the discovery of human remains, work in the area of discovery may only proceed after the City's Environmental Officer, in consultation with the qualified archaeologist and MLD, grants authorization.

## Monitoring:

<u>CR-1 and 2</u>: The Planning and Engineering Departments will verify that the Plan and Training are provided prior to grading permit issuance.

<u>CR-3</u>: The Planning and Engineering Department will verify that a qualified archaeologist and Chumash monitor are on-site at the initial ground disturbance and periodically throughout grading until careful consideration of observed soils reveals that encountering cultural materials is unlikely and monitoring is no longer necessary. Following completion of construction, the Planning Department will verify that the archaeologist has provided the archaeological monitoring report to the City and the CCIC.

<u>CR-4</u>: Upon notification by project developer of discovery of a potential find, the Planning Department will verify that archaeologists and Native American representatives have been contacted to evaluate the materials found and, if necessary, to monitor any consequent mitigation activities.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY - Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			Х	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			Х	

### **Impact Analysis**

a. Energy Resources.

The Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. During construction, the Project would utilize typical construction equipment including off-road, heavy-duty diesel equipment for site preparation grading, building, and other construction activities. Construction hours would be limited to 7:00 a.m. to 5:00 p.m., Monday through Friday, with weekend construction requiring special approval from the Planning Director, limited to the hours of 9:00 a.m. to 4:00 p.m. A Materials Management Plan is required to be prepared and utilized to meet the City's minimum requirement of 65% construction and demolition waste reduction.

In its operation, the Project would meet the Title 24 Energy Code, be all-electric, and employ GreenPoint Rated features and conservation practices such as PV panels on the roof, electric

vehicle infrastructure, low flow fixtures, and low water plantings. The City requires all exterior lighting to be LED or of an equivalent energy efficiency, and employ a 3000K or less rating. The Project is located within a ¼ mile of two commercial centers, and would be connected to a planned pedestrian/bicycle trail (as required by the City's General Plan) that would span along the City's southern border. Therefore, VMT would be relatively low. Impacts would be less than significant.

b. <u>State/Local Plans.</u> The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As stated above, the Project would meet the Title 24 Energy Code, and employ energy efficient design features, renewable solar energy, and electric vehicle infrastructure, as required in the Energy Code. The Project is located within a ¼ mile of two commercial centers, and would be connected to a planned pedestrian/bicycle trail that would span along the City's southern border. Therefore, VMT would be relatively low. The City requires all exterior lighting to be LED or of an equivalent energy efficiency, and employ a 3000K or less rating. The Project would be consistent with the 2019 California Energy Efficiency Action Plan, and other State plans, the County Climate Action Plan, and the Buellton General Plan. Impacts would be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial				
adverse effects, including the risk of loss, injury, or				
death involving:				
i) Rupture of a known earthquake fault, as				v
delineated on the most recent Alquist-Priolo				Λ
Earthquake Fault Zoning Map issued by the State				
Geologist for the area or based on other				
substantial evidence of a known fault?				
ii) Strong seismic ground shaking?			Х	
iii) Seismic-related ground failure, including			v	
liquefaction?			Λ	
iv) Landslides?			Х	
b) Result in substantial soil erosion or the loss of			v	
topsoil?			Λ	
c) Be located on a geologic unit or soil that is unstable,				
or that would become unstable as a result of the				
project, and potentially result in on- or off-site			Х	
landslide, lateral spreading, subsidence, liquefaction or				
collapse?				
d) Be located on expansive soil creating substantial			x	
direct or indirect risks to life or property?			11	

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

e) Have soils incapable of adequately supporting the		
use of septic tanks or alternative wastewater disposal		X
systems where sewers are not available for the		Δ
disposal of wastewater?		
f) Directly or indirectly destroy a unique		
paleontological resource or site or unique		Х
geologic feature?		

The following analysis of geological resources is based on the City's Safety Element of the General Plan, the Central Management Area Groundwater Sustainability Plan (January, 2022), and the Geotechnical Investigation Report (Pacific Coast Testing, September 2020) that was prepared for the project.

# **Impact Analysis**

a. <u>Geologic Hazards</u>:

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

*ii) Groundshaking:* The San Andreas Fault, located approximately 50 miles northwest of Buellton, dominates both the geologic structure and seismicity of the project area. The largest upper level earthquake in Buellton would be an approximate 7.8 moment magnitude earthquake on the San Andreas Fault. However, faults closer to the project site also have the potential to generate earthquakes and strong groundshaking at the site. These include: (1) the active Los Alamos-Baseline fault, located approximately 6 miles northeast of the site and assigned a maximum earthquake magnitude of 6.8; and (2) the potentially active Santa Ynez Fault, located approximately 6 miles south of the site. Although higher accelerations may be experienced in Buellton from these faults compared to events on the San Andreas Fault, the recurrence interval for such events is much longer than for an event on the active San Andreas Fault Zone.

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

*iii)* Seismic-Related Ground Failure: No areas of abnormally high risk due to secondary seismic/geologic hazards have been identified within the City. General Plan Safety Element Policy S-1 requires that new development (habitable structures) be set back at least 200 feet from the bank of the Santa Ynez River. The nearest inhabited structures would be setback at minimum 200 feet from the river. The project would be consistent with this policy in this respect, which will minimize liquefaction hazards.

Policy S-7 requires that all new development shall satisfy the requirements of the California Building Code regarding seismic safety. Conformance with this policy would ensure that potential impacts related to liquefaction would be reduced to a less than significant level.

Also see discussion on landslides, lateral spreading, subsidence, liquefaction or collapse in sections a (iv), and c.,d. below. Less than significant impacts would result.

*iv) Landslides:* Slopes along the bank of the Santa Ynez River pose a threat of landslide hazard if structures are built to close to the edge. Policy S-1 requires that new development (habitable structures) be set back at least 200 feet from the bank of the Santa Ynez River. The nearest inhabited structures would be setback at minimum 200 feet from the river. As such, impacts from landslides would not occur.

- b. <u>Erosion</u>: The project proposes grading to create a level building pad, above the floodway, and out of the 100-year or 500-year floodplain, for the proposed structures and related improvements. Cutting and filling may result in increased erosion. Increased runoff from the proposed impervious surfaces could also increase site erosion. Erosion could lead to additional sediment in the off-site drainage facilities and Santa Ynez River. The City's adopted Grading Ordinance, requirements of the Regional Water Quality Control Board, and the City's standard conditions of approval require erosion and sediment control plans for all projects. Based on the implementation of these requirements, the impact to erosion is considered less than significant.
- c. and d. Unstable/Expansive Soils: The Geotechnical Report concluded that the near surface silty sand soils have very low expansivity. The building site, being located in nearly level terrain means that potential for slope movements to influence the proposed construction would be negligible. Further, the Report, concluded that: based on the results of the soil borings and the firms' experience in this area of Buellton, there is a low potential for liquefaction to occur at the site due to the absence of requisite soil density and groundwater conditions; and the potential for seismically induced settlement is also considered to be low. The Report found that due to the near level terrain, the lack of liquefiable soil zones and the high relative densities below a depth of 30 feet, the potential for lateral spreading displacements would be low to negligible. The 2022 Central Management Area Groundwater Sustainability Plan (GSP) found that land subsidence was determined to be unlikely due to the geologic setting of the Central Management Area (which covers the entirety of Buellton), and the nature of the Buellton Aquifer. Recent remote sensing data provided by Department of Water Resources (DWR) from 2015 - present show very little change in land surface elevation. Additionally, historical infrastructure records searched as part of the GSP did not indicate land subsidence. Based on this information, less than significant impacts would occur.
- e. <u>Suitability for Septic Systems:</u> All project wastewater would be discharged to the City sewer system. No septic systems have been proposed. No impacts would result.
- f. <u>Unique Paleontological Resources/Geologic Features</u>: There are no unique paleontological resources or geologic features on the site proposed for development. No impacts would result.

**Findings and Mitigation:** Impacts would be less than significant, so no mitigation is required. All development of the site must follow standard California Building Code requirements. Compliance with these regulations and requirements and the recommendations contained in the Geotechnical Investigation would result in less than significant geology related impacts. The Public Works Department/City Engineer will

verify that the final project design incorporates any design recommendations from an approved project-specific geologic study prior to issuing grading permits

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

This greenhouse gas (GHG) emissions analysis was been prepared by Rincon Consultants under contract to the City of Buellton, and is contained within the Air Quality and Greenhouse Gas Emissions Study, August 2022 (the "Study"). All data used in the creation of this section is on file at the Buellton Planning Department and is hereby incorporated by reference into this Initial Study. The Study was prepared based on a previous project iteration including 92 units, three more units than the project as currently proposed. The reduced project build-out does not alter the conclusions presented in the Study and all significance determinations remain as presented. References to and numbering of tables, figures, and sections reflect those contained in the Study.

# Impact Analysis

a. <u>GHG Generation</u>. Construction of the proposed project would generate temporary GHG emissions primarily as a result of operation of construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. As shown in Table 9, construction would generate an estimated total of 362 metric tons (MT) of carbon dioxide equivalents (CO<sub>2</sub>e). Amortized over a 30-year period per County of Santa Barbara guidance, construction would generate an estimated total of 12 MT of CO<sub>2</sub>e per year.

Year	Annual Emissions (MT of CO <sub>2</sub> e)	
2022	142	
2023	177	
2024	43	
Total	362	
Amortized over 30 years	12	
MT = metric tons; CO <sub>2</sub> e = carbon dioxide	equivalents	
See Appendix B for modeling results.		

Table 9	Estimated	GHG	Emissions	during	Construction
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Operation of the project as studied would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, wastewater and solid waste generation, and off-road equipment. As shown in Table 10, total combined annual GHG emissions generated by the project would be approximately 318 MT of  $CO_2e$  per year, or 1.3 MT of  $CO_2e$  per service person per year, which does not exceed the locally-applicable, project-specific efficiency

threshold of 3.3 MT of  $CO_2e$  per year<sup>3</sup>. Therefore, impacts would be less than significant, the conclusion of which can be extended to the slightly smaller project actually proposed.

Emission Source	Annual Emissions (MT of CO <sub>2</sub> e per year)	
Construction (Amortized over 30 Years)	12	
Operational		
Area	1	
Energy	42	
Mobile	238	
Solid Waste	20	
Water	5	
Total Emissions	318	
Service Population <sup>1</sup>	250	
Emissions per Service Person	1.3	
Service Population Threshold	3.3 per service person	
Service Population Threshold Exceeded?	No	

#### **Table 10 Combined Annual GHG Emissions**

MT = metric tons; CO<sub>2</sub>e = carbon dioxide equivalents

<sup>1</sup> Service population is defined as the number of residents and employees accommodated by a project. The proposed project would accommodate approximately 250 residents.

Notes: See Appendix B for modeling results.

b. <u>Conflicts with Applicable Plans.</u> Plans have been adopted to reduce GHG emissions in Santa Barbara County and at the state level. The project's consistency with the SBCAG 2050 SBCAG 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2017 Scoping Plan are discussed below.

# SBCAG 2050 RTP/SCS

SBCAG has incorporated a sustainable community strategy into its RTP/SCS, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2050 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. Objective 3 of the RTP/SCS is to "encourage affordable and workforce housing and mixed-use development within urban boundaries" (SBCAG 2021). The project would site affordable housing in close proximity to common commercial and retail destinations within the urban boundary of Buellton and therefore would be consistent with Objective 3. Objective 4 of the RTP/SCS is to "promote transit use and alternative transportation." The project site is less than a quarter-mile walking distance of the Highway 246/Freear Drive bus stop for Breeze Bus Route 200. Furthermore, in support of Objective 5 to "reduce vehicle miles traveled," the project would site a residential development in close proximity to common commercial and retail destinations as well as transit opportunities, which would contribute to reducing regional VMT. Therefore, the project would be consistent with the SBCAG 2050 RTP/SCS.

#### 2017 Scoping Plan

The principal state plans and policies regarding GHG emissions are Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, Senate Bill (SB)

 $\overline{}^{3}$  Refer to the Study for an expanded discussion on the calculation of the locally-applicable, project-specific efficiency threshold.

32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the California 2017 Climate Change Scoping Plan (the 2017 Scoping Plan) was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan's strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation. The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installing energy-efficient LED lighting, water-efficient faucets and toilets, water efficient landscaping and irrigation, solar photovoltaic panels, and electric vehicle charging stations. The project would be served by Pacific Gas and Electric or Central Coast Community Energy, both of which are required to increase its renewable energy procurement in accordance with SB 100 targets. As discussed earlier, the project would create affordable housing in close proximity to common commercial and retail destinations and transit opportunities, which would reduce future residents' daily VMT. Furthermore, the project would be required to comply with State recycling requirements for multi-family residential land uses set forth in AB 341, which would maximize the project's recycling and solid waste diversion. Compliance with these state laws would maximize the project's recycling and solid waste diversion. Therefore, the project would be consistent with the 2017 Scoping Plan.

#### Cumulative Impact Analysis

The geographic scope for related projects considered in the cumulative impact analysis for GHG emissions is global because impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. Therefore, GHG emissions and climate change are, by definition, cumulative impacts. As discussed in the Study, the adverse environmental impacts of cumulative GHG emissions, including sea level rise, increased average temperatures, more drought years, and more large forest fires, are already occurring. As a result, cumulative impacts related to GHG emissions are significant. Thus, the issue of climate change involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. As discussed under thresholds (a) and (b), project impacts related to GHG emissions would be less than significant and would therefore not be cumulatively considerable.

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS -				
Would the project:				

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS -		•		
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				Х
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		Х		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				Х
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				Х
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				Х
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				Х
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				Х
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			Х	

The following Hazards and Hazardous Materials section is based on the City's Safety Element of the General Plan and the Phase I Environmental Site Assessment (Rincon Consultants, February 2020) that was prepared for the property.

## **Impact Analysis**

a. <u>Hazardous Substances:</u> The project would not involve the routine transport, use, storage, or disposal of significant amounts of hazardous materials on the subject property. There are likely to be average amounts of residential use, storage, and disposal of hazardous household materials such as cleaning supplies and batteries, which the City employs a free quarterly program for residents for the safe disposal of these materials. Less than significant impacts would occur.

b. <u>Hazardous Materials Releases</u>: The project is adjacent to the City's Water Treatment Plant. As of June 24, 2019, the City completed its conversion of the water treatment systems from gaseous chlorine to a liquid chlorine system and the plant was removed from the Cal-ARP requirements and list of hazardous sites. No impacts would occur from the water treatment plant.

The project does has the potential for reasonably foreseeable upset conditions through grading and construction activities involving the release of hazardous materials into the environment, however. The Phase I ESA conducted for the project found the following: Based on CUPA records that were received from on January 31, 2020 from Rachel Moreno, Administrative Office Professional with the Santa Barbara County Environmental Health Services, a complaint investigation record for the drycleaners property located at 214 E Highway 246, #102, dated January 22, 2002 states, "An exemployee of LV Cleaners called them and told them that when she worked for Jung, he would dump oil into the toilet and out in the back field." The "back field" described above is the subject property located adjacent to the south. The document indicates a joint investigation was conducted with the Santa Barbara County Air Pollution Control District (APCD). Rincon contacted the APCD for further information regarding the drycleaners site, however as of that date of the Phase I ESA report, a response had not been received. Based on the complaint, it appears an oil release has occurred on the subject property. Therefore, the reported complaint of an oil release on the subject property is considered a potentially significant impact. With recommendations imposed as mitigation measures HAZ-1 and HAZ-2, however, impacts would be less than significant.

Secondly, an abandoned tank (approximately 50-100 gallons) was observed on the subject property during the Phase I ESA reconnaissance survey. Contents of the tank are unknown, although no indications of releases from the tank were observed. A well and pipeline were also observed on the subject property that may have previously been associated with pumping and transporting water for agricultural use. The northern portion of the subject property appears to be built up with fill material. However, the source of the fill is unknown. With mitigation measures HAZ-1, HAZ-3, and HAZ-4 imposed, the impacts would be less than significant.

- c. <u>Hazardous Materials Near Schools:</u> The project site is not located within one-quarter mile of an existing or proposed school. The nearest schools are Jonata Middle School, located approximately 0.8 miles northwest of the site, and Zaca Center Pre-School, which is about 0.5 miles west of the site. No hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste would occur as part of the Project. No impacts would occur.
- d. <u>Hazardous Materials Sites:</u> The site is not included in any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts would occur.
- e. and f. <u>Public and Private Airstrip Safety Hazards:</u> No public or private airports are in the vicinity of the project site. No impacts would occur.
- g. <u>Emergency Response/Evacuation</u>: The Project would not impair implementation of or physically interfere with the City's adopted 2018 Emergency Management Plan or 2017 Local Hazard Mitigation Plan, as the site is zoned for residential use under the Affordable Housing Overlay Zone. No impacts would occur.
- h. <u>Wildland Fire Hazards:</u> The proposed project is an urban infill site, on the edge of existing development at the southern boundary of the City. The topography, climate and vegetation (grasslands and oak woodlands) outside of the City limits are conducive to the spread of wildland fires in the region. The project site is in a wildland fire hazard area as identified in the Safety Element of the Buellton General Plan. The proposed access and internal circulation system would ensure adequate emergency vehicle access to all portions of the site. Fire safety issues would be addressed through standard project conditioning including, but not limited to, the requirement for
automatic sprinklers, alarm system, roadway and emergency access, fire flow, fire hydrants, fire extinguishers, fire breaks and/or fire resistant vegetation consistent with Fire Department requirements for the fire hazard severity of the site. Therefore, the impacts are considered less than significant.

**Findings and Mitigation:** The following mitigation measure is required to reduce project impacts related to hazardous materials to a less than significant level:

- **HAZ-1** Soil Matrix Assessment. Prior to grading permit issuance, a soil matrix assessment shall be conducted on the northern parcel (APN 137-200-087) To evaluate the potential subject property impact associated with the former agricultural use, reported oil release, and undocumented fill material. The recommendations of that assessment (if any) shall be followed.
- **HAZ-2** Soil Vapor Assessment. Prior to grading permit issuance, a soil vapor assessment shall be conducted on the northern parcel (APN 137-200-087) to evaluate the potential subject property impact associated with the adjacent drycleaner. The recommendations of that assessment (if any) shall be followed.
- **HAZ-3** Well and Pipeline Removal. Prior to construction, if the well and pipeline located on the subject property are to be removed, the well shall be properly abandoned to current standards in accordance with local and state regulatory agency protocols.
- **HAZ-4 Debris Removal.** Prior to construction, the miscellaneous trash/debris, concrete rubble, and abandoned tank on the subject property shall be disposed of properly.

**Monitoring:** The Planning and Engineering Departments will verify that the Soil Matrix and Soil Vapor Assessments are completed prior to grading permit issuance, and that its recommendations are followed. The Planning and Engineering Departments will verify that any well, pipeline, and/or debris removal are properly removed and disposed of prior to construction.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY - Would				
the project:				
a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			Х	

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, such as that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been		X	
granted)?			
<ul> <li>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: <ul> <li>i) Result in substantial erosion or siltation on- or offsite?</li> <li>ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?</li> <li>iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</li> <li>iv) Impede or redirect flood flows?</li> </ul> </li> </ul>		Х	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?		Х	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		Х	
f) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	Х		

The following Hydrology and Water Quality section is based on the City's Public Facilities & Services and Safety Elements of the General Plan, the Central Management Area Groundwater Sustainability Plan (January 2022), the City of Buellton Local Hazard Mitigation Plan, and the Hydrology Report and Stormwater Control Plan (Diversified Project Services International, January 2021) that were prepared for the property.

# Impact Analysis

- a. <u>RWQCB Standards</u>: The proposed residential project is designed to meet City stormwater quality and flood control requirements. The proposed project would discharge wastewater directly to the public sewer system. Therefore, the impact is considered less than significant.
- b. <u>Groundwater Supply:</u> Water is supplied to the City of Buellton from the Buellton Uplands Groundwater Basin, the Santa Ynez River Riparian Basin, and State Water Project (SWP). Water allocation from the SWP varies based on local demand and availability. Therefore, the City's SWP supplies may fluctuate based on the quantity of water the City's needs to meet demand and whether or not it is available from the State. Neither groundwater basin is in a state of overdraft. The project would create an increased demand for water, but the City has an adequate supply to accommodate the proposed project, and development at this location is already anticipated under the General Plan.

Impacts would be less than significant.

c. <u>Drainage Patterns:</u> The Hydrology Report and Stormwater Control Plan indicate that LID and source control measures have been taken to mitigate the effects of the proposed construction. Water from buildings and parking lots will be routed to pervious areas to provide filtration. All drain inlets will have grates, sediment trap, and trash screen that prevent trash from entering the storm water system. A subsurface stormwater storage system has been sized to retain the 95th percentile storm event of 2.0 inches. Additionally, the subsurface storage system will provide adequate storage to control peak flows for the 2, 5, and 10 year storm events such that the completed project does not discharge more water than the site in the pre-development condition.

The project does not propose to alter the course of a stream or river. Development would be outside of the floodplain and floodway, and would not impede or redirect flood flows. Impacts would be less than significant.

- d. <u>Flood Hazard, Tsunami, or Seiche Zones:</u> Development will occur outside of the 100-year floodplain, and floodway, set back 200 feet from the Santa Ynez River. The project site is 16 feet above the 100-yr. floodplain line at 340 feet elevation. There are no tsunami or seiche zones in the City. No impacts would occur.
- e. Water Quality Control Plan / Sustainable Groundwater Management Plan: The project would not conflict with or obstruct the Central Management Area (CMA) Groundwater Sustainability Plan (GSP). According to the GSP, there is one principal aquifer in the CMA: the Buellton Aquifer, which covers the Buellton Upland and the older formations that lie under the Santa Ynez River alluvium near the city. The Santa Ynez River is the primary surface water source within the Basin. The subflow of the Santa Ynez River is considered part of the river flow and is managed as surface water pursuant to the administrative authority and jurisdiction of the State Water Resources Control Board (SWRCB) over waters flowing in known and definite channels. The analyses conducted for the GSP indicate that current Basin conditions are sustainable and no undesirable results (defined as significant and unreasonable impacts to sustainability indicators) are occurring. Potential undesirable results have been identified and specific minimum thresholds have been developed to help ensure that undesirable results do not occur under future conditions. Undesirable results could occur if groundwater extractions exceed the sustainable yield over a period of years. The Project development was included in the Buellton General Plan EIR analysis for water capacity, and would not cause groundwater extractions to exceed the sustainable yield. Another threshold is degraded water quality. Increase in potential erosion and sedimentation to drainages is expected with grading activities, which could impact water quality. However, compliance with the NPDES and Regional Water Quality Control Board Resolution R3-2013-0032 (Adopted July 12, 2013, which addresses Post-Construction Stormwater Management Requirements for development projects, essentially updating previous SWPPP regulations would lead to less than significant impacts. Project impacts regarding the Sustainable Groundwater Management Plan would be less than significant.
- f. <u>Flooding and Dam Failure</u>: Development of habitable structures would occur outside of the 100-year and 500-year floodplains and the floodway. Structures would be set back at least 200 feet from the top of bank of the Santa Ynez River, as required by the Municipal Code.

The project site is located in a dam failure inundation hazard area. Inundation caused by failure or flooding of the Bradbury Dam (Lake Cachuma) located about twelve miles to the east of the city would impact the subject property. A significant impact would be one that would expose people or structures to a significant risk of loss, injury, or death. The Bureau of Reclamation is the responsible agency for the dam, and under its Dam Safety Program, the Bureau regularly monitors, examines and evaluates the performance of the Bradbury Dam to ensure facilities do not present unreasonable risks to the public, property, or the environment. The Santa Barbara County Office of Emergency

Management (OEM) maintains inundation maps, and the County Sheriff's Office is the authority responsible for identifying evacuation zones and actions to be taken for dam inundation events. Evacuations would be done by the Sheriff's in consult with OEM, the Bureau of Reclamation and County Fire Department, and would be based on the scale of the scenario. The project will be required to meet Fire Department standards for emergency access. The actions described and mitigation measure WQ-1 included below would reduce this impact to a less than significant level.

Findings and Mitigation: With the following mitigation measures, impacts would be less than significant.

**WQ-1 Dam Inundation Notification.** Prior to development within the areas subject to inundation should dam failure occur, upon the transfer of real property or rental agreements on development sites within the dam inundation hazard area depicted in the Safety Element of the General Plan, the transferor shall deliver to the prospective occupants a written disclosure statement that shall make all prospective occupants aware that this area is located within a dam failure inundation hazard area.

**Monitoring:** The Planning Department will verify that the rental agreement contains the Dam Inundation Notification prior to Occupancy Clearance.

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

#### Impact Analysis

- a. <u>Physical Division of Established Communities:</u> The proposed project is an urban infill site, at the edge of existing development, located at the southern terminus along a commercial collector street (McMurray Road). As such, it does not divide an established community.
- b. and c. <u>Policy Consistency:</u> The proposed project is consistent with the applicable policies of the Buellton General Plan and meets the development standards of the Buellton Municipal Code. A policy consistency analysis is provided below.

# **GENERAL PLAN POLICY CONSISTENCY**

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

# Land Use Element

Policy L-3: Encourage locally serving businesses such as grocery stores, pharmacies, hardware stores, banks, day care, dry cleaning, and post offices, as well as schools, parks and social centers to locate within easy walking distance (generally  $\frac{1}{2}$  mile) of residences. Similarly, new residential neighborhoods should remain within easy walking and bicycling distance from the City center.

Consistent: The project is sited within a <sup>1</sup>/<sub>4</sub> mile walking and bicycling distance of the City's commercial centers, and within <sup>1</sup>/<sub>2</sub> mile of Avenue of Flags.

*Policy L-4: New development shall be restricted from areas where natural conditions are likely to pose a substantial threat to public safety or produce excessive maintenance costs.* 

Consistent: Residential development is setback a minimum of 200 feet from the top of the Santa Ynez River bank on a relatively flat vacant parcel. Fencing proposed along the southern property will protect residents from falling hazards down the steep slope of the adjacent southern parcel, and the threat of larger predatory animals entering the development from the river corridor.

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

Consistent: Public services, including water supply, wastewater treatment, stormwater drainage, solid waste disposal, fire and police protection, and school capacity, and library services are adequate to serve the proposed project.

Policy L-7: New residential development that has the potential of adding significant new school-aged children to the City's population should be coordinated with affected school districts. The proponents of such development shall be encouraged to meet and confer with school officials in advance of the application submittal to coordinate project development with fee payment and facility capacity.

Consistent: The project has the potential to add 114 school-aged children as possibly residing in the development and attending school within the Buellton Unified School District and Santa Ynez Valley Union High School District. Correspondence with the districts determined that the growth would not present challenges. School fees would be required to be paid to the districts to compensate for the additional capacity.

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 includes a proposed new off-set cul-de-sac at the terminus of south McMurray Road. Two access points are proposed along the cul-de-sac for vehicles, bicyclists, and pedestrians. A new sidewalk will be constructed along the portion of the cul-de-sac within the right-of-way, providing safe access for travelers along McMurray Road to the adjacent commercial centers, and SR 246. Bike racks (with a capacity of 30 spaces) are also included on-site for visitors and residents use. A planned connection path to the future River Trail is proposed, the entrance to which will be located at the southeastern corner of the property. The River Trail, when constructed, will span from the project site along the City's southern boundary, adjacent to the Santa Ynez River to the City's western limit,

connecting trail-goers to Avenue of Flags, Industrial Way, River View Park, and the Santa Ynez Valley Botanic Garden.

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

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

Policy L-16: Higher residential densities should be concentrated along major transportation corridors to maintain the existing small town character of Buellton.

Consistent: The development, being of higher density, is along McMurray Road, and adjacent to SR 246, which contain the City's major commercial centers and other higher density housing development.

Policy L-17: Maintain the pace of new residential growth by requiring phasing of large residential projects (i.e., projects of 100 or more units). Phasing shall regulate the timing of residential growth in an orderly way considering the following: infrastructure, local employment increases, environmental resources, economic factors, school enrollment and sustainability.

Consistent: The project will contain 89 units, and is proposed to be built in two phases. Building A, with 44 units, and associated site and utility work will be built as phase one, and Building B, with 45 units, will be phase two.

Policy L-19: The form, scale and character of new residential development should be compatible with the existing development context (e.g., density, design features, etc.) of adjacent development areas.

Consistent: The project complies with the Community Design Guidelines, and general development regulations including density, height, setback, and landscaping standards of the CR zone, as dictated by the Affordable Housing Overlay. Adjacent uses are zoned for and mostly developed as commercial.

# **Circulation Element**

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

Consistent: The project includes a new sidewalk along the proposed cul-de-sac, and bicycle racks (with a capacity of 30 spaces) on-site for visitors and residents use. The project also includes a planned connection path to the future River Trail, the entrance to which will be located at the southeastern corner of the property. The River Trail, when constructed, will span from the project site along the City's southern boundary, adjacent to the Santa Ynez River to the City's western limit, connecting trail-goers to Avenue of Flags, Industrial Way, River View Park, and the Santa Ynez Valley Botanic Garden.

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, the affected intersections of Hwy 101 SB ramps/SR 246, Hwy 101 NB ramps/SR 246 would operate at an LOS C during the AM peak period, and an LOS B during the PM peak period for existing + project and cumulative + project scenarios. The

intersection of SR 246/McMurray is projected to operate at an LOS D during AM and PM peak periods for existing + project and cumulative + project scenarios. As set forth in the City's General Plan, LOS D is acceptable as an interim condition where programmatic implementation of transportation infrastructure improvements is planned to take place over a period of time that would return the level of service to an acceptable level (LOS C or better). Planned improvements the SR 246/McMurray Road intersection include the widening of McMurray Road and left-turn phasing on the northbound and southbound McMurray approaches. These improvements would return intersection operations to an LOS C, anticipated by 2022/2023. New development projects in the City are required to pay into the Traffic Improvement Fee Program, with such payments representing a fair share of the cost of identified improvements to mitigate incremental project impacts.

Policy C-6: The street system in new residential neighborhoods should have safe and logical connections to the existing street pattern. New local streets shall be consistent with the goals, policies and programs of the Land Use Element of the General Plan.

Consistent: The proposed cul-de-sac has been designed to the satisfaction of the City Engineer and traffic consultant, and is consistent with the General Plan.

Policy C-8: The City should manage the street network so that the standards presented in policy C-10 are not exceeded. The City will require new development to mitigate the traffic impacts it causes, or the City will limit development along streets where congestion levels are unacceptable.

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

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

#### ROADWAY STANDARDS (excerpt)

Consistent (Policies C-8 & C-10): The project will not cause traffic volumes on McMurray Road to exceed maximum standards. The proposed cul-de-sac would be consistent with the City's Commercial Collector roadway standards for that portion of McMurray Road. The development is required to pay the City's Traffic Improvement Fee, which would help to mitigate traffic impacts from the project.

Policy C-13: Public transit to surrounding communities should be encouraged.

Consistent: The project development is within <sup>1</sup>/<sub>4</sub> mile from the Albertson's center bus stop.

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 project exceeds the minimum parking requirements of the State Density Bonus Law, the standards of which prevail over the Buellton Municipal Code parking standards. The Municipal Code would require 211 spaces, where the State Density Bonus parking standards require 137 spaces. The project would provide 148 on-site parking spaces, which would be an excess of 24 spaces more than was modeled to be the peak demand, per the traffic study. Parking areas are easily accessible to vehicles and pedestrians from the street and within the internal circulation.

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

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

Consistent: Bike lanes are to be striped along McMurray Road south of SR 246 as part of the planned SR 246/McMurray Road improvement project, connecting the Class II bike lanes existing along portions of SR 246 west of Hwy 101 and McMurray Road north of SR 246.

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

Consistent: The project will include bike racks and a dedication of right-of-way for bike lanes to be striped.

Policy C-23: The City should complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers such as shopping areas, schools, and recreation.

Consistent: The development will provide a continuous sidewalk on the east side of McMurray south of SR 246, connecting the project with adjacent shopping areas. The planned connection path and future River Trail will connect residents with other shopping and recreation areas in the City and provide a safer route to schools west of Hwy 101.

*Policy C-24: New development should provide sidewalks and pedestrian paths consistent with applicable State, federal and local plans, programs and standards.* 

Consistent: The development provides sidewalks and pedestrian paths consistent with the General Plan, Municipal Code, Public Works Department standards, and Bicycle and Pedestrian Master Plan.

#### **Conservation and Open Space Element**

Policy C/OS-1: Encourage efficient water use by existing and future development.

Consistent: The project as proposed and conditioned will be consistent with MWELO standards, and the Community Design Guidelines, which encourage drought tolerant plants.

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

Consistent: The project as proposed and conditioned will implement construction BMPs specified within the approved SWPPP, which will be conditioned to be provided prior to grading permit issuance.

*Policy C/OS-3: Encourage the preservation of open space within the City.* 

Consistent: Residential development will not occur on the parcel south of the project site, a portion of which is designated as Open Space. The project will grant an easement for the River Trail on the parcel south of the project site, which will preserve this parcel for open space and passive recreation.

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

Consistent: As set forth in the Biological Resources section, all potential adverse effects to special and sensitive species are mitigated.

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

Consistent: The project will keep and will not disturb the oak trees and native grassland adjacent to the southern property line, and incorporates coast live oak on site landscaping.

*Policy C/OS-10: Require new development to provide sufficient open space.* 

Consistent: The development meets the landscaping and open space requirements of the Municipal Code, and would provide two interior courtyards, one for each building, and common open space areas connected by walking paths and landscaping. The courtyards would provide an open turf area, shaded seating areas, picnic tables, BBQs, a half basketball court, and a small playground.

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

Consistent: No native trees will be removed or disturbed as part of the project.

Policy C/OS-14: Encourage new development to protect visual amenities, including hillsides, by implementing the standards in the Community Design Guidelines.

Consistent: The project is substantially consistent with the Community Design Guidelines, is setback 200 feet minimum from the Santa Ynez River top of bank, and proposes to preserve trees and brush at the southern property line to preserve residential views beyond toward the river.

Policy C/OS-16: Encourage the improvement of air quality in Buellton and in the region by implementing the measures described in the Santa Barbara County Air Quality Management Plan. Such measures include, but are not limited to, new or expanded sidewalks, bicycle and pedestrian paths, safe street and parking lot crossings, planting of shade trees, theft proof and well-lit bicycle storage facilities, and placement of parking lots and building entrances to favor pedestrians rather than cars.

Consistent: The project implements new sidewalks, bicycle and pedestrian paths, planting of shade trees including street trees, well-lit bicycle racks, and placement of building entrances close to the street frontage and connected by multiple pedestrian paths.

Policy C/OS-17: The City shall, to the extent practicable, physically separate sensitive land uses from substantial sources of air pollution.

Consistent: The project site is located within 1,000 feet of commercial development to the north and east, the McMurray Water Treatment Plant to the west, a dry cleaner to the north, U.S. 101 to the east, gas stations to the north, and SR 246 to the north. All of these land uses are considered potential sources of TAC emissions. Based on the air quality study done for the project, future project residents are not expected to be exposed to elevated levels of TAC emissions that would exceed the public notification health risk thresholds adopted by the SBCAPCD of 10 excess cancer cases in a million for cancer risk or a Hazard Index of more than 1.0 for non-cancer risk. Furthermore, the proposed project would be required

to include Minimum Efficiency Reporting Value (MERV) 13 filters in the building ventilation systems, pursuant to the 2019 California Energy Code Subchapter 7, Section 150(m), which remove approximately 90 percent of DPM from the intake air (Singer et al. 2016) and would substantially reduce future project residents' exposure to DPM emissions from U.S. 101, the McMurray Water Treatment Plant, and SR 246.

Policy C/OS-18: Encourage the preservation of cultural resources consistent with state and federal requirements by ensuring development does not adversely affect such resources or by mitigating adverse effects in accordance with state and federal regulations.

Consistent with Mitigation: No historical or archaeological resources (collectively "cultural resources") were identified on or around the site. Proposed mitigation measures included within the Cultural and Tribal Cultural Resources section of the IS/MND would ensure the proper treatment of any cultural/tribal cultural resources inadvertently encountered during ground disturbing activities, and reduce the potential impact to a less than significant level.

Policy C/OS-19: Encourage the conservation of energy resources in new and existing development through the use of "green construction and building practices", as described in the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)<sup>tm</sup> rating system.

Consistent: The project will be all-electric, and implement GreenPoint Rated features and conservation practices such as LED lights, low flow fixtures, and low water plantings, photovoltaic panels on the roof, and future EV parking stalls.

# **Housing Element:**

Policy H-3: The City shall promote integration of all economic and population segments in each residential project; however, scales of economy and management efficiencies require that certain projects are made exclusive to target groups and such concentration shall not be the sole basis of project denial.

Consistent: Scales of economy and management efficiencies require that the project be made exclusive to a mix of very-low, low, and moderate income households. The applicant, People's Self Help Housing, is a well-known developer of affordable housing.

Policy H-4: The City shall continue to implement existing policies, programs and procedures to facilitate attainment of its allocated share of new construction goals assigned through the Regional Housing Needs Allocation ("RHNA") process, with particular emphasis placed on the needs possessed by persons and families of extremely low, very low, and low income.

Consistent: The project is a 100% affordable development to very-low and low income households, and will help to meet the City's 6<sup>th</sup> cycle RHNA.

Policy H-5: The City shall actively seek and formulate partnerships with for-profit and non-profit developers to produce affordable housing, and provide reasonable assistance to support and process project applications to achieve development objectives.

Consistent: The City has provided People's Self Help Housing, the developer, letters of support for various funding applications for the affordable project.

Policy H-7: The City shall continue to support the Housing Authority of Santa Barbara County in the provision of Section 8 rental assistance and shall seek to broaden the program to compliment other affordable housing initiatives (e.g., secondary dwelling production, project-based tenant assistance, etc.).

Consistent: The project will apply to the Housing Authority for project-based housing vouchers. The City has provided a letter of support for the application.

Policy H-16: The City shall encourage energy efficient construction in all new and rehabilitated dwelling units in compliance with the California Building Code; new land use patterns resulting from annexation shall encourage energy efficiency; solar access for existing development shall be protected and provided in new development, to the extent feasible.

Consistent: The project will comply with the CA Building Code, including the Energy Code, and will be all-electric, and implement GreenPoint Rated features and conservation practices such as LED lights, low flow fixtures, and low water plantings, photovoltaic panels on the roof, and future EV parking stalls.

# Noise Element

Policy N-1: Noise/land use compatibility shall be as determined by Figure N-1. In general, areas within Buellton shall be considered impacted by noise if exposed to noise levels on the exterior of a building that exceeds 65 dB, and on the interior of a building exceeding 45 dBA. New development producing stationary noise levels that exceed 65 dB will not be permitted in areas containing residential or other noise sensitive land uses.

Consistent with Mitigation: The existing exterior ambient noise levels on the project site were shown to be between 61-71dBA, according to the Noise Study done for the project. This estimated project-related increase in traffic volumes would increase noise levels on U.S. 101 and SR 246 by approximately 0.1 dBA; the project's traffic noise increase would not exceed the threshold in Figure N-1 of a 1.0-dBA increase. However, for multifamily residential land uses, exterior noise levels between 60 to 75 dBA Ldn are normally unacceptable. Implementation of project mitigation measures N-1, N-2, N-3, and N-4 will reduce noise levels to achieve the 60 dBA Ldn or lower for exterior noise levels and 45dBA Ldn or lower for interior noise levels.

Noise-producing stationary aspects of the project such as HVAC equipment would not exceed 65dB.

Policy N-2: New residential development should maintain appropriate setbacks from Highways 246 and 101 that include landscaping, berms and sound mitigation walls, as generally illustrated by Photo 1, as needed to reduce noise levels to acceptable levels, as determined by a qualified consultant.

Consistent with Mitigation: Mitigation Measure N-2 would require that a six-foot-high barrier, berm, or combination thereof be constructed along the length of the western and southern property lines, in order to reduce exterior and interior noise levels to the acceptable limit of 60 dBA L<sub>dn</sub> or lower for exterior noise levels and 45dBA L<sub>dn</sub> or lower for interior noise levels.

Policy N-3: New residential development shall comply with the State Noise Insulation Standards.

Consistent: The project will comply with State Building Code and Noise Insulation Standards.

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.

#### Parks and Recreation Element

Policy PR-2: Neighborhood or mini-parks should be developed on the east and west sides of Highway 101.

Policy PR-7: Require creation of parks, and/or greenbelts by new project developers in all residential projects. Where it is infeasible to include these elements in a project, the developer shall be required to pay parkland in lieu fees ("Quimby" fees) for the acquisition, design, and construction of new parks and pedestrian/bicycle trails throughout the City, and toward a new community center.

Consistent (Policies PR-2 and PR-7): Interior courtyards on-site will contain recreation features for the residents of the development, and will include play structures, a basketball half-court, BBQ pits, benches, bike racks, and grassy open space. The project will also be required to pay Quimby fees, as it will have a Tentative Parcel Map.

Policy PR-14: Work to provide a trail and/or linear park along the Santa Ynez River, following the entire length of the Santa Ynez River within the City limits, a trail along portions of the Zaca Creek corridor, a loop trail around the City, and connections to future regional trails.

Consistent: The project will be required dedicate a public access easement for the River Trail off-site on the adjacent southern parcel, which will remain as open space. The project will also be required to pay an in-lieu fee for the City's construction of a connection path from the project site to the future River Trail.

# **Public Facilities and Services Element**

Policy PF -2: New development should not be allowed until adequate public services and facilities to serve such development are provided.

Consistent: Adequate public services and facilities exist to serve the development, including water supply, water and wastewater treatment, solid waste disposal, police and fire protection, school services, and library services.

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

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

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

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

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

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

Policy PF-12: Ensure optimum firefighting and emergency response capabilities.

Consistent: The Fire Department has provided project conditions of approval that will ensure there are adequate firefighting and emergency response capabilities for the development.

Policy PF-13: Cooperate with the Buellton Union School District and Santa Ynez Valley Union High School District to plan new schools and support facilities to assure that the number, type and location of school facilities is commensurate with planned City growth. Such cooperation will include but not be limited to notifying the school districts of subdivision applications and other residential development proposals, and encouraging residential developers to confer with the school districts regarding school capacity and timing issues. The City will require the payment of school impact fees in accordance with State law.

Consistent: Consultation with the school districts has been undertaken, and it was determined that with the payment of school fees that will be required of the project, adequate school services exist.

# Safety Element

Policy S-1: New development (habitable structures including commercial and industrial buildings) shall be set back at least 200 feet from the bank of the Santa Ynez River. A lesser setback may be allowed if a hydro-geologic study by a qualified professional can certify that a lesser setback will provide an adequate margin of safety from erosion and flooding due to the composition of the underlying geologic unit, to the satisfaction of the County Flood Control District, and a lesser setback will not adversely impact sensitive riparian corridors or associated plant and animal habitats, as determined by a qualified biologist, or planned trail corridors. Passive use trails may be allowed within setback areas.

Consistent: All habitable structures within the development are set back a minimum of 200 feet from the top of bank of the Santa Ynez River.

Policy S-5: Recognize the risk of dam inundation and have evacuation plans in place.

Consistent: The project is within the dam inundation zone from the Bradbury Dam (Lake Cachuma). The Bureau of Reclamation is the responsible agency for the dam, and under its Dam Safety Program, the Bureau regularly monitors, examines and evaluates the performance of the Bradbury Dam to ensure facilities do not present unreasonable risks to the public, property, or the environment. The Santa Barbara County Office of Emergency Management (OEM) maintains inundation maps, and the County Sheriff's Office is the authority responsible for identifying evacuation zones and actions to be taken for dam inundation events. Evacuations would be done by the Sheriff's in consult with OEM, the Bureau of Reclamation and County Fire Department, and would be based on the scale of the scenario.

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

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 (Policies S-7 and S-10): A soils report has been prepared for the project and the project is subject to the California Building Code.

*Policy S-12: New development should minimize erosion hazards by incorporating features into site drainage plans that would reduce impermeable surface area, increase surface water infiltration, and/or minimize surface water runoff during storm events. Such features may include:* 

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

Consistent: The project incorporates stormwater detention basins underneath an area of parking lot and additional landscaped areas, which will minimize surface water runoff during storm events and erosion potential.

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

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

### Project Consistency with AHOZ-CR Zoning District Standards

The following is an analysis on the projects' consistency with required development standards in the Buellton Municipal Code (BMC), unless otherwise noted as from the State Density Bonus Law, which the project has made requests under.

Development	Requirement – BMC: CR-AHOZ	Proposed Project / Consistency
Standard	Or State Density Bonus Law	
Land Use:	BMC: Allowed Uses - Multi-Family	Consistent; proposed uses:
	Residential under the Affordable Housing	Multi-Family Residential under the Affordable
	Overlay	Housing Overlay
Minimum Lot	<u>BMC</u> : None required	N/A
Size		
Residential	BMC: 25 units per acre minimum,	Consistent: 29 units per acre
Density	No maximum	
Affordability	BMC: 20% minimum affordable units	Consistent: 100% affordable units to very-low
		and low-income households
Front Setback	<u>BMC</u> : None required	Consistent: 0-23 ft. setback
Side Setback	<u>BMC</u> : None required, 3 ft minimum if	Consistent:
	setbacks proposed.	10 ft. setback on north side;
		65 ft. setback on south side
Rear Setback	<u>BMC</u> : 10% of lot depth, to 10 ft	Consistent; 15 ft. setback
	maximum; 25 ft. minimum adjacent to	
	residential zoning.	
Interior Setback	BMC: 5 ft. minimum for residential	Consistent
	structures, none otherwise	
Site Coverage	<u>BMC</u> : No maximum	Consistent
		Building Footprint: 37,946 sf (28.5%)
Floor Area	<u>BMC</u> : No maximum	Consistent
		Total floor area: 99,431 sf
Height Limit	<u>BMC</u> : 35 ft. maximum (buildings)	Inconsistent per BMC:
-		a. Bldg. $A = 40.75$ ft.
		b. Bldg. $B = 44$ ft.

	<u>State Density Bonus Law</u> : Applicant may submit a proposal for the waiver or reduction of development standards that	Consistent per State Density Bonus Law request for a waiver for increased height
	will have the effect of physically precluding the construction of a development providing the requisite amount of affordable housing at the density permitted under the Density	
D 1	Bonus Law.	L DMC
Parking	BMC Multi-Family: 0-1 bedroom – 1 space (30 req'd)	Inconsistent per BMC:         30 spaces provided (Consistent)
	$2 \text{ bedroom} - 2 \text{ spaces} (74 \text{ req}^2 \text{d})$	36 spaces provided (Inconsistent)
	-2.5 spaces (55 req d) Visitor $-1$ per 5 dwelling units (18 reg'd)	27 spaces provided (Consistent)
	Offices – 1 per 300 sq. ft. gross floor area (2 req'd)	2 spaces provided (Consistent)
	State Density Bonus Law:	Consistent per State Density Bonus Law parking ratios applied
	0-1 bedroom – 1 space (30 req'd)	30 spaces provided (Consistent)
	2  bedroom - 1.5  spaces (56  req'd)	56 spaces provided (Consistent)
	3 bedroom – 1.5 spaces (33 req'd)	27 spaces provided (Consistent)
Landscaping	BMC:	
a. Overall Site Landscape	a. 5% minimum of net lot area	a. Consistent – 27,411 sf (20.6% of net lot area) provided
b. Street Frontage	b. All portions of setback areas fronting on streets	b. Consistent: no front setback required, but 15 ft. wide landscape strip provided in right-of-way area between sidewalk and front property line fronting McMurray Road
c. Solid Wall	c. Where nonresidential parking areas abut residentially zoned or developed property, a wall of not less than five feet in height shall be erected and maintained between the parking area and the adjoining residentially zoned or developed property	c. Consistent per State Density Bonus Law request for concession
d. Screening of Parking Areas	d. Screening shall be provided along each property line consisting of a five-foot wide strip, planted with sufficient shrubbery to effectively screen the parking area, or a solid fence or wall not less than four feet in height.	d. Consistent per State Density Bonus Law request for concession
e. Landscape	e. Landscape islands to break up parking	e. Consistent per State Density Bonus Law
Islands	area and at all ends of parking lanes	request for concession
Source: City of E	Buellton Municipal Code, Title 19, Zoning	

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

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

### Impact Analysis

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

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significan t Impact	No Impact
XIII. NOISE - Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		Х		
b) Generation of excessive groundborne vibration or groundborne noise levels?			Х	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				Х

This noise analysis was been prepared by Rincon Consultants under contract to the City of Buellton and is contained within the Noise and Vibration Study, August 2022 (the "Noise Study"). All data used in the creation of this section is on file at the Buellton Planning Department and is hereby incorporated by reference into this Initial Study. The Study was prepared based on a previous project iteration including 92 units. The reduced project build-out does not alter the conclusions presented in the Study and all significance determinations remain as presented. References to and numbering of tables, figures, and sections reflect those contained in the Study.

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity.  $L_{eq}$  is one of the most frequently-used noise metrics; it considers both duration and sound power level. The  $L_{eq}$  is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a one-hour period is assumed.

#### Impact Analysis

#### a. Ambient Noise Levels.

### Construction Noise

Construction noise was estimated using the Federal Highway Administration Roadway Construction Noise Model (RCNM). Using RCNM to estimate construction noise as described in Section 3.1, Methodology, of the Noise Study, operation of the three pieces of equipment that would generate the highest combined noise level during construction activities (i.e., a dozer, grader, and a pavement scarifier) would generate a noise level of approximately 86 dBA Leq at a distance of 50 feet. The nearest sensitive receiver to the project site is a residence located immediately to the east of the project site. Construction equipment would be continuously moving across the site, coming near and then moving further away from this sensitive receiver at an average distance of approximately 300 feet (i.e., the distance from the center of the project site to this sensitive receiver). At this distance, average hourly noise levels during the loudest phase of project construction (i.e., the grading phase) would be approximately 70 dBA  $L_{eq}$  (see Appendix C of the Noise Study for RCNM results). Therefore, average hourly construction noise levels at the nearest sensitive receiver during the loudest phase of project construction would not exceed the City's maximum construction noise level limit of 75 dBA L<sub>eq</sub> for properties used for residential purposes (Buellton Municipal Code Section 8.04.030[G][4][d]). In addition, construction would be limited to the hours allowed by the Buellton Municipal Code, which are 7:00 a.m. to 6:00 p.m. on weekdays and 9:00 a.m. to 5:00 p.m. on Saturdays (with the express written permission of the Planning Director) with no construction on Sundays or federally designated holidays. Therefore, construction noise impacts would be less than significant.

#### **On-site Operational Noise**

On-site operational noise sources associated with the proposed project would include heating, ventilation, and air conditioning (HVAC) units, periodic trash hauling services, and noise associated with residents' use of private and common outdoor spaces, such as balconies and courtyards. Each of these noise sources is discussed below.

The project site is located in an urban area and is adjacent to existing residential and commercial uses to the north and east that require similar trash hauling services. Therefore, because trash hauling is already a common occurrence in the project vicinity, the provision of trash hauling services at the project site would not result in a substantial permanent increase in ambient noise levels above levels existing without the project.

The project would include balconies at select units as well as a playground and half-court for basketball. Operational noise associated with these outdoor use areas would include conversations, laughter, recreational activities, music, television, and other sound-generating equipment. These noise-generating activities would be largely shielded from nearby sensitive receivers, such as the residence to the east, by the proposed building structures that would provide at least a 5-dBA reduction in noise levels (Federal Highway Administration 2011). As such, these activities would result in a negligible change to existing noise levels. Noise from conversation and recreational activities would be an intermittent and temporary noise source, which would typically be limited to the daytime, outside of noise-sensitive hours of sleep. Moreover, adherence to the Buellton Municipal Code and adherence to the regulations for operation of radios, musical instruments, television sets, and other sound-amplifying devices in Buellton Municipal Code Section 8.04.030[G][6][c] and the prohibition on the use of landscaping equipment that creates nuisance noise during nighttime hours in Buellton Municipal Code Section 08.04.030[G][4][c], would reduce operational noise impacts related to outdoor use areas to a less-than-significant level.

As discussed in Section 3.1. Methodology, of the Noise Study, the project would include approximately 36 rooftop HVAC units, which are continuous noise sources. Based on the project site plans (Appendix B), HVAC units would be located around the perimeter of the rooftops of Buildings A and B. To account for the varying distance of HVAC units from the nearest sensitive receiver, HVAC unit noise was measured from the center of each building to the nearest sensitive receiver. The nearest sensitive receiver (i.e., the residence immediately to the east of the project site) is located approximately 410 feet from the center of proposed Building A and approximately 100 feet from the center of proposed Building B. At these distances, each HVAC unit on Building A would generate a noise level of approximately 32 dBA Leq, and each HVAC unit on Building B would generate a noise level of approximately 44 dBA Leq. As discussed in Section 3.1, Methodology, of the Noise Study, it is assumed that Building A would have approximately 20 rooftop HVAC units and Building B would have approximately 16 rooftop HVAC units. Assuming a standard distance attenuation of 6 dBA per doubling of distance and direct line-of-sight, the project's 36 rooftop HVAC units would generate a combined noise level of approximately 56 dBA  $L_{eq}$  at the nearest residence (see Appendix D of the Noise Study for calculations). However, the project site plans show the rooftop HVAC units would be below the building's rooftop ridge, which would block line-of-sight to sensitive receivers and would provide an approximately 10-dBA noise reduction (see Appendix F of the Noise Study for barrier calculations). Therefore, rooftop-mounted equipment would generate a combined noise level of 46 dBA  $L_{eq}$  at the existing residential property line to the east of the project site, which is zoned CR. Accordingly, on-site operational noise levels would not exceed the one-hour average sound level limit of 75 dBA  $L_{eq}$  between the hours of 7:00 a.m. and 10:00 p.m. but would exceed the one-hour average sound level limit of 45 dBA Lea between 10:00 p.m. and 7:00 a.m. for CR zones (Buellton Municipal Code 8.04.030[G][3][a]). Therefore, on-site operational noise impacts would be potentially significant, and implementation of Mitigation Measure N-1 would be required.

# Off-site Traffic Noise

The project would generate new vehicle trips that would increase noise levels on nearby roadways. As discussed in Section 3.1, Methodology, of the Noise Study, the project would generate approximately 501 daily trips. The project site would primarily be accessed by McMurray Road, SR 246, and U.S. 101. However, no noise-sensitive receivers are located along the segment of McMurray Road south of SR 246; therefore, this analysis focuses on impacts to noise-sensitive receivers north of the segment of SR 246 east of McMurray Road as well as impacts to noise-sensitive receivers west of U.S. 101. Existing average daily traffic (ADT) for the U.S. 101 segment south of SR 246 is 17,400 ADT, and existing ADT for SR 246 east of U.S. 101 is 25,800 ADT (California Department of Transportation 2021). Therefore, conservatively assuming all project-related traffic utilizes the

segment of U.S. 101 south of SR 246 and the segment of SR 246 east of McMurray Road, project-related traffic would increase daily traffic volumes on U.S. 101 by approximately three percent and by approximately SR 246 by approximately two percent.

According to the Buellton General Plan 2025 future traffic noise contours for U.S. 101, sensitive receivers to the west of U.S. 101 and to the north of SR 246 in the project site vicinity are forecast to experience noise levels of 70 dBA  $L_{dn}$  or greater by 2025 under cumulative buildout conditions (City of Buellton 2015). Conservatively assuming that this estimated cumulative noise level for year 2025 is representative of existing (2021) ambient noise levels, the project-level traffic noise impact threshold for these sensitive receivers is 1.0 dBA, according to Tables N-1 and N-2 in the Buellton General Plan 2025 (see Figure 5 and Figure 6 in Section 2.5, Regulatory Setting, of the Noise Study). Project-generated traffic would increase traffic volumes on U.S. 101 and SR 246 by approximately two to three percent. This estimated project-related increase in traffic volumes would increase noise levels on U.S. 101 and SR 246 by approximately 0.1 dBA (see Appendix F of the Noise Study for traffic noise modeling). Therefore, the project's traffic noise impacts would be less than significant.

As stated above, sensitive receivers to the west of U.S. 101 and to the north of SR 246 in the project site vicinity are conservatively estimated to experience existing ambient noise levels of 70 dBA  $L_{dn}$  or greater. According to Table N-2 in the Buellton General Plan 2025 (see Figure 6 in Section 2.5, Regulatory Setting, of the Noise Study), the cumulative traffic noise impact threshold for these sensitive receivers is 1.0 dBA or more. The Buellton General Plan 2025 estimates that by 2025, under cumulative buildout conditions, daily traffic volumes would be approximately 34,350 ADT on U.S. 101 and approximately 31,400 ADT on SR 246 (City of Buellton 2015)<sup>4</sup>. With project-related traffic, cumulative plus project traffic volumes would be 34,851 ADT on U.S. 101 and 31,901 ADT on SR 246. Cumulative plus project growth in traffic volumes would increase estimated existing noise levels from 69.8 dBA L<sub>dn</sub> to 72.7 dBA L<sub>dn</sub> (a 2.9 dBA increase) on U.S. 101 and from 71.0 dBA L<sub>dn</sub> to 71.9 dBA L<sub>dn</sub> on SR 246 (a 0.9 dBA increase) (Appendix F of the Noise Study). Therefore, a cumulative traffic noise impact would occur at sensitive receivers along U.S. 101 because the increase in traffic noise levels would exceed 1.0 dBA; however, no cumulative traffic noise impact would occur at sensitive receivers along SR 246. According to Table N-2 in the Buellton General Plan 2025 (see Figure 6 in Section 2.5, Regulatory Setting, of the Noise Study), the project's contribution to the cumulative traffic noise impact at sensitive receivers along U.S. 101 would be significant if the project would contribute at least 0.5 dBA or more to the cumulative traffic noise increase. Projectrelated traffic would only contribute 0.1 dBA to the cumulative traffic noise increase (Appendix F of the Noise Study). Therefore, the project's contribution to this cumulative impact would not be cumulatively considerable.

b. <u>Groundborne Vibration and Noise.</u> Certain types of construction equipment can generate high levels of groundborne vibration. Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be required for project construction. The greatest anticipated source of vibration during general project construction activities would be a large bulldozer, which may be used within 25 feet of the nearest off-site structures to the east. A bulldozer would generate a vibration level of approximately 0.089 in/sec PPV at a distance of 25 feet (California Department of Transportation 2020). This level of vibration would be lower than the thresholds of 0.24 in/sec PPV for human annoyance and 0.2 in/sec PPV for structural damage to residential structures. Therefore, although vibration levels generated by use of a large bulldozer may be perceptible to nearby receptors, temporary construction vibration impacts associated with the dozer (and other potential vibration-generating equipment) would be less than significant. Operation of the project would not include any substantial vibration sources. Therefore, no operational vibration impacts would occur.

<sup>4</sup> The estimated ADT for the segment of SR 246 between U.S. 101 and McMurray Road was utilized instead of the estimated ADT for the segment of SR 246 between McMurray Road and Ballard Canyon Road (which runs past sensitive receivers) because existing ADT on the latter segment as measured by Caltrans already exceeds the ADT forecast for 2025 contained in the Buellton General Plan.

c. <u>Airstrip/Airport Uses.</u> The airport closest to the project site is the Santa Ynez Airport, located approximately 6.2 miles east of the project site. The project site is not located within airport noise contours for this airport (County of Santa Barbara 1993). In addition, the project site is not in close proximity to a private airstrip. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from airport noise. No impact would occur.

#### Noise/Land Use Compatibility Analysis

Pursuant to CEQA Guidelines Section 15126.2(a), the environmental impacts on residents of a proposed project are not required to be analyzed under CEQA, except when the project might risk exacerbating existing significant environmental effects by bringing development and people into the area affected (i.e., CEQA requires the analysis of the impacts of a project on the environment and not analysis of the environment's impacts on a project). As discussed above, project operation would not significantly exacerbate existing ambient noise conditions. Therefore, this analysis is provided for informational purposes only.

The City of Buellton General Plan 2025 Noise Element considers ambient exterior noise levels up to 60 dBA  $L_{dn}$  to be normally acceptable and ambient exterior noise levels between 60 to 75 dBA  $L_{dn}$  to be normally unacceptable for multi-family land uses (see Figure 4 in Section 2.5, Regulatory Setting, of the Noise Study). The Noise Element also states that the City maintains an exterior noise standard of 60 dBA  $L_{dn}$  and an interior standard of 45 dBA  $L_{dn}$  for both single-family and multi-family residential uses (City of Buellton 2015).

As discussed under threshold (a) above, cumulative plus project traffic noise levels associated with U.S. 101 are estimated to be 72.7 dBA  $L_{dn}$  at the nearest sensitive receivers located approximately 165 feet away from the centerline of U.S. 101. Based on the project site plan, the nearest outdoor use areas (balconies) are approximately 260 feet away from the centerline of U.S. 101; therefore, at this distance, cumulative plus project traffic noise levels associated with U.S. 101 are estimated to be 70.8 dBA  $L_{dn}$ , assuming standard distance attenuation at 3 dBA per doubling of distance. This noise level falls within the normally unacceptable range of ambient exterior noise levels in the Buellton General Plan 2025 (60 to 75 dBA  $L_{dn}$ ) and exceeds the exterior noise standard of 60 dBA  $L_{dn}$  for multi-family residential uses. In addition, according to the Federal Highway Administration, light frame buildings with closed ordinary sash windows provide an exterior-to-interior noise level reduction of approximately 20 dBA. Therefore, interior noise levels at proposed residential units closest to U.S. 101 would be approximately 50.7 dBA  $L_{dn}$ , which would exceed the City's interior noise standard of 45 dBA  $L_{dn}$  for multi-family residential uses.

Therefore, in order to comply with the City's noise/land use compatibility criteria and interior noise standard, the project shall incorporate Recommended Measure N-1 [included herein as Mitigation Measures N-2, N-3, N-4, and N-5] which includes design features to reduce exterior and interior noise exposure.

**Findings and Mitigation:** Potential impacts are considered less than significant with the incorporation of the following mitigation measures<sup>5</sup>:

<sup>5</sup> The Study refers to Building 1 and Building 2 in Recommended Measure N-1, which equate to Building A and Building B, respectively.

- **N-1 HVAC Equipment Noise Reduction Measures.** The project applicant shall implement one of the following HVAC equipment noise reduction measures prior to building permit issuance:
  - i. Enclose HVAC units located on the rooftop of Building B with a sound enclosure capable of providing at least a 3-dBA noise level reduction; or
  - ii. Select an alternative HVAC unit model that generates a noise level equivalent to or less than 68 dBA  $L_{eq}$  at five feet.
- **N-2 Noise Barrier.** A six-foot-high barrier, berm, or combination thereof shall be constructed along the western and southern edges of the outdoor common area immediately south of Building B, or along the length of the western and southern property lines.
- **N-3 Wall and Window Materials**. All residential units with direct line-of-sight to U.S. 101 (e.g., residential units along the western, southern, and northern elevations of Buildings 1 and 2) shall be constructed with exterior building facades composed of wall and window materials with an elevated composite Sound Transmission Class (STC) rating that achieves an interior noise level of 45 dBA Ldn.
- **N-4 Air Circulation/Ventilation Systems.** All habitable rooms in residential units throughout the project site shall be designed and constructed such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g., fresh air supply) shall be provided.

#### Significance after Mitigation

Implementation of the first option in Mitigation Measure N-1 would reduce the noise level of each HVAC unit on Building B to approximately 41 dBA Leq, which would reduce the combined noise level to 54 dBA Leq assuming direct line-of-sight to the nearest sensitive receiver. With the 10-dBA reduction provided by the rooftop ridge that would break the direct line-of-sight between the HVAC equipment and the nearest sensitive receiver, combined HVAC equipment noise levels with implementation of the first option of Mitigation Measure N-1 would be approximately 44 dBA Leq, which would not exceed the onehour average sound level limits of 75 dBA Leq between the hours of 7:00 a.m. and 10:00 p.m. and 45 dBA Leq between 10:00 p.m. and 7:00 a.m. for CR zones (Buellton Municipal Code 8.04.030[G][3][a]). Implementation of the second option in Mitigation Measure N-2 would reduce the noise level of each HVAC unit on Building B to approximately 42 dBA Leq, which would also reduce the combined noise level to 54 dBA Leq assuming direct line-of-sight to the nearest sensitive receiver. With the 10-dBA reduction provided by the rooftop ridge that would break the direct line-of-sight between the HVAC equipment and the nearest sensitive receiver, combined HVAC equipment noise levels with implementation of the second option of Mitigation Measure N-1 would be approximately 44 dBA Leq, which would not exceed the one-hour average sound level limits of 75 dBA Leq between the hours of 7:00 a.m. and 10:00 p.m. and 45 dBA Leg between 10:00 p.m. and 7:00 a.m. for CR zones (Buellton

Municipal Code 8.04.030[G][3][a]). Therefore, implementation of Mitigation Measure N-1 would reduce impacts to a less-than-significant level.

Implementation of Mitigation Measure N-2 would result in the installation of a barrier, berm, or combination thereof adjacent to the western and southern property lines to reduce noise levels to achieve acceptable noise levels of 60 dBA Ldn for exterior noise levels. Outdoor use areas in the interior courtyard of Building would experience acceptable exterior ambient noise levels as currently designed because the structure of Building A would block line-of-sight between these outdoor use areas and U.S. 101 and provide an approximately 14-dBA reduction in noise levels such that exterior ambient noise levels at these locations would be approximately 60 dBA Ldn or lower (see Appendix G of the Noise Study for barrier calculations).

In addition, implementation of Mitigation Measures N-3 and N-4 would require the design of residential units with wall and window materials with greater noise attenuation properties than used in typical construction practices. Other residential units throughout the project site would experience acceptable interior ambient noise levels because 1) they are located at greater distances from U.S. 101 and 2) the structure of Building A would block line-of-sight between these residential units and U.S. 101 such that ambient interior noise levels at these locations would be approximately 45 dBA  $L_{dn}$  or lower (see Appendix G of the Noise Study for barrier calculations).

### Monitoring:

<u>N-2:</u> The Planning Department shall verify that this measure has been included on the project plans prior to Zoning Clearance issuance.

<u>N-1, N-3, and N-4</u>: The Planning Department shall verify that these measures have been included on the project plans prior to building permit issuance.

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

#### Impact Analysis

- a. <u>Population Growth:</u> The site is planned for and zoned for General Commercial development with an Affordable Housing Overlay Zone (CR-AHOZ). The 2025 General Plan EIR assumed development on AHOZ Site IX (which includes the project site, in addition to three other parcels) at density of 36 units per acre (per the more conservative numbers in the Draft EIR). The General Plan EIR can be used as a Program EIR for the project and has analyzed and sufficiently mitigates environmental impacts for up to 110 units on the 3.06 acre project site. Impacts are less than significant with mitigation measures in the 2025 General Plan EIR for AHOZ Site IX, which are incorporated either as standard conditions of approval for the project or within each applicable environmental analysis section (i.e. Biological Resources) as mitigation measures. Impacts would be less than significant with mitigation and conditions incorporated, as described.
- b. and c. <u>Displacement:</u> The site is vacant and as such would not displace any residents. No impacts would occur.

**Findings and Mitigation:** Mitigation measures for AHOZ Site IX in the General Plan EIR are either incorporated into the project conditions of approval or within the applicable environmental analysis section as mitigation measures and would bring impacts from population growth to a less than significant level. Impacts would be less than significant, therefore, no mitigation is required for this section.

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

# Impact Analysis

- a. <u>Fire Services</u>: The project area is served by Station 31 of the Santa Barbara County Fire Department located at 168 West Highway 246. The project site is located just over 0.5 miles of the fire station and would be within the acceptable emergency response time. The Fire Department was consulted during review of the proposed project plans. With the imposition of conditions of approval provided by the Fire Department applied to the project, potential impacts would be at a less than significant level.
- b. <u>Police Services</u>: The project area is served by the City of Buellton Police Department which is contracted through the Santa Barbara County Sheriff's Department. One patrol officer is on duty

at all times. The Police Department was consulted during preliminary review of the proposed project plans and no significant impacts have been identified with respect to Police services.

- c. <u>School Services</u>: The project area is served by the Buellton Union School District for elementary and middle school and the Santa Ynez Valley High School District. The project is anticipated to potentially bring 114 school-aged children. The school districts were consulted during review of the proposed project plans wherein it was determined that with the payment of school fees that will be required of the project, adequate school services exist. Potential impacts would be at a less than significant level.
- d. <u>Parks:</u> The project will provide interior courtyards on-site that contain recreation features for the residents of the development. The courtyards will include play structures, a basketball half-court, BBQ pits, benches, bike racks, and grassy open space. As a condition of approval, the project will also be required to pay Quimby fees, as it will have a Tentative Parcel Map. The provision of the recreation features onsite and payment of Quimby fees will bring the impact on parks to a less than significant level.
- e. <u>Other Public Facilities</u>: Adequate other public services and facilities exist to serve the development, including water supply, water and wastewater treatment, solid waste disposal, solid waste disposal, and library services.

**Findings and Mitigation:** With the imposition of conditions of approval provided by the Fire Department applied to the project, potential significant impacts to fire services would be less than significant. With the payment of school fees, which will be a project condition of approval, impacts to school services would also be less than significant.

Impacts to police services, water capacity, water and wastewater treatment, solid waste disposal, and library services, are considered less than significant, therefore, no mitigation is required.

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

a. <u>Demand for Parks and Recreation</u>: Residents of the development would likely utilize existing parks in the City. The Parks and Recreation Element of the General Plan calls for five acres of parkland per one thousand (1,000) residents in Buellton. The City's population as of 2020 was 5,161, which would require 25.8 acres of parkland to meet the City's standard. Currently, the City contains

approximately 26.7 acres of parkland, which is sufficient to accommodate an additional 179 residents. With the development of cumulative projects in the pipeline plus the project, the standard would be exceeded. However, planned recreational facilities such as the Santa Ynez River Trail, Community Garden, and potential recreation space on the Willemsen property would help to bring additional sufficient parkland. As a condition of approval, the project would be required to pay Quimby fees to mitigate potential impacts to existing parks and any needed expansion of parks. The provision of the recreation features onsite (described below) and payment of Quimby fees would bring the impact on parks to a less than significant level.

b. <u>Construction of Recreational Facilities:</u> The project will provide interior courtyards on-site that contain recreation features for the residents of the development. The courtyards will include play structures, a basketball half-court, BBQ pits, benches, bike racks, and grassy open space. Any impacts from the development as a whole (which includes the construction of the recreation features) have been analyzed elsewhere in applicable IS/MND sections and any significant impact identified has been mitigated. Therefore, impacts would be less than significant.

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION- Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		Х		
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				Х
d) Result in inadequate emergency access?			X	

A Traffic and Parking Study has been prepared by Associated Traffic Engineers (ATE) for the project (October 25, 2021). The Study is summarized below and is hereby incorporated by reference into this initial study. The complete traffic study is available for review at the Buellton Planning Department, 107 West Highway 246, Buellton. The Study was prepared based on a previous project iteration including 92 units. The reduced project build-out to 89 units does not significantly alter the conclusions presented in the Study and all significance determinations remain as presented. References to and numbering of Tables and Figures in the Initial Study Transportation section reflect numbers in original Traffic and Parking Study document.

#### Impact Analysis

a. <u>Program/Plan/Policy Consistency.</u> As described in the Land Use & Planning Section, the project is consistent with the policies of the General Plan Circulation Element and the Buellton Municipal Code. The project is also consistent with the City's Bicycle and Pedestrian Master Plan, and

SBCAG's Regional Transportation Plan. The project would provide a new sidewalk along the east side of the cul-de-sac, completing the eastern sidewalk along McMurray Road south of SR 246. Bike lanes are to be striped along McMurray Road south of SR 246 as part of the planned SR 246/McMurray Road improvement project, connecting the Class II bike lanes existing along portions of SR 246 west of Hwy 101 and McMurray Road north of SR 246. The project would be served by Santa Ynez Valley Transit, and would likely add to the ridership of the buses, as the project is within a <sup>1</sup>/<sub>4</sub> mile of two sheltered bus stops. The project would dedicate easements for the planned future River Trail and a connection path up to the project site, in accordance with the Santa Ynez River Trail described in the General Plan and Bicycle and Pedestrian Master Plan. The project exceeds the minimum parking requirements of the State Density Bonus Law, the standards of which prevail over the Buellton Municipal Code parking standards. The Municipal Code would require 211 spaces, where the State Density Bonus parking standards require 137 spaces. The project would provide 148 on-site parking spaces, which would be an excess of 24 spaces more than was modeled to be the peak demand, per the traffic study. Parking areas are easily accessible to vehicles and pedestrians from the street and within the internal circulation. In accordance with the City's General Plan, Level of Service C or better would be maintained with cumulative plus project conditions for all studied intersections, with the implementation of planned improvements. With the payment of a Traffic Improvement Fee to assist with the costs of the planned improvements on McMurray and SR 246, impacts would be considered less than significant.

- b. <u>VMT.</u> As specified under Senate Bill 743 and implemented under Section 15064.3 of the State CEQA Guidelines, Vehicle Miles Travelled (VMT) is required to be analyzed under CEQA. The Govenor's Office of Research and Planning (OPR) published a Technical Advisory on Evaluating Transportation Impacts (December 2018) including guidance for VMT analysis. The project would provide 100% affordable units on an in-fill site, and be deed-restricted to provide affordability for 55 years. The OPR Technical Advisory (2018) states that affordable housing in infill locations generally improves the jobs-housing match, in turn shortening commutes, and that evidence supports a presumption of less than significant impact for a 100 percent affordable residential development in infill locations. Therefore, impacts on VMT are presumed to be less than significant.
- c. <u>Hazards.</u> The project will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Vehicular access is proposed via two driveways on McMurray Road, and circulation would adequately accommodate project traffic and would not upset traffic along McMurray Road. An off-set cul-de-sac is proposed at the terminus of McMurray Road, which would be red curbed. No impacts are anticipated.
- d. <u>Emergency Access</u>. The Fire Department has provided comments and project conditions, and has determined emergency access to be adequate, with conditions imposed. Impacts are anticipated to be less than significant.

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

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

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

**Monitoring:** The Planning Department will verify payment of the fee prior to Final Inspection for Occupancy Clearance.

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

The following tribal cultural resources section is based on the Phase I Archeological Resources Report (Dudek, July 2022) that was prepared for the Project. The report included findings from the archeological pedestrian survey conducted by Dudek staff archaeologists and a Native American monitor from the Santa Ynez Band of Chumash Indians on January 5, 2022. The City did on September 14, 2022, conclude the required AB52 consultation process with authorized representatives from the Santa Ynez Band of Chumash Indians, prior to release of this IS/MND.

#### Impact Analysis

a. <u>Tribal Cultural Resources</u>

- i. <u>Historical Resources Register.</u> The property is an urban in-fill site, with no existing structures present and no known historical resources listed or eligible for listing in the California Register of Historical Resources or in a local historic register. No impacts are anticipated.
- ii. <u>Other Significant Resources</u>. The pedestrian survey done with the Phase I Archeological Resources Report did not yield any evidence of historical or archaeological resources on the Project site. The CCIC/CHRIS records indicate that no historical or archaeological resources have been identified within the proposed Project site. Five cultural resources have been previously recorded within 1-mile of the proposed Project site, and of the five cultural resources one is a prehistoric isolate, one is a historic isolate, one is a multicomponent isolate, and two are non-archaeological built environment resources.

Although the CHRIS records search and pedestrian survey results returned negative and the proposed Project site has been subject to previous ground disturbance, the proposed Project site is adjacent to a major water source (Santa Ynez River) which would have made the area a hospitable location for habitation of prehistoric and historic habitation. Consequently, the potential for unknown prehistoric and historic cultural resources to exist within the proposed Project, specifically within intact native soils estimated to be as shallow as 18-24 inches below the current ground surface, is considered moderate. If cultural resources were encountered there is potential they would be significantly impacted. Mitigation measures included below would ensure the proper treatment of any cultural resources inadvertently encountered during ground disturbing activities, and reduce the impact to a less than significant level.

**Findings and Mitigation:** Potential impacts are considered less than significant with the incorporation of the mitigation measures CR-1, CR-2, CR-3, and CR-4 within the Cultural Resources section of this IS/MND.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS -				
Would the project:				
a) Require or result in the construction of new water or				
wastewater treatment facilities or expansion of			Х	
existing facilities, the construction of which could				
cause significant environmental effects?				
b) Have sufficient water supplies available to serve the				
project and reasonably foreseeable future development			X	
during normal, dry and multiple dry years?				
c) Result in a determination by the wastewater				
treatment provider which serves or may serve the				
project that it has adequate capacity to serve the			Х	
project's projected demand in addition to the provider's				
existing commitments?				
d) Generate solid waste in excess of state or local				
standards, or in excess of the capacity of local			x	
infrastructure, or otherwise impair the attainment of			2 <b>x</b>	
solid waste reduction goals?				

e) Comply with federal, state, and local management			
and reduction statutes and regulations related to solid		Х	
waste?			

#### Impact Analysis

- a. and c. <u>Water / Wastewater Treatment Facilities and Capacity:</u> The proposed project not require the construction of new water or wastewater treatment facilities, and will be required to pay water and wastewater connection fees in proportion to the project's cause for need of future expansion of existing facilities. The General Plan and associated Environmental Impact Report provide for the intensity of the proposed development, including its water treatment and wastewater generation characteristics. Existing City water and wastewater treatment infrastructure is adequate to accommodate the proposed uses, which are in conformance with General Plan Land Use and Zoning Requirements. Water use is estimated at 24.2 acre-feet per year (including landscaping) and wastewater generation (not including landscaping) at 20,877 gallons per day. The City has adequate water supply with its three sources of water. The City's wastewater treatment plant has a total capacity of 650,000 gallons per day, and has a current average daily flow of approximately 450,000 gallons per day. The existing wastewater treatment plant and sewer mains have sufficient capacity to accommodate the project's flows. Impacts would be less than significant.
- b. <u>Water Supplies</u>: Water is supplied to the City of Buellton from the Buellton Uplands Groundwater Basin, the Santa Ynez River Riparian Basin, and State Water Project (SWP). Water allocation from the SWP varies based on local demand and availability. Therefore, the City's SWP supplies may fluctuate based on the quantity of water the City's needs to meet demand and whether or not it is available from the State. Neither groundwater basin is in a state of overdraft. The project would create an increased demand for water, but the City has an adequate supply to accommodate the proposed project without obtaining new or expanded water entitlements, and development at this location is already anticipated under the General Plan. The project will be required to connect to and extend the city's water lines for service, and be required to obtain a "Can & Will Serve" letter from the Public Works Department, verifying that the City can and will service the projects' need for water capacity and water and wastewater treatment. Impacts would be less than significant.
- d. and e. <u>Solid Waste</u>: Marborg, the City's solid waste management agency, has been consulted, and no significant solid waste impacts have been identified with respect to the proposed project. The project is required to comply with the City's Construction and Demolition Materials Recycling Ordinance and complete a Materials Management Plan with a total project waste reduction of at least 65%. The project would be required to comply with all current state mandates for organics waste reduction and recycling requirements, including MORe, MCR, and SB138e. Impacts would be less than significant.

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>XX.</i> <b>WILDFIRE</b> - If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?		Х	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?		Х	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			Х
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			Х

### Impact Analysis

The proposed project is not located within state responsibility areas classified as very high fire hazard severity zones, however, the nearest such area is located nearby approximately <sup>1</sup>/<sub>4</sub> mile south of the project site, across the Santa Ynez River.

- a. <u>Emergency Response Plan</u>. The project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The proposed access and internal circulation system would ensure adequate emergency vehicle access to all portions of the site, including emergency ingress and egress. Fire safety issues would be addressed through standard project conditioning including but not limited to the requirement for automatic sprinklers, alarm system, roadway and emergency access. Therefore, impacts are considered less than significant.
- b. <u>Wildfire Pollutants</u>. The project site is located on a relatively flat parcel above the Santa Ynez River and slope, with increasing height from the river to the project site. Due to the project's position relative to the river and slope, and prevailing winds, wildfire to the south of the project site may have the potential to expose residents of the development to wildfire pollutant concentrations. However, with aspects of the project included such as landscaping and indoor ventilation systems, the project would not exacerbate an existing hazardous condition in regards to increased wildfire pollutant concentrations for residents. Impacts would be less than significant.
- c. <u>Fire Infrastructure</u>. The project would not require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water sources, power lines or other utilities that would exacerbate fire risk or result in temporary or ongoing impacts to the environment. No impacts are anticipated.
- d. <u>Exposure to Risks</u>. Since the project is located out of the floodplain on a relatively flat parcel above the Santa Ynez River and slope, with increasing height from the river to the project site, the project would not expose people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impacts are anticipated.

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

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

a. Impacts related to Aesthetics, Agricultural and Forestry Resources, Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire were determined to be less than significant. Impacts related to Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, and Transportation were determined to be less than significant with mitigation measures required. The project is required to comply with federal, state and local laws that address these resources. Standard conditions of approval would also apply.

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

c. The incorporation of required mitigation measures and adherence to General Plan policies would reduce all impacts that have the potential to affect human beings to a less than significant level. Mitigation measures are required for the following areas of potential impact: Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, and Transportation.

### Appendix A

Project Vicinity Map Zoning Map Affordable Housing Overlay Zone Site IX Map 100-Year Floodplain and 200-foot Setback Map

# **Vicinity Map**

# **Buellton Garden Apartments**







0 85 170 340 LIIIFeet

# Zoning Map

**Buellton Garden Apartments** 



# Affordable Housing Overlay Zone Map, Site IX



# 100-year Floodplain and 200-foot Setback Map



Figure 1 FEMA Effective Floodplain/Floodway Dated December 4, 2012 (PANEL 06083C1052G)
#### Appendix B

Project Plans





#### INSULATION (E)/EXIST. (E)/EXISTING INSUL. LONG ANCHOR BOLT MOISTURE RESISTANCE M.R. A.B. ACOUSTIC MAX. MAXIMUM ABOVE FINISHED FLOOR MFR. MANUFACTURER A.F.F ADDT. ADDITIVE MIN. MINIMUM MTL. N.I.C. ADJUSTABLE/ADJACENT METAL ADJ. NOT IN CONTRACT ALUM. ALUMINUM STOREFRONT BD. NO./# NUMBER BOARD BLK'G BLOCKING OVER CONTROL JOINT ON CENTER C.J. CMU CONCRETE MASONRY UNIT OPEN'G OPENING CERAMIC TILE PRESSURE TREATED PTDF CT FLR CERAMIC TILE FLOOR DOUGLAS FIR CAB CABINE PART'NS PARTITIONS CLG. CEILING PLT PLATE CLR. CLEAR PLAS.LAM. PLASTIC LAMINATE COL. COLOR PLYWD PLYWOOI CONC. CONT. CONCRETE PEMB PRE-ENGINEERED METAL BUILDING CONTINUOUS PAIR PR CONT'D CONTINUED PREP PRFPARE COAT PT REF REQ PAINT DET. DETAIL REFERENCE DIA. DIAMETER REQUIRED DIM. DIMENSION SOLID CORE DISP. DISPENSER SCHED SCHEDULE DWG DRAWING SQUARE FEET EXPANSION JOINT SHT SHEET ELEC. SIM ELECTRICAL SIMILAR ENT ENTRANCE SLIDING FLOOR DRAIN STL STRUCT. FD STEEL FG FIBERGI ASS STRUCTURAL FINISHED ELEVATION FIN.EL STAINLESS STEEL FINISHED FLOOR SUSP. SUSPENDED FLR. FLOOR TEMP TEMPERED THK TYP. VCT VFY THICK FTG. FOOTING TYPICAL GWB GYPSUM WALL BOARD VINYL COMPOSITION TILE GYPBD GYPSUM BOARD VERIFY HOLLOW CORE w/ WITH НМ HOLLOW METAL WATER CLOSET WC HT. HEIGHT WD WOOD INFO. INFORMATION WATER PROOF WP WWM WELDED WIRE MESH **ABBREVIATIONS** 54

(Use wherever applicable, unless noted otherwise in the plans, California Building Code and specifications.)

- . Do not scale plans.
- 2. This project and all construction shall conform with the California Code of Regulations, Title 24, 2019 California Building Code (CBC), 2019 California Historical Building Code (CHBC), 2019 California Existing Building Code (CEBC), 2019 California Green Building Standards Code (CGBSC), 2019 California Mechanical Code (CMC), 2019 California Plumbing Code (CPC), 2019 California Electrical Code (CEC), 2019 California Energy Code (CEC Part 6), 2019 California Fire Code (CFC), current (2019) California Building Code including City of Buellton amendments, and (2010) Federal ADA Standards for Accessible Design.
- 3. All dimensions are to be verified in the field. Any discrepancies are to be immediately brought to the attention of the architect. Do not proceed with work without resolving discrepancies.
- 4. Dimensions shown shall take precedence over drawings scale or proportion. Larger scale drawings take precedence over smaller scale drawings. 5. Required sanitary facilities to be provided on the job.
- 6. Omissions and/or conflicts in the drawings shall not relieve the contractor from completing work which is necessary to carry out the intent of the drawing and/or complete work to standards required by
- 7. These notes indicate construction for BUILDING AND SITE unless otherwise noted or shown. Features of construction shown are typical and shall apply to all drawings unless otherwise noted or shown. Features of construction shown are typical and shall apply generally throughout to similar conditions. Unless noted otherwise all vestibules, closets, columns projections, recesses, or other adjacent areas withir scheduled areas shall have finishes as scheduled for the respective spaces in which they occur. All omissions or conflicts between the various elements of the Working Drawings and/or General Notes shall be brought to the attention of the architect before proceeding with any work so involved.
- 8. All work, and all construction methods and materials shall comply with all provisions of the Building Codes and other rules, regulations and ordinances governing the place of the building. Building Code requirements in all cases take precedence over the drawing. It shall be the responsibility of anyone supplying labor or materials or both to bring to the attention of the architect any discrepancies or conflicts between the requirements of the code and the drawings. 9. Unless noted otherwise, all dimensions are to face of studs, concrete,
- or masonry. 10. Contractor shall arrange and pay for all temporary utility services and
- connections during construction. 11. Any changes in construction shall be accompanied by a Change Order issued by the General Contractor and approved by the owner and architect.
- 12. The contract drawings and specifications represent the finished improvements. Unless otherwise shown, they do not indicate method of construction. Contractor shall supervise and direct work and shall be solely responsible for all construction means, methods, techniques, sequences and procedures. Observation visits to the site shall not include inspections of the protective measures or the construction procedures required for same, which are the sole responsibility of the
- contractor. 13. Contractor hereby guarantees to the owner that all materials, fixtures, and equipment furnished to the project are new unless otherwise specified. Contractor also warrants that all work will be of good quality and free from any faults and defects for a period of one year after the date of substantial completion, unless a greater warranty or
- guarantee is required by the project specifications. 14. Anyone supplying labor and/or materials to the project shall carefully examine all subsurfaces to receive work. Any conditions detrimental to work shall be reported to the architect. Commencement of work shall
- imply acceptance of all subsurfaces. 15. Any material stored at the site shall be completely supported free of
- the ground, covered and otherwise protected to avoid damage. 16. Building contractor shall submit shop drawings for all fabricated
- structural components to the architect for review and approval. 17. No hazardous materials will be stored/used within the building which exceed quantities listed in 2019 CBC tables 307.1(1) and 307.1(2).
- 18. Approved numbers/addresses should be provided so as to be plainly visible from the street.
- 19. At the time of final inspection, a Building Operations and Maintenance Manual shall be placed in the building. The manual shall contain the information listed in CGBSC Section 4.410.1
- 20. All contractors performing work on this project shall comply with the requirements of the 2019 CFC Ch. 11 and 33, and NFPA 241 fire-prevention program throughout all phases of demolition and construction.
- 21. All finishes, furnishings, and materials shall meet the minimum requirements of 2019 CFC Chapter 8 for flame spread and smoke development.
- 22. All exterior signs require separate review, approval, and permit and are not within the scope of this permit.

#### **GENERAL NOTES**

## BUELLTON GARDEN 10 McMURRAY ROAD BUELLTON, CA 93427

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#### PERSPECTIVE FROM McMURRAY ROAD

T1.00 T2.00

<u>CIVIL</u>

C1

C2 C3

C4

C5

C6

C7

ARCHITECTURAL AD1.00

A1.00 A1.01 A1.10 A1.20 A2.00-A A2.01-A A2.10-A A2.20-A A2.00-B A2.10-B A4.00-A A4.00-B A5.00-A A5.01-A A5.02-A A5.10-A A5.20-A A5.21-A

TITLE SHEET CODE ANALYSIS - AREA CALCULATIONS

TITLE SHEET UTILITY PLAN DETAILS DETAILS CONT. DETAILS CONT.

AD1.01

GRADING PLAN - BUILDING A GRADING PLAN - BUILDING B

DEMOLITION SITE PLAN OVERALL DEMOLITION SITE PLAN MASTER SITE PLAN OVERALL SITE PLAN PHASE 1 SITE PLAN PHASE 2 SITE PLAN FIRST FLOOR PLAN - BUILDING A PARTIAL FIRST FLOOR PLAN - BUILDING A SECOND FLOOR PLAN - BUILDING A THIRD FLOOR PLAN - BUILDING A FIRST FLOOR PLAN - BUILDING B SECOND & THIRD FLOOR PLAN - BUILDING B ROOF PLAN - BUILDING A ROOF PLAN - BUILDING B BUILDING A OVERALL ELEVATIONS BUILDING A ELEVATIONS BUILDING A ELEVATIONS BUILDING A RENDERINGS BUILDING A+B CHARACTER DETAILS BUILDING A+B CHARACTER DETAILS

A5.00-B A5.01-B A5.02-B A5.10-B A7.00 A7.01

ELECTRICAL F1 1 E1.2 E1.3

LANDSCAPE CLP - 01CLP-02 CLP-03

BUILDING B OVERALL ELEVATIONS BUILDING B ELEVATIONS BUILDING B ELEVATIONS BUILDING B RENDERINGS ENLARGED PLANS ENLARGED PLANS

ELECTRICAL SITE PLAN SITE LIGHTING PLAN SITE LIGHTING DATA SHEETS

CONCEPTUAL LANDSCAPE PLAN CONCEPTUAL LANDSCAPE PLAN PLANT IMAGERY

SHEET INDEX

CLIENT:

APN:

EXISTING USE:

EXISTING ZONING:

PROPOSED USE:

SCOPE OF WORK:

HIGH FIRE:

**PROJECT ADDRESS:** 

3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 10 McMURRAY ROAD BUELLTON, CA 93427 137-200-087 VACANT LAND CR (GENERAL COMMERCIAL) AHOZ (AFFORDABLE HOUSING OVERLAY ZONE) MULTI-FAMILY HOUSING

PEOPLE'S SELF HELP HOUSING

DEVELOPMENT OF A MASTER PLAN TO ACCOMMODATE

A NEW 89-UNIT MULTI-FAMILY HOUSING COMPLEX BUILT OVER 2 PHASES. WORK INCLUDES CONSTRUCTION OF TWO NEW MULTI-FAMILY, 3-STORY BUILDINGS, AND ASSOCIATED SITE WORK. PROJECT IS LOCATED IN A LOCAL RESPONSIBILITY

AREA AND IS NOT SUBJECT TO THE REQUIREMENTS OF CBC CHAPTER 7A.

chitectsX enginee

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUTT, CA 93455 PO BOX 2267 SANTA MARIA, CA 93457 (805) 928-5002 FAX (805) 928-0195

These drawings are instruments of

Written dimensions take precedence

plans. Contractor shall verify all dimensions and conditions in the field Any discrepancies shall be called to the attention of RA & Associates.

over scaled dimensions. Do not scale

LIC. NO. C20808

EXP. 9-30-23

**BUELLTON GARDEN** 

10 McMURRAY ROAD

APN: 137-200-087

BUELLTON, CA 93427

02.12.2021

06.21.2021

02.04.2022

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REVISIONS

SEAL

PROJECT

PLANNING SUBMITTAL

PLANNING RESUBMITTAL

LANNING RESUBMITTAL

service and are the property of RA & Associates. The design and information represented on these drawings are exclusively for the project indicated and shall not be transferred or otherwise reproduced without express written permission of RA & Associate

**PROJECT DATA** 



OCCUP. A-3, TYPE VB S: 60' ABOVE GRADE PLANE OCCUP. B, TYPE VB S: 60' ABOVE GRADE PLANE +35'-0"



SEE T2.0 FOR COMPLETE ALLOWABLE AREA CALCULATIONS.





PER CITY OF BUELLTON:

OCC R-2, TYPE VB S:

ALLOWABLE BUILDING AREA:

OCC A-3, SM:

OCC B, SM:

OCC U, SM:



Sheet title TITLE SHEET

RECEIVED By Cara Meche at 2:43 pm, Sep 01, 2022

OWNER

ARCHITECT: RAVATT ALBRECHT & ASSOCIATES INC. 125 UNION AVE, SUITE 201 ORCUTT, CA 93455 (805) 928-5002

CONTACT: GREG RAVATT, AOR ALLICIA KING, PM

CIVIL ENGINEER: DPSL INC 705 FIERO LANE, SUITE 10 SAN LUIS OBISPO, CA 93401 (805) 250-2891

CONTACT: DAVID CHANLEY, P.E.

STRUCTURAL ENGINEER: FTF ENGINEERING 1023 NIPOMO STREET, SUITE 210 SAN LUIS OBISPO, CA 93401 (805) 544-1216 EXT. 201

LANDSCAPE ARCHITECT: PLEINAIRE DESIGN GROUP 2303 LIGHTNING STREET, SUITE 201 SANTA MARIA, CA 93455 (805) 349-9695

CONTACT: KEVIN SMALL



PROJECT TEAM

CLIENT CONTACT: PEOPLE'S SELF-HELP HOUSING 2901 N. VENTURA RD., STE 265 OXNARD, CA 93036 (805) 695-5139

CONTACT: JACQUELINE POLLINO

MECHANICAL ENGINEER: RAVATT ALBRECHT & ASSOCIATES 125 UNION AVENUE, SUITE 201 ORCUTT, CA 93455 (805) 925-5002 CONTACT: JIM ALBRECHT, P.E.

ELECTRICAL ENGINEER JMPE ELECTRICAL ENGINEERING 2880 SANTA MARIA WAY, SUITE D4 SANTA MARIA, CA 93455 (805) 886-1390

CONTACT: JILLIAN VAN ENCKEVORT, S.E. CONTACT: SALVADOR MELENDEZ, P.E. ENERGY CONSULTANT:

DUCT TESTERS 336 WEST MAIN STREET RIPON, CA 953661 (209) 624-8941

CONTACT: DERRICK YEUNG

PEOPLE'S SELF-HELP HOUSING 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781-3088

(000)	/01-3000

DATE:	FEBRUARY 04, 2022

PROJECT MANAGER:	AK
DRAWN BY:	AK
JOB NUMBER:	20.815

T1.00







SECO	OND FLC		R
FLOOR	LEGEND		
		Б	~

FIRST FLOOR AREA SUMMARY - BUILDING A								
FLOOR	LEGEND	SPACE	GROSS SF	A <sub>t</sub>	GSF/A <sub>t</sub>			
1ST		R-2 OCCUPANCY	12,693 SF	21,000 SF	.60			
1ST		A-3 OCCUPANCY	4,674 SF	18,000 SF	.26			
1ST		B OCCUPANCY	4,904 SF	27,000 SF	.18			
1ST		U OCCUPANCY	412 SF	16,500 SF	.02			
1ST		PATIOS	693 SF	-	-			
1ST		COVERED WALKS	2,568 SF	_	-			
				SUM OF RATIOS:	1.06* > 1.0			

#### BUILDING A - AREA SUMMARIES WITH ALLOWABLE AREA DATA



FIRST FLOOR AREA SUMMARY - BUILDING B						
FLOOR	LEGEND	SPACE	GROSS SF	At	GSF/At	
1ST		R-2 OCCUPANCY	14,660	21,000 SF	.70	
1ST		U OCCUPANCY	603 SF	16,500 SF	.04	
1ST		PATIOS	1,183 SF	_	_	
1ST		COVERED WALKS	535 SF	_	_	
				SUM OF	.74 < 1.0	

SECOND FLOOR			
	LEGEND	FLOOR	
R-2		2ND	
		2ND	
COV		2ND	

## **BUELLTON GARDEN**

02.12.2021

06.21.2021

02.04.2022

AREA CALCULATIONS

OWNER	
PEOPLE'S SELF-H HOUSING 3533 EMPLEO STREET SAN LUIS OBISPO. CA	<b>ELP</b>
(805) 781–3088	

DATE: FEBRUARY 04, 2022

PROJECT MANAGER:	AK
DRAWN BY:	AK
JOB NUMBER:	20.815

#### **CITY GENERAL NOTES**

- OWNER AND OR OWNER'S CONTRACTOR SHALL PROTECT PUBLIC INFRASTRUCTURE FROM DAMAGE DURING THE COURSE OF CONSTRUCTION. NOTE: THE EXISTING STREET SECTIONS MAY BE SUBSTANDARD, AND THE CONTRACTOR SHALL PROTECT THE PUBLIC INFRASTRUCTURE FROM DAMAGE BY HEAVY LOADING/ EQUIPMENT DURING THE COURSE OF CONSTRUCTION. THE CONTRACTOR SHALL REPAIR, AT OWNER'S EXPENSE, ANY/ ALL DAMAGE TO PUBLIC INFRASTRUCTURE INCURRED DURING AND/ OR DUE TO CONSTRUCTION, TO THE SATISFACTION OF THE CITY ENGINEER.
- WHERE DETERMINED NECESSARY BY THE CITY ENGINEER, DAMAGED PORTIONS OF THE EXISTING CURB, GUTTER, AND SIDEWALK ALONG THE PROPERTY FRONTAGE SHALL BE REPLCAED TO THE SATISFACTION OF THE CITY ENGINEER BEFORE FINAL APPROVAL.
- ENCROACHMENT PERMIT(S) MUST BE OBTAINED BEFORE ANY/ ALL WORK IN PUBLIC RIGHT- OF-WAY.
- CITY STREETS ARE TO REMAIN OPEN TO THROUGH TRAFFIC AT ALL TIMES. NO TEMPORARY OR LONG TERM PARKING OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL OCCUR WITHOUT PRIOR ISSUANCE OF AN ENCROACHMENT
- 5. A TRAFFIC AND PEDESTRIAN CONTROL PLAN IS REQUIRED FOR ANY DETOURS OR REROUTING OF TRAFFIC. DURING CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE FOR SAFE TRAFFIC CONTROL IN AND AROUND THE SITE. THIS MAY INCLUDE BUT SHALL NOT BE LIMITED TO SIGNS, FLASHING LIGHTS, BARRICADES AND FLAG PERSONS AS DIRECTED BY THE BUILDING OFFICIAL OR THE CITY ENGINEER.
- 6. EXCAVATION WITHIN THE STREETS SHALL BE COVERED WITH TRAFFIC RATED STEEL PLATES OR BACKFILLED AND PAVED, TO THE SATISFACTION OF THE CITY ENGINEER, PRIOR TO THE END OF WORK EACH DAY.
- EROSION AND DRAINAGE CONTROL FEATURES SHALL BE INSTALLED TO PREVENT SEDIMENT FROM LEAVING THE SITE. EROSION CONTROL DEVICES SHALL BE INSTALLED AND IN PLACE FOLLOWING DAILY CONSTRUCTION ACTIVITIES. THE APPLICANT SHALL NOTIFY THE ENGINEERING DIVISION OF ANY CHANGES IN CONSTRUCTION WHICH WILL REQUIRE ADDITIONAL EROSION CONTROL MEASURES OR OTHER CHANGES TO THE EROSION CONTROL PLAN.
- WASTE MATERIALS SHALL NOT BE WASHED INTO THE STORM DRAIN SYSTEM. THIS INCLUDES BUT IS NOT LIMITED TO SOIL, PAINT, STUCCO, GROUT, COLOR COAT, CONCRETE DUST, SAW RESIDUES, GRINDINGS, OIL, ETC.
- 9. DURING THE CONSTRUCTION PERIOD, THE PROJECT FRONTAGE(S) SHALL BE SWEPT DAILY AND KEPT FREE OF DIRT, DUST AND DEBRIS. AT THE CONCLUSION OF CONSTRUCTION, PRIOR TO THE ISSUANCE OF AN OCCUPANCY PERMIT. THE FRONTAGE(S) SHALL BE INSPECTED BY THE CITY ENGINEER AND REPAIRS COMPLETED AS DIRECTED TO THE SATISFACTION OF THE CITY ENGINEER.

#### **CITY GRADING NOTES**

- 1. LOT GRADING SHALL MEET THE MINIMUM REQUIREMENTS OF THE LATEST CBC EDITION.
- . DRAINAGE SHALL BE CARRIED TO THE STREET OR OTHER IMPROVED DRAINAGE DEVICE VIA A NON-EROSIVE DRAINAGE DEVICE.
- 3. NO GRADING OR DRAINAGE IMPROVEMENTS WHICH ALTER EXISTING DRAINAGE COURSES OR CONCENTRATE DRAINAGE TO ADJACENT PROPERTIES SHALL BE ALLOWED WITHOUT PRIOR APPROVAL FROM THE CITY ENGINEER.

#### **CITY STANDARD EROSION CONTROL NOTES**

- 1. EROSION CONTROL MEASURES SHALL BE FULLY INSTALLED AT ALL TIMES.
- 2. EROSION CONTROL MEASURES SHALL BE FULLY INSTALLED PRIOR TO GROUND DISTURBANCE. CITY STAFF SHALL BE NOTIFIED AND INSPECT PRIOR TO GROUND DISTURBANCE.
- 3. ALL SITE ACCESS SHALL BE PROTECTED AGAINST EROSION AT ALL TIMES THAT WORK IS NOT BEING PERFORMED ON THE SITE, INCLUDING EVENINGS, WEEKENDS AND HOLIDAYS. SUCH PROTECTION MAY BE REMOVED TO PROVIDE ACCESS TO THE SITE DURING WORK HOURS IF AND WHEN IT IS NOT REQUIRED DUE TO WEATHER CONDITIONS.
- 4. PROPERTY FRONTAGE SHALL BE SWEPT CLEAN AT THE END OF EACH DAY.
- 5. THE FIRST DOWNSTREAM STORM DRAIN INLET SHALL BE PROTECTED PER DETAIL.
- 6. ALL STOCKPILES SHALL BE PROTECTED AGAINST WIND AND WATER EROSION, PER DETAIL, IMMEDIATELY UPON PLACEMENT.
- PERMANENT EROSION CONTROL MEASURES SHALL BE FULLY ESTABLISHED TO THE SATISFACTION OF THE CITY ENGINEER PRIOR TO FINAL. . STRUCTURAL STORMWATER CONTROL MEASURES SHALL BE INSPECTED BY THE
- ENGINEER OF RECORD AND CITY STAFF AT THE TIME OF INSTALLATION.
- PROJECTS SUBJECT TO POST-CONSTRUCTION REQUIREMENTS SHALL HAVE STORMWATER CONTROL PLAN RECORDED WITH THE COUNTY OF SAN LUIS OBISPO PRIOR TO FINAL.
- 10. IN THE EVENT OF OFF-SITE EROSION, THE PROPERTY OWNER AND/ OR HIS REPRESENTATIVE(S) SHALL BE RESPONSIBLE FOR CLEANUP AND ALL ASSOCIATED COSTS OR DAMAGÉS.
- 11. EROSION CONTROL PLANS REPRESENT THE MINIMUM ACCEPTABLE PROTECTION. FURTHER MEASURES WILL BE REQUIRED, TO THE SATISFACTION OF THE CITY ENGINEER IN THE EVENT OF INADEQUACY OR FAILURE.

#### LEGEND:

	(E) PAVING
SD	(E) STORM DRAIN MANHOLE
۲	NEW STORM DRAIN MANHOLE
S	(E) SEWER MANHOLE
٢	NEW SEWER MANHOLE
Q0	NEW STREET LIGHT
_0_	(E) SIGN
	NEW SIGN
+	NEW STREET SIGN
0	(E) MONUMENT
۲	NEW MONUMENT
	NEW WALL
¢	FIRE HYDRANT
$\bigcirc$	(E) BLOWOFF VALVE
	(E) STREET SIGN
 D	STORM DRAIN (SIZE PER PLA
 SS	SANITARY SEWER (SIZE PER
 W	WATER LINE (SIZE PER PLAN
 — G ———	GAS LINE
 — E ———	ELECTRICAL
	GRADED SLOPE (SEE GRADING
 	TRACT BOUNDARY
 	RIGHT OF WAY
	PHASE LINE
 	SEWER EASEMENT
 	GAS EASEMENT
$\bigtriangleup$	GRADE BREAK
0	STRAIGHT GRADE

## **GRADING AND DRAINAGE PLANS** FOR **10 MCMURRAY ROAD BUELLTON, CALIFORNIA COUNTY OF SANTA BARBARA**



SITE PLAN MAP

N..T.S.

DRAWING INDEX					
SHEET NUMBER	DRAWING TITLE				
C1	TITLE SHEET				
C2	GRADING PLAN BUILDING 1				
C3	GRADING PLAN BUILDING 2				
C4	UTILITY PLAN				
C5	DETAIL SHEET				
C6	DETAIL SHEET CONT.				
C7	DETAIL SHEET CONT.				

PLAN) PER PLAN) PLAN)

ADING PLAN)

OWNER PEOPLE'S SELF HELP HOUSING 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 PH: (805)781-3088

CIVIL: DIVERSIFIED PROJECT SERVICES INTERNATIONAL 705 FIERO LANE, SUITE 10 SAN LUIS OBISPÓ, CA 93401 PH: (805)250-2891 CONTACT: DAVID CHANLEY DCHANLEY@DPSIINC.COM

1371 PACIFIC STREET SAN LUIS OBISPO, CA 93401 PH: (805) 786-4391 CONTACT: CORDELIA RAYMOND CRAYMOND@RAARCHITECTSENGINEERS.COM

**SCOPE OF WORK:** SCOPE OF WORK INCLUDES PRELIMINARY HYDROLOGY, GRADING

## UNDERGROUND UTILITY STATEMENT

THIS MAP.

LINES NOT OF RECORD OR NOT SHOWN ON THIS DRAWING.

## **DECLARATION OF RESPONSIBLE CHARGE**

I HEREBY DECLARE THAT I AM THE ENGINEER OF RECORD FOR THIS PROJECT AND THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE. THESE PLANS AND SPECIFICATIONS, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH CURRENT STANDARDS. ANY ERRORS, OMISSIONS, OR OTHER VIOLATIONS OF THOSE ORDINANCES, STANDARDS OR DESIGN CRITERIA ENCOUNTERED DURING CONSTRUCTION SHALL BE CORRECTED AND SUCH CORRECTIONS REFLECTED ON CORRECTED PLANS.

DAVID W. CHANLEY







W \_\_\_\_E

NTS



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DESCRIPTION	ISSUED FOR REVIEW	ISSUED FOR REVIEW				
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DATE	01/18/2021	02/11/2022				

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H BUELLTON APARTMENT 10 MCMURRAY ROAD LTON, CALIFORNIA, 9342

## **PROJECT CONTACTS:**

ARCHITECT: RAVATT ALBRECHT & ASSOCIATES

AND DRAINAGE DESIGN, UTILITY DESIGN, AND STORMWATER CONTROL FOR 91 RESIDENTIAL UNITS AND PARKING LOT.

## SITE INFORMATION

LOCATION: 10 MCMURRAY ROAD, BUELLTON, CA 93427 APN: 137–200–087 SITE AREA: 3.06 ACRES

#### **BENCHMARK**

CITY OF BUELLTON BENCH MARK "2010-015" - 2"X24" GALVANIZED STEEL PIPE IN CONCRETE WITH 3" BRASS CAP STAMPED "CITY OF BUELLTON HORIZONTAL CONTROL AND BENCHMARK, PLS 6392, CITY SURVEYOR, 2010 - 015" IN A 8" DIAMETER CAST IRON MONUMENT WELL FLUSH WITH SURFACE, 784.84' NORTH OF THE SOUTHERLY END OF MCMURRAY ROAD, 60.63' NORTHEAST OF AN ANGLE POINT ON WEST RIGHT-OF-WAY OF MCMURRAY ROAD.

ELEVATION = 356.50 FEET (NAVD 1988)

## **BASIS OF BEARINGS**

THE "BASIS OF BEARING" FOR THIS MAP & SURVEY IS GRID NORTH PER CALIFORNIA COORDINATE SYSTEM "CCS83-ZONE 5". THE MEAN CONVERGENCE ANGLE IS -1-14'54'

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON

THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER

ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY SUCH INFORMATION OR DATA.

UNDERGROUND SERVICE ALERT SHALL BE CONTACTED TWO WORKING DAYS PRIOR TO CONSTRUCTION BY CALLING (800) 642-2444.



R.C.E. 70849



DUALK		
	DIAL TOLL FREE	
	811 OR	
	(1-800-422-4133)	
	AT LEAST TWO DAYS	
	BEFORE YOU DIG	
UNDERGROUND SERVICE ALERT OF CALIFORNIA		

200	
<b>PROJECT:</b>	PLOTTED 2022-08-31









## **CONSTRUCTION NOTES:**

(1) CONSTRUCT TYPE A1-6 CURB PER CITY OF BUELLTON DETAIL 302 ON SHEET C5. (2) CONSTRUCT 4" PCC SIDEWALK PER CITY OF BUELLTON DETAIL 306 ON SHEET C5. (3) INSTALL 3" ASPHALT PAVEMENT OVER 6" AG BASE, PER DETAIL 1 ON SHEET C2. (4) CONSTRUCT ADA RAMP PER CALTRANS STANDARD PLAN A88A, CASE C ON SHEET C5. (5) CONSTRUCT ADA RAMP PER CALTRANS STANDARD A88A, CASE F ON SHEET C5. (6) CONSTRUCT 4' WIDE V-GUTTER PER PLAN.

(7) CONSTRUCT RETAINING WALL PER STRUCTURAL DETAILS.

(8) CONSTRUCT 26' WIDE DRIVEWAY PER CITY OF BUELLTON DETAIL 304 ON SHEET C5.

(9) CONSTRUCT LOCAL DEPRESSION PER CITY OF BUELLTON DETAIL 202 ON SHEET C5.

(10) CONSTRUCT TYPE SB-18 CURB PER CITY OF BUELLTON DETAIL 302 ON SHEET C5.

(11) INSTALL TYPE 15 STREET LIGHT PER CALTRANS DETAIL ES-6A ON SHEET C7.

12 construct 6' wide decomposed granite path per geotechnical recommendation for compaction. Install 42" high post and rail fence at south edge of path. 13 construct CMU retaining Wall. Length and height per plan. See structural plans for details.

GALFRT
GUARANTEE TO ANYONE THAT ALL DIMENSIONS AND DETAILS ARE EXACT OR TO INDICATE THAT THE USE OF THIS DRAWING IMPLIES THE REVIEW AND APPROVAL OF DPSI OF ANY FUTURE USE. ANY USE OF THIS INFORMATION IS AT THE SOLE RISK OF THE USER.
THE DELIVERY OF THIS DRAWING SHOULD NOT BE



C3







- other curb openings.

CITY	OF BUELLTON - DEPART	Μ
REVISIONS	GUTTER DEPRESSION A	Т
	TYPE "A" DRO	Ρ
	REVIEWED BY: PUBLIC WORKS DIRE	ĒC
	C171 Duelling CTD DETAIL C\ CADD\ DC171 D	





CITY OF BUELLTON - DEPARTMENT OF PUBLIC WORKS				
REVISIONS				
		STANDARD DETAIL		
			306	
	REVIEWED BY: PUBLIC WORKS DIRECTOR	DATE	1 OF 2	
BUELLTON\BC171_Buellton_STD_DETAILS\CADD\BC171_Buellton_Std_Dtls\dwg\Std_Dtls_r2004\BSD_306.dwg				

F BUELLTON - DEPARTMENT OF PUBLIC WORKS			
COMMERCIAL DRIVEWAY			
	304		
VIEWED BY: PUBLIC WORKS DIRECTOR DATE	1 OF 2		
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						IKKAY 1	ALIFORI		
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THE DELIVERY OF THIS DRAWING SHOULD NOT BE CONSTRUED TO PROVIDE AN EXPRESS WARRANTY OR GUARANTEE TO ANYONE THAT ALL DIMENSIONS AND DETAILS ARE EXACT OR TO INDICATE THAT THE USE									
OF THIS DRAWING IMPLIES THE REVIEW AND APPROVAL OF DPSI OF ANY FUTURE USE. ANY USE OF THIS INFORMATION IS AT THE SOLE RISK OF THE USER.							TS	14	
DIAL TOLL FREE 811 OR (1-800-422-4133) AT LEAST TWO DAYS	SHEET			Г С	5		JF 6 SHEET	CT: 20071	2-08-31
UNDERGROUND SERVICE ALERT OF CALIFORNIA							J	PROJE	LOTTED 202.



DEMOLITION SITE PLAN

## SCALE:



ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUIT, CA 93455

PO BOX 2267 Santa Maria, ca 93457 (805) 928-5002 fax (805) 928-0195

#### APN: 137-200-087

TOTAL LOT AREA:

EXISTING SITE STATISTICS

 $\pm 3.059 \text{ ACRES} = 133,236 \text{ SF} 100\%$ 

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	REVISIONS	
	PLANNING SUBMITTAL	02.12.2021

LANNING RESUBMITTAL	06.21.2021
LANNING RESUBMITTAL	02.04.2022
LANNING RESUBMITTAL	08.24.2022



PROJECT **BUELLTON GARDEN** 

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

DEMOLITION SITE PLAN

OWNER

SHEET TITLE

PEOPLE'S SELF-HELP **HOUSING** 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

DATE:	AUGUST 24, 2022

PROJECT MANAGER:	AK
DRAWN BY:	AK
JOB NUMBER:	20.815

**KEYNOTES** 

AD1.00

1.	PROPERT						
2.	EXISTING	VACANT	LOT.	PREP	FOR	NEW	WORK.

- 3. EXISTING STORM DRAIN EASEMENT.
- 4. EXISTING EDGE OF ASPHALT. REMOVE EXISTING ASPHALT IN RIGHT OF WAY.
- 5. NORTHERLY EDGE OF FEMA FLOOD LINE.
- 6. FEMA BASE FLOOD ELEVATION: 339'.
- 7. FOR WORK WITHIN THE PUBLIC RIGHT OF WAY, SEE PUBLIC IMPROVEMENT PLANS (NOT A PART OF THIS APPLICATION).
- 8. EXISTING TREES ON ADJACENT PROPERTY TO REMAIN.
- 9. EXISTING CITY TREATMENT PLANT.
- 10. EXISTING CHAIN LINK FENCE AND GATES TO REMAIN.
- 11. EXISTING RIPRAP FOR DRAINAGE CHANNEL.
- 12. EXISTING STEEL PIPE.
- 13. 200' OFFSET FROM EDGE OF TOP OF BANK.
- 14. EXISTING PG&E VAULT.
- 15. EXISTING POWER POLE.
- 16. EXISTING WATER VAULT OR WATER METER.
- 17. EXISTING STORM DRAIN MANHOLE TO REMAIN.
- 18. EXISTING SEWER MANHOLE TO REMAIN. PROTECT IN PLACE.
- 19. EXISTING FIRE HYDRANT ON ADJACENT PROPERTY.
- 20. REMOVE TREE ON ADJACENT PROPERTY. (WITH PERMISSION AND COORDINATION FROM OWNER)
- 21. EXISTING CURB, GUTTER, AND SIDEWALK IN RIGHT OF WAY.
- 22. REMOVE EXISTING 66" PEPPER TREE WITHIN RIGHT OF WAY.
- 23. EXISTING CONDITIONS ON ADJACENT PROPERTY TO REMAIN. NOT A PART. 24. DASHED LINE INDICATES 50' OUTSIDE OF PROPERTY LINE FOR REFERENCE
- OF ADJACENT BUILDINGS ON ADJACENT PROPERTIES (NOT A PART).
- 25. EXISTING DIRT ROAD (TRAVELED WAY). REMOVE WITHIN RIGHT OF WAY. TO REMAIN ON ADJACENT PARCEL.
- 26. EXISTING WATER LINE EASEMENT (PER ALTA SURVEY)

\*\*SHOWN FOR FUTURE TRAIL EASEMENT AND FUTURE ACCESS PATH







- 1. PROPERTY LINE.
- 2. EXISTING VACANT LOT. PREP FOR NEW WORK PER A1.0.
- 3. EXISTING STORM DRAIN EASEMENT.
- 4. EXISTING EDGE OF ASPHALT. REMOVE EXISTING ASPHALT IN RIGHT OF WAY.
- 5. NORTHERLY EDGE OF FEMA FLOOD LINE.
- 6. FEMA BASE FLOOD ELEVATION: 339'.
- 7. FOR WORK WITHIN THE PUBLIC RIGHT OF WAY, SEE PUBLIC IMPROVEMENT PLANS (NOT A PART OF THIS APPLICATION).
- 8. EXISTING TREES ON ADJACENT PROPERTY TO REMAIN.
- 9. EXISTING CITY TREATMENT PLANT.
- 10. EXISTING CHAIN LINK FENCE AND GATES TO REMAIN.
- 11. EXISTING RIPRAP FOR DRAINAGE CHANNEL.

#### **KEYNOTES**

- 12. EXISTING STEEL PIPE.
- 13. 200' OFFSET FROM EDGE OF TOP OF BANK.
- 14. EXISTING PG&E VAULT.
- 15. EXISTING POWER POLE.
- 16. EXISTING WATER VAULT OR WATER METER.
- 17. EXISTING STORM DRAIN MANHOLE TO REMAIN.
- 18. EXISTING SEWER MANHOLE TO REMAIN. PROTECT IN PLACE.
- 19. EXISTING FIRE HYDRANT ON ADJACENT PROPERTY.
- 20. REMOVE TREE ON ADJACENT PROPERTY. (WITH PERMISSION AND COORDINATION FROM OWNER)
- 21. EXISTING CURB, GUTTER, AND SIDEWALK IN RIGHT OF WAY.
- 22. REMOVE EXISTING 66" PEPPER TREE WITHIN RIGHT OF WAY.

- 23. PREP SITE FOR CUL-DE-SAC PER PUBLIC IMPROVEMENT PLANS ON ADJACENT PROPERTY WITH OWNER PERMISSION.
- 24. DASHED LINE INDICATES 50' OUTSIDE OF PROPERTY LINE FOR REFERENCE OF ADJACENT BUILDINGS ON ADJACENT PROPERTIES (NOT A PART).
- 25. EXISTING DIRT ROAD (TRAVELED WAY). REMOVE WITHIN RIGHT OF WAY. TO REMAIN ON ADJACENT PARCEL.
- 26. EXISTING WATER LINE EASEMENT (PER ALTA SURVEY)
- 27. EXISTING RIVER RIGHT OF WAY
- 28. EXISTING BICYCLE TRAIL EASEMENT AND DEDICATION TO THE CITY OF BUELLTON.
- 29. DRAINAGE EASEMENT OF THE STATE OF CALIFORNIA
- 30. BUELLTON CITY LIMIT



ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUTT, CA 93455 PO BOX 2267 Santa Maria, ca 93457 (805) 928-5002 Fax (805) 928-0195

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dimensions and conditions in the field. Any discrepancies shall be called to the attention of RA & Associates.

2

1" = 50' - 0"

SITE AREAS					
TYPE SF %					
BLDG A AREA	22,683	17.0%			
BLDG B AREA	15,263	11.5%			
LANDSCAPE 27,411 20.6% 5% MIN					
HARDSCAPE	67,879	50.9%			
TOTAL LOT AREA:	133,236	100%			
NOTE: AREAS NOTED ARE FOR THE MASTER					



TABLE 5: AHOZ SITE IX					
	SITE / (ACI	APN			
FARCELS	GROSS	NET			
4 6.72		6.00	137-200 137-200 <b>137-200</b> 137-200		



	•			
า ร	PARKING PROVIDED		RA	
)	30 SPACES (1 SPACE/UNIT)			
6	56 SPACES		architects	ERS I
3	33 SPACES			
	(1.5 SPACES/UNIT)		ARCHITECTURE GREG RAVATT, AIA	
	27 SPACES		MECHANICAL ELECTRICAL JIM ALBRECHT, PE	
	2 SPACES	1. PROPERTY LINE.	SANTA MARIA OFFICE	
	148 SPACES	2. PROPOSED LOT LINE PER TENTATIVE MAP APPLICATION (TMA).	125 UNION AVENUE #201 ORCUTT, CA 93455 PO BOX 2267	
DESC	CRIBED IN	3. PROPOSED RECIPROCAL UTILITY AND ACCESS EASEMENTS. SEE TMA.	SANTA MARIA, CA 93457 (805) 928-5002 FAX (805) 928-019	95
4.3.		4. SETBACK.		
THF	MIN. PARKING	5. EXISTING STORM DRAIN EASEMENT.		
DR 1	HIS CALCULATION	ON-SITE PARKING AREAS.	These drawings are instruments of service and are the property of R	f ?A &
	TION	7. NORTHERLY EDGE OF FEMA FLOOD LINE.	Associates. The design and inform represented on these drawings are exclusively for the project indicate	iatioi e ed
	SIZE	8. FEMA BASE FLOOD ELEVATION: 339'.	otherwise reproduced without expre- written permission of RA & Associ	ess iates
	9'x18'	9. FOR WORK WITHIN THE PUBLIC RIGHT OF WAY, SEE PIPS (NOT A PART).	Written dimensions take precedenc over scaled dimensions. Do not s	:e scale
	0', 18'	10. EXISTING TREES ON ADJACENT PROPERTY TO REMAIN.	dimensions and conditions in the Any discrepancies shall be called attention of PA & Accessington	field. to tl
_	9 X 10 82 AT 8 5'x16 5'	12. EXISTING CITY TREATMENT PLANT.		
	39 AT 9'x16'.5' 6 AT 8.5'x18'	13. EXISTING RIPRAP FOR DRAINAGE CHANNEL.	REVISIONS	o 10 01
Ð		14. EXISTING STEEL PIPE.	PLANNING RESUBMITTAL 06.	.12.20
ΔΤ	ION	15. 200' OFFSET FROM EDGE OF TOP OF BANK. (TOP OF BANK ON PARCEL	PLANNING RESUBMITTAL 02.0	.04.20
F	ROVIDED	137–200–094 – NOT A PART).	PLANNING RESUBMITTAL 08.2	24.20
5-	CAPACITY RACKS	16. PROVIDE SIDEWALK, CURB AND GUTTER PER CITY REQUIREMENTS.		
		18. PROVIDE CONCRETE WALK.		
	0	19. PROVIDE AC PAVING.		
		20. HATCH INDICATES FIRE TRUCK ACCESS ROAD WITH ALL-WEATHER GRASS	SEAL	
	22	SURFACE (GRASS PAVE).	REGISTERED ARCHITECT	
	$\bigcirc$	21. 6" CONCRETE CURB.	Star 14/4	
		22. PROVIDE TRASH ENCLOSURE. 23. CONCRETE WHEEL STOP.	LIC. NO. C20808	r ))
	1	24. VAN ACCESSIBLE PARKING SPACE WITH LOADING/UNLOADING AISLE. STANDARD	EXP. 9-30-23	
		ACCESSIBLE SPACES INDICATED WITH ISA ON PLAN. WITHIN THE	TF OF CALIFORNI	
		LOADING/UNLAODING AISLE, "NO PARKING" SHALL BE PAINTED IN WHITE		
/ .	1	LETTERS NO LESS THAN 12" HIGH AND LOCATED AS SHOWN.	PROJECT	
/	/	25. ACCESSIBLE PARKING SPACE.	BUELLTON GARDEN	
	/	26. FUTURE ELECTRICAL VEHICLE PARKING SPACE. TYP.	10 McMURRAY ROAD	
		28. STANDARD PARKING SPACE. TYP.	BUELLTON, CA 93427	
	10	29. DRIVE AISLE. PROVIDE DRIVEWAY APRON PER CITY STANDARD DETAILS.	APN: 137–200–087	
	TYP.	30. PROVIDE LANDSCAPING PER LANDSCAPE PLANS.		
$\downarrow$	<b>*</b>	31. PROVIDE BICYCLE RACKS.		
0,	4	32. CURB RAMP WITH TRUNCATED DOMES FOR ACCESSIBLE PATH OF TRAVEL.	Sheet Title	
$\mathcal{V}$		34. HALF-SIZED BASKETBALL COURT PER LANDSCAPE PLANS.	MASTER SITE PLAN	
/		35. SITE FURNITURE, SEE LANDSCAPE PLANS.		
		36. BBQ AREA, SEE LANDSCAPE PLANS.		
		37. EMERGENCY VEHICLE TURN RADIUS.		
		39. COLUMN, SEE FLOOR PLAN.		
0		40. PROPOSED MONUMENT SIGN LOCATION. NOT PART OF THIS APPLICATION.		
$\sim$		41. PROVIDE CMU SITE WALL TO $+6'-0$ " AT PROPERTY LINE.	PEOPLE'S SELF-HELF	>
		42. PROVIDE SITE LIGHTING PER ELECTRICAL.	HOUSING	
		43. MAIL BOXES WITH LEVEL CONCRETE PAD, NO MORE THAN 2% SLOPE IN ANY	SAN LUIS OBISPO, CA 93	<b>401</b>
		AS SHOWN	(805) 781–3088	
/-2 )JA	CENT LOT	44. PROVIDE KNOX BOX AT +80" A.F.F.		
		45. PROVIDE ACCESSIBLE SITE ENTRY SIGNAGE. SEE DETAIL 34/A10.00.		
		46. PROVIDE +6'-0" WROUGHT IRON FENCE AT PROPERTY LINE.		<u> </u>
	$\mathbf{i}$	47. PROVIDE CMU RETAINING WALL PER CIVIL.	DATE: AUGUST 24, 20	022
	$\mathbf{i}$	48. EXISTING WATER LINE EASEMENT (PER ALTA SURVEY)		
	N	49. DASHED LINE INDICATES 150' FIRE DEPARTMENT HOSE LENGTH, TYP.		
		50. LOCATION OF PROPOSED FIRE HYDRANT	PROJECT MANAGER:	AK
_ (	<b>I</b> )	51. INSTALL 5 -U AUGESS GATE WITH LUCKING HARDWARE FOR FUTURE ACCESS	DRAWN BY: JOB NUMBER: 20.	лК .815
Ţ				
( _				



- 1. PROPERTY LINE.
- 2. NEW DEVELOPMENT PER A1.0.
- 3. EXISTING STORM DRAIN EASEMENT.
- 4. NOT USED.
- 5. NORTHERLY EDGE OF FEMA FLOOD LINE.
- 6. FEMA BASE FLOOD ELEVATION: 339'.
- 7. FOR WORK WITHIN THE PUBLIC RIGHT OF WAY, SEE PUBLIC IMPROVEMENT
- PLANS (NOT A PART OF THIS APPLICATION).
- 8. EXISTING TREES ON ADJACENT PROPERTY TO REMAIN.
- 9. EXISTING CITY TREATMENT PLANT.
- 10. EXISTING CHAIN LINK FENCE AND GATES TO REMAIN.
- 11. EXISTING RIPRAP FOR DRAINAGE CHANNEL.
- 12. EXISTING STEEL PIPE.
- 13. 200' OFFSET FROM EDGE OF TOP OF BANK.
- 14. EXISTING PG&E VAULT.
- 15. EXISTING POWER POLE.
- 16. EXISTING WATER VAULT OR WATER METER.

#### **KEYNOTES**

- 17. EXISTING STORM DRAIN MANHOLE TO REMAIN.
- 18. EXISTING SEWER MANHOLE TO REMAIN. PROTECT IN PLACE
- 19. EXISTING FIRE HYDRANT ON ADJACENT PROPERTY.
- 20. PROVIDE TREE ON ADJACENT PROPERTY. (WITH PERMISSION COORDINATION FROM OWNER)
- 21. EXISTING CURB, GUTTER, AND SIDEWALK IN RIGHT OF WAY.
- 22. NOT USED.
- 23. CUL-DE-SAC PER PUBLIC IMPROVEMENT PLANS ON ADJAC WITH OWNER PERMISSION.
- 24. DASHED LINE INDICATES 50' OUTSIDE OF PROPERTY LINE OF ADJACENT BUILDINGS ON ADJACENT PROPERTIES (NOT .
- 25. EXISTING DIRT ROAD (TRAVELED WAY) TO REMAIN ON ADJAC
- 26. EXISTING WATER LINE EASEMENT (PER ALTA SURVEY)
- 27. EXISTING RIVER RIGHT OF WAY
- 28. EXISTING BICYCLE TRAIL EASEMENT AND DEDICATION TO TH BUELLTON

	29. DRAINAGE EASEMENT OF THE STATE OF CALIFORNIA
CE.	30. BUELLTON CITY LIMIT
	31. PRELIMINARY LOCATION OF 20' WIDE TRAIL EASEMENT PER COVENANT TO
N AND	CONVEY EASEMENT. FINAL LOCATION TO BE DETERMINED PRIOR TO
	GRADING PERMIT ISSUANCE, BASED ON FINAL DESIGN AND CONNECTION TO
<i>.</i>	ADJACENT PROPERTIES.
	32. PRELIMINARY LOCATION OF A 6' WIDE DG CONNECTION PATH OF 4.9%
CENT PROPERTY	SLOPE COMPACTION PER GEOTECHNICAL RECOMMENDATIONS, WITH CMU
	RETAINING WALLS, WITH POST AND RAIL FENCE AT SOUTH EDGE. ACCESS
FOR REFERENCE	TO BE PROVIDED AT THE SOUTHEAST CORNER OF PARCEL 137–200–087
A PART).	BY 3'-0" SECURED GATE. AN IN-LIEU-FEE FOR THE CONSTRUCTION
ACENT PARCEL.	COSTS OF THE CONNECTION PATH WILL BE PAID TO THE CITY. THE CITY
	WILL CONSTRUCT THE CONNECTION PATH IN THE FUTURE CONCURRENTLY
	WITH THE FUTURE BIKE TRAIL PATH.
HE CITY OF	33. PROPOSED STREET LIGHTING, FINAL QUANTITIES AND LOCATIONS TO BE
	COORDINATED WITH AHJ AND PG&E.
	34. PROPOSED STREET TREE LOCATION, TYP.



ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

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11

TE:	AUGUST	24,	2022

1" = 50' - 0"



	SF
AREA	83,296
AREA	22,683
APE	14,758
APE	45,855

Α	SF
1	22,683
2	14,876
3	14,876



1. PROPERTY LINE.

- 2. PROPOSED LOT LINE PER TENTATIVE MAP APPLICATION.
- 3. PROPOSED RECIPROCAL UTILITY AND ACCESS EASEMENTS. SEE TENTATIVE MAP APPLICATION.
- 4. PROPOSED BUILDING SETBACK.
- 5. EXISTING STORM DRAIN EASEMENT.
- 6. EXISTING WATER AND POWER LINE EASEMENT.
- 7. NOT USED.
- 8. PROVIDE ROLLED CURB PER CITY STANDARDS.
- 9. FOR WORK WITHIN THE PUBLIC RIGHT OF WAY, SEE PUBLIC IMPROVEMENT PLANS.
- 10. EXISTING TREES ON ADJACENT PROPERTY TO REMAIN.
- 11. EXISTING CITY TREATMENT PLANT.
- 12. EXISTING CHAIN LINK FENCE AND GATES TO REMAIN.
- 13. EXISTING RIPRAP FOR DRAINAGE CHANNEL.
- 14. EXISTING STEEL PIPE.
- 15. 200' OFFSET FROM EDGE OF TOP OF SLOPE.
- 16. PROVIDE SIDEWALK, CURB AND GUTTER PER CITY OF BUELLTON REQUIREMENTS.
- 17. PROVIDE RETRACTABLE CONCRETE BOLLARDS.
- 18. PROVIDE CONCRETE WALK.
- 19. PROVIDE AC PAVING.
- 20. NOT USED.
- 21. 6" CONCRETE CURB.
- 22. PROVIDE TRASH ENCLOSURE.
- 23. CONCRETE WHEEL STOP.
- 24. VAN ACCESSIBLE PARKING SPACE WITH LOADING/UNLOADING AISLE. STANDARD ACCESSIBLE SPACES INDICATED WITH ISA ON PLAN. WITHIN THE LOADING/UNLAODING AISLE, "NO PARKING" SHALL BE PAINTED IN WHITE

LETTERS NO LESS THAN 12" HIGH AND LOCATED AS SHOWN.

- 25. ACCESSIBLE PARKING SPACE.
- 26. FUTURE ELECTRICAL VEHICLE PARKING SPACE. TYP.
- 27. PARKING SIGNAGE. ACCESSIBLE PARKING AND/OR EV PARKING AS INDICATED.
- 28. STANDARD PARKING SPACE, TYP.
- 29. DRIVE AISLE. PROVIDE DRIVEWAY APRON PER CITY STANDARD DETAILS.
- 30. PROVIDE LANDSCAPING PER LANDSCAPE PLANS.
- 31. PROVIDE BICYCLE RACK.
- 32. PROVIDE CURB RAMP WITH TRUNCATED DOMES FOR ACCESSIBLE PATH OF TRAVEL.
- 33. PLAYGROUND EQUIPMENT PER LANDSCAPE PLANS.
- 34. HALF-SIZED BASKETBALL COURT PER LANDSCAPE PLANS.
- 35. SITE FURNITURE, SEE LANDSCAPE PLANS.
- 36. BBQ AREA, SEE LANDSCAPE PLANS.
- 37. EMERGENCY VEHICLE TURN RADIUS.
- 38. ACCESSIBLE PATH OF TRAVEL TO PUBLIC RIGHT OF WAY.
- 39. COLUMN, SEE FLOOR PLAN.

PROPERTY LINE.

**KEYNOTES** 

- 40. PROPOSED MONUMENT SIGN LOCATION. NOT PART OF THIS APPLICATION. 41. PROVIDE CMU SITE WALL (OR RETAINING WALL PER CIVIL) TO +6'-0" AT
- 42. PROVIDE SITE LIGHTING PER ELECTRICAL.
- 43. MAIL BOXES. PROVIDE LEVEL CONCRETE PAD, NO MORE THAN 2% SLOPE IN ANY DIRECTION, WITH MINIMUM 5'-0" CLEAR TURN AROUND BETWEEN ROWS OF BOXES AS SHOWN.
- 44. PROVIDE KNOX BOX AT +80" A.F.F.
- 45. PROVIDE ACCESSIBLE SITE ENTRY SIGNAGE. SEE DETAIL 34/A10.00. 46. PROVIDE +6'-0" WROUGHT IRON FENCE AT PROPERTY LINE.



PEOPLE'S SELF-HELP

3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401



AUGUST 24, 2022

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

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PLANNING RESUBMITTAL 08.24.2022



PROJECT BUELLTON GARDEN

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

Sheet title PHASE 1 SITE PLAN

OWNER

DATE:

14

HOUSING

(805) 781–3088



PARKING COUNT				SITE AR	EAS
TYPE		SIZE	TOTAL	TYPE	SF
ACCESSI	BLE	9'x18'	3	LOT AREA 2	49,940
ELECTRIC V	EHICLE	9'x18'	4	BLDG B AREA	15,263
STANDA	RD	8.5'x16.5'	33	LANDSCAPE	12,653
STANDARD		8.5'x18'	7	HARDSCAPE	22,024
			47		
	UNIT C	OUNT		BUILDING	AREAS
TYPE	FLR 1	FLR 2	FLR 3	BLDG B	SF
1 BDRM	4	3	3	FLOOR 1	15,263
2 BDRM	8	8	8	FLOOR 2	15,10
3 BDRM	3	4	4	FLOOR 3	15,10
	15	15	15		

1" = 20' - 0"

N

<u>24</u>

•	SF
EA 2	49,940
AREA	15,263
APE	12,653
APE	22,024

11

1. PROPERTY LINE.

- 2. PROPOSED LOT LINE PER TENTATIVE MAP APPLICATION.
- 3. PROPOSED RECIPROCAL UTILITY AND ACCESS EASEMENTS. SEE TENTATIVE MAP APPLICATION.
- 4. SETBACK.
- 5. NOT USED.
- 6. NOT USED.
- 7. NOT USED.
- 8. NOT USED.
- 9. NOT USED.
- 10. EXISTING TREES ON ADJACENT PROPERTY TO REMAIN.
- 11. NOT USED.
- 12. NOT USED.
- 13. NOT USED.
- 14. NOT USED..
- 15. 200' OFFSET FROM EDGE OF TOP OF SLOPE.
- 16. NOT USED.
- 17. PROVIDE RETRACTABLE CONCRETE BOLLARDS.
- 18. PROVIDE CONCRETE WALK.
- 19. PROVIDE AC PAVING.
- 20. HATCH INDICATES FIRE TRUCK ACCESS ROAD WITH ALL-WEATHER GRASS SURFACE.
- 21. 6" CONCRETE CURB.
- 22. PROVIDE TRASH ENCLOSURE.
- 23. CONCRETE WHEEL STOP.
- 24. VAN ACCESSIBLE PARKING SPACE WITH LOADING/UNLOADING AISLE. STANDARD ACCESSIBLE SPACES INDICATED WITH ISA ON PLAN. WITHIN THE LOADING/UNLAODING AISLE, "NO PARKING" SHALL BE PAINTED IN WHITE LETTERS NO LESS THAN 12" HIGH AND LOCATED AS SHOWN.
- 25. ACCESSIBLE PARKING SPACE.
- 26. FUTURE ELECTRICAL VEHICLE PARKING SPACE. TYP.
- 27. PARKING SIGNAGE. ACCESSIBLE PARKING AND/OR EV PARKING AS INDICATED.
- 28. STANDARD PARKING SPACE, TYP.
- 29. NOT USED.

0/

 $\bigcirc$ 

- 30. PROVIDE LANDSCAPING PER LANDSCAPE PLANS.
- 31. PROVIDE BICYCLE RACK.
- 32. PROVIDE CURB RAMP WITH TRUNCATED DOMES FOR ACCESSIBLE PATH OF TRAVEL.
- 33. NOT USED.
- 34. NOT USED.
- 35. SITE FURNITURE, SEE LANDSCAPE PLANS.
- 36. BBQ AREA, SEE LANDSCAPE PLANS.
- 37. EMERGENCY VEHICLE TURN RADIUS.
- 38. ACCESSIBLE PATH OF TRAVEL TO PUBLIC RIGHT OF WAY.
- 39. NOT USED.
- 40. NOT USED.
- 41. PROVIDE CMU SITE WALL TO +6'-0" AT PROPERTY LINE.
- 42. PROVIDE SITE LIGHTING PER ELECTRICAL.
- 43. MAIL BOXES. PROVIDE LEVEL CONCRETE PAD, NO MORE THAN 2% SLOPE IN ANY DIRECTION, WITH MINIMUM 5'-0" CLEAR TURN AROUND BETWEEN ROWS OF BOXES AS SHOWN.
- 44. PROVIDE KNOX BOX AT +80" A.F.F.
- 45. NOT USED.

**KEYNOTES** 

- 46. PROVIDE +6'-0'' WROUGHT IRON FENCE AT PROPERTY LINE.
- 47. 3'-0" SECURE ACCESS GATE





ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

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REVISIONS			
PLANNING SUBMITTAL	02.12.2021		
PLANNING RESUBMITTAL	06.21.2021		
PLANNING RESUBMITTAL	02.04.2022		

08.24.2022 INING RESUBMITTAL



#### PROJECT BUELLTON GARDEN

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE PHASE 2 SITE PLAN

OWNER PEOPLE'S SELF-HELP **HOUSING** 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

DATE:	AUGUST	24,	2022

PROJECT MANAGER:	AK
DRAWN BY:	AK
JOB NUMBER:	20.815



14



![](_page_88_Figure_4.jpeg)

2x6 1HR RATED WALL ASSEMBLY. SEE SHEET T3.0 FOR BARRIER OR PARTITION CALLOUT. SEE DETAILS ON A10.20. 2x6 NON-RATED STUD WALL ASSEMBLY. SIMILAR TO DETAILS 21 & 31/A10.20.

2x4 NON-RATED, NON-BEARING STUD WALL ASSEMBLY. SIMILAR TO DETAIL 21/A10.20.

2x4 NON-RATED PARTIAL HEIGHT STUD WALL ASSEMBLY.

INDICATES DOOR. SEE SCHEDULE FOR SIZE, TYPE, AND HARDWARE REQUIREMENTS.

INDICATES WINDOW, SEE SCHEDULE FOR SIZE AND TYPE. INDICATES PROPOSED ILLUMINATED EMERGENCY EXIT SIGN, WITH DIRECTIONAL INDICATION WHERE SHOWN. PROVIDE 90 MIN. BATTERY BACKUP - SEE ELECTRICAL

> INDICATES PROPOSED FIRE EXTINGUISHER IN RECESSED CABINET, MIN. 2A:10BC WITH VALID CERTIFICATION ATTACHED.

#### LEGEND

BUILDING A UNIT COUNT				
TYPE	LABEL	FLR 1	FLR 2	FLR 3
1 BDRM	А	8	6	6
2 BDRM	B & C	3	5	5
3 BDRM	D	3	4	4
		14	15	15

#### UNIT COUNT

1. ALL GROUND FLOOR UNITS TO BE ACCESSIBLE. PROVIDE ROLL-IN SHOWERS AT ACCESSIBLE UNITS.

#### GENERAL NOTES

![](_page_88_Picture_16.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

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REVISIONS	

PLANNING SUBMITTAL	02.12.2021
PLANNING RESUBMITTAL	06.21.2021
PLANNING RESUBMITTAL	02.04.2022

12

![](_page_88_Picture_21.jpeg)

#### PROJECT BUELLTON GARDEN

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE

OVERALL FLOOR PLAN BUILDING A

#### OWNER

PEOPLE'S SELF-HELP **HOUSING** 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

DATE: FEBRUARY 04, 2022

1. PROVIDE WALL ASSEMBLY PER LEGEND.

- 2. DOOR WITH REQUIRED DOOR CLEARANCES PER DETAIL 32/A10.10, TYP. PROVIDE ROOM ID AND TACTILE SIGNAGE PER DETAIL 13/A10.10. SEE
- SCHEDULE FOR SIZES AND REQUIRED ROOM DESIGNATIONS. 3. WINDOW ASSEMBLY, TYP. SEE SCHEDULE.
- 4. COLUMN.
- 5. INTERIOR EGRESS STAIRS.

6. JULIETTE BALCONY PER ELEVATIONS. (SEE GENERAL NOTE 2 ABOVE.)

7. ROOF WITH 42" PARAPET. NOT A BALCONY - NO ACCESS PROVIDED.

#### **KEYNOTES**

24

14 NOTE: STANDARD KEYNOTES PROVIDED. NOT ALL APPLY TO THIS SHEET

![](_page_88_Picture_37.jpeg)

PROJECT MANAGER:

DRAWN BY:

JOB NUMBER:

AK

AK

20.815

![](_page_89_Figure_0.jpeg)

SCALE: 1/8" = 1'-0"

![](_page_89_Picture_4.jpeg)

2x6 1HR RATED WALL ASSEMBLY. SEE SHEET T3.0 FOR BARRIER OR PARTITION CALLOUT. SEE DETAILS ON A10.20. 2x6 NON-RATED STUD WALL ASSEMBLY. SIMILAR TO DETAILS 21 & 31/A10.20.

2x4 NON-RATED, NON-BEARING STUD WALL ASSEMBLY. SIMILAR TO DETAIL 21/A10.20.

2x4 NON-RATED PARTIAL HEIGHT STUD WALL ASSEMBLY.

INDICATES DOOR. SEE SCHEDULE FOR SIZE, TYPE, AND HARDWARE REQUIREMENTS.

INDICATES WINDOW, SEE SCHEDULE FOR SIZE AND TYPE. INDICATES PROPOSED ILLUMINATED EMERGENCY EXIT SIGN, WITH DIRECTIONAL INDICATION WHERE SHOWN. PROVIDE 90 MIN. BATTERY BACKUP - SEE ELECTRICAL

> INDICATES PROPOSED FIRE EXTINGUISHER IN RECESSED CABINET, MIN. 2A:10BC WITH VALID CERTIFICATION ATTACHED.

# architects&engineef

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

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REVISIONS

SEAL

PLANNING SUBMITTAL

PLANNING RESUBMITTAL

PLANNING RESUBMITTAL

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written permission of R& & Associates. Copyright 2021 Written dimensions take precedence over scaled dimensions. Do not scale plans. Contractor shall verify all dimensions of scale there is the field

dimensions and conditions in the field.

Any discrepancies shall be called to the attention of RA & Associates.

TERED ARCA

ALLEN

LIC. NO. C20808

EXP. 9-30-23

02.12.2021

06.21.2021

02.04.2022

#### LEGEND

.....

XXX

 $\langle x \rangle$ 

 $\bigotimes$ 

FEC

LEGEND	(11)
	$\bigcirc$
PLUMBING OCCUPANT LOAD PER TABLE A:	
OCCUPANCY A-3 15 OLF 5575 SF/15 = 372 PEOPLE	
<u> OCCUPANCY B 200 OLF 1183 SF/200 = 6 PEOPLE</u>	
TOTAL BUILDING OCCUPANT LOAD: 378 PEOPLE	
MINIMUM PLUMBING FACILITIES REQUIRED PER TABLE 422.1:	

OCCUPANCY A-3 REQUIRES: 372/2 = 186 MEN AND 186 WOMEN MEN: 2 WC 2 URINAL 1 LAV WOMEN: 4 WC --2 LAV OCCUPANCY B REQUIRES:

1 UNISEX TOILET FACILITY PER 422.2 (1): TOTAL PLUMBING FACILITIES PROVIDED: 3 WC 4 LAV 4 URINAL MEN: WOMEN: 7 WC 4 LAV

SERVICE SINK – 1 REQUIRED; 1 PROVIDED DRINKING FOUNTAINS - 1 REQUIRED FOR ASSEMBLY USES

NOTES 1. AREA USED TO CALCULATE OCCUPANT LOAD MAY EXCLUDE ACCESSORY AREAS (HALLWAY, RESTROOMS, STAIR ENCLOSURES).

#### PLUMBING FIXTURE CALCULATIONS

1. ALL GROUND FLOOR UNITS TO BE ACCESSIBLE. PROVIDE ROLL-IN SHOWERS AT ACCESSIBLE UNITS.

#### GENERAL NOTES

![](_page_89_Picture_23.jpeg)

12

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

#### SHEET TITLE

OWNER

HOUSING

(805) 781–3088

FIRST FLOOR PLAN BUILDING A

#### 1. PROVIDE WALL ASSEMBLY PER LEGEND.

- 2. DOOR WITH REQUIRED DOOR CLEARANCES PER DETAIL 32/A10.10, TYP. PROVIDE ROOM ID AND TACTILE SIGNAGE PER DETAIL 13/A10.10. SEE SCHEDULE FOR SIZES AND REQUIRED ROOM DESIGNATIONS.
- . PROVIDE ILLUMINATED EXIT SIGN AT EXIT DOOR W/90 MIN. BATTERY BACKUP. SEE ELECTRICAL PLANS.
- 4. WINDOW ASSEMBLY, TYP. SEE SCHEDULE.
- 5. PROVIDE BASE CABINETS WITH UPPER CABINETS, DEPTH PER PLAN. ANCHOR PER 11/A10.70. SEE ENLARGED PLANS. CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR APPROVAL, FINISHES TO BE APPROVED BY OWNER.
- 6. VALUE ADDER MACHINE. MOUNT NO HIGHER THAN 48" A.F.F. TO OPERABLE PART.
- 7. PROVIDE MOP SINK WITH SHELF. SEE PLUMBING PLANS.
- 8. ACCESSIBLE HI-LO DRINKING FOUNTAIN.
- 9. PROPOSED TRANSFORMER LOCATION, TO BE SCREENED WITH LANDSCAPE

3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401

PEOPLE'S SELF-HELP

#### DATE: FEBRUARY 04, 2022

AK
AK
20.815

**KEYNOTES** 

24

![](_page_89_Figure_40.jpeg)

![](_page_89_Picture_41.jpeg)

![](_page_90_Figure_0.jpeg)

N

24

![](_page_90_Figure_3.jpeg)

![](_page_90_Picture_4.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUTT, CA 93455 PO BOX 2267 Santa Maria, ca 93457 (805) 928-5002 fax (805) 928-0195

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plans. Contractor shall verify all dimensions and conditions in the field. Any discrepancies shall be called to the attention of RA & Associates.

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PLANNING RESUBMITTAL

PLANNING RESUBMITTAL

PLANNING RESUBMITTAL

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02.04.2022

08.24.2022

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11

#### LEGEND

- 1. ALL SECOND AND THIRD FLOOR UNITS TO BE ADAPTABLE. PROVIDE BATHTUBS AT ADAPTABLE UNITS.
- 2. AT LOCATIONS WHERE NO JULIETTE BALCONY EXISTS, DOOR IS A WINDOW. SEE EXTERIOR ELEVATIONS.

#### GENERAL NOTES

![](_page_90_Figure_11.jpeg)

PROJECT **BUELLTON GARDEN** 

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE

OVERALL SECOND FLOOR PLAN **BUILDING A** 

OWNER

DATE:

PROJECT MANAGER:

DRAWN BY:

JOB NUMBER:

PEOPLE'S SELF-HELP **HOUSING** 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

AUGUST 24, 2022

AK

AK

20.815

- 1. PROVIDE WALL ASSEMBLY PER LEGEND.
- 2. DOOR WITH REQUIRED DOOR CLEARANCES PER DETAIL 32/A10.10, TYP. PROVIDE ROOM ID AND TACTILE SIGNAGE PER DETAIL 13/A10.10. SEE
- SCHEDULE FOR SIZES AND REQUIRED ROOM DESIGNATIONS. 3. WINDOW ASSEMBLY, TYP. SEE SCHEDULE.
- 4. COLUMN.
- 5. INTERIOR EGRESS STAIRS.
- 6. JULIETTE BALCONY PER ELEVATIONS. (SEE GENERAL NOTE 2 ABOVE.)
- 7. ROOF WITH 42" PARAPET. NOT A BALCONY NO ACCESS PROVIDED.

#### **KEYNOTES**

14 NOTE: STANDARD KEYNOTES PROVIDED. NOT ALL APPLY TO THIS SHEET

![](_page_90_Picture_27.jpeg)

![](_page_91_Figure_0.jpeg)

N

24

![](_page_91_Figure_3.jpeg)

![](_page_91_Picture_4.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUTT, CA 93455 PO BOX 2267 Santa Maria, ca 93457 (805) 928-5002 Fax (805) 928-0195

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dimensions and conditions in the field. Any discrepancies shall be called to the attention of RA & Associates.

02.12.2021

06.21.2021

02.04.2022

REVISIONS

PLANNING SUBMITTAL

PLANNING RESUBMITTAL

PLANNING RESUBMITTAL

11

13

#### LEGEND

- 1. ALL SECOND AND THIRD FLOOR UNITS TO BE ADAPTABLE. PROVIDE BATHTUBS AT ADAPTABLE UNITS.
- 2. AT LOCATIONS WHERE NO JULIETTE BALCONY EXISTS, DOOR IS A WINDOW. SEE EXTERIOR ELEVATIONS.

#### GENERAL NOTES

SEAL STERED ARCH ALLEN LIC. NO. C20808 EXP. 9-30-23

#### PROJECT **BUELLTON GARDEN**

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE

OVERALL THIRD FLOOR PLAN **BUILDING A** 

OWNER

PEOPLE'S SELF-HELP **HOUSING** 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

DATE: FEBRUARY 04, 2022

- 1. PROVIDE WALL ASSEMBLY PER LEGEND.
- 2. DOOR WITH REQUIRED DOOR CLEARANCES PER DETAIL 32/A10.10, TYP. PROVIDE ROOM ID AND TACTILE SIGNAGE PER DETAIL 13/A10.10. SEE
- SCHEDULE FOR SIZES AND REQUIRED ROOM DESIGNATIONS. 3. WINDOW ASSEMBLY, TYP. SEE SCHEDULE.
- 4. COLUMN.
- 5. INTERIOR EGRESS STAIRS.
- 6. JULIETTE BALCONY PER ELEVATIONS. (SEE GENERAL NOTE 2 ABOVE.)
- 7. ROOF WITH 42" PARAPET. NOT A BALCONY NO ACCESS PROVIDED.

#### **KEYNOTES**

14 NOTE: STANDARD KEYNOTES PROVIDED. NOT ALL APPLY TO THIS SHEET

![](_page_91_Picture_27.jpeg)

PROJECT MANAGER:

AK

![](_page_92_Figure_1.jpeg)

![](_page_92_Figure_3.jpeg)

2x6 1HR RATED WALL ASSEMBLY. SEE SHEET T3.0 FOR BARRIER OR PARTITION CALLOUT. SEE DETAILS ON A10.20. 2x6 NON-RATED STUD WALL ASSEMBLY. SIMILAR TO DETAILS 21 & 31/A10.20.

2x4 NON-RATED, NON-BEARING STUD WALL ASSEMBLY. SIMILAR TO DETAIL 21/A10.20.

2x4 NON-RATED PARTIAL HEIGHT STUD WALL ASSEMBLY.

INDICATES DOOR. SEE SCHEDULE FOR SIZE, TYPE, AND HARDWARE REQUIREMENTS.

INDICATES WINDOW, SEE SCHEDULE FOR SIZE AND TYPE. INDICATES PROPOSED ILLUMINATED EMERGENCY EXIT SIGN, WITH DIRECTIONAL INDICATION WHERE SHOWN. PROVIDE 90 MIN. BATTERY BACKUP – SEE ELECTRICAL

> INDICATES PROPOSED FIRE EXTINGUISHER IN RECESSED CABINET, MIN. 2A:10BC WITH VALID CERTIFICATION ATTACHED.

![](_page_92_Picture_10.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

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#### LEGEND

BUILDING B UNIT COUNT					
TYPE LABEL FLR1 FLR2 FLR3					
1 BDRM	А	4	3	3	
2 BDRM	В	8	8	8	
3 BDRM	D	3	4	4	
		15	15	15	

![](_page_92_Figure_15.jpeg)

11

<u>12</u>

PLANNING SUBMITTAL	02.12.2021
PLANNING RESUBMITTAL	06.21.2021
PLANNING RESUBMITTAL	02.04.2022
PLANNING RESUBMITTAL	08.24.2022

1. ALL SECOND AND THIRD FLOOR UNITS TO BE ADAPTABLE. PROVIDE BATHTUBS AT ADAPTABLE UNITS.

## GENERAL NOTES

![](_page_92_Picture_19.jpeg)

#### PROJECT **BUELLTON GARDEN**

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE

OVERALL FLOOR PLAN BUILDING B

OWNER

DATE:

PROJECT MANAGER:

DRAWN BY:

PEOPLE'S SELF-HELP **HOUSING** 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

AUGUST 24, 2022

AK

AK

- 1. PROVIDE WALL ASSEMBLY PER LEGEND.
- 2. DOOR WITH REQUIRED DOOR CLEARANCES PER DETAIL 32/A10.10, TYP. PROVIDE ROOM ID AND TACTILE SIGNAGE PER DETAIL 13/A10.10. SEE
- SCHEDULE FOR SIZES AND REQUIRED ROOM DESIGNATIONS. 3. WINDOW ASSEMBLY, TYP. SEE SCHEDULE.
- 4. COLUMN.
- 5. INTERIOR EGRESS STAIRS.
- 6. JULIETTE BALCONY PER ELEVATIONS. (SEE GENERAL NOTE 2 ABOVE.)
- 7. ROOF WITH 42" PARAPET. NOT A BALCONY NO ACCESS PROVIDED.

#### **KEYNOTES**

<u>24</u>

14 NOTE: STANDARD KEYNOTES PROVIDED. NOT ALL APPLY TO THIS SHEET

![](_page_92_Picture_35.jpeg)

![](_page_93_Figure_1.jpeg)

![](_page_93_Figure_2.jpeg)

![](_page_93_Figure_3.jpeg)

![](_page_93_Figure_5.jpeg)

2x6 1HR RATED WALL ASSEMBLY. SEE SHEET T3.0 FOR BARRIER OR PARTITION CALLOUT. SEE DETAILS ON A10.20. 2x6 NON-RATED STUD WALL ASSEMBLY. SIMILAR TO DETAILS 21 & 31/A10.20.

2x4 NON-RATED, NON-BEARING STUD WALL ASSEMBLY. SIMILAR TO DETAIL 21/A10.20.

2x4 NON-RATED PARTIAL HEIGHT STUD WALL ASSEMBLY.

INDICATES DOOR. SEE SCHEDULE FOR SIZE, TYPE, AND HARDWARE REQUIREMENTS.

INDICATES WINDOW, SEE SCHEDULE FOR SIZE AND TYPE. INDICATES PROPOSED ILLUMINATED EMERGENCY EXIT SIGN, WITH DIRECTIONAL INDICATION WHERE SHOWN. PROVIDE 90 MIN. BATTERY BACKUP - SEE ELECTRICAL

INDICATES PROPOSED FIRE EXTINGUISHER IN RECESSED CABINET, MIN. 2A:10BC WITH VALID CERTIFICATION ATTACHED.

![](_page_93_Picture_12.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

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#### LEGEND

**12** 

- 1. ALL SECOND AND THIRD FLOOR UNITS TO BE ADAPTABLE. PROVIDE BATHTUBS AT ADAPTABLE UNITS.
- 2. AT LOCATIONS WHERE NO JULIETTE BALCONY EXISTS, DOOR IS A WINDOW. SEE EXTERIOR ELEVATIONS.

#### **GENERAL NOTES**

![](_page_93_Figure_20.jpeg)

Ρ	LANNING	SUBMITTAL		02.12.2021
Ρ	LANNING	RESUBMITTAL	-	06.21.2021
Ρ	LANNING	RESUBMITTAL	_	02.04.2022

![](_page_93_Figure_22.jpeg)

#### PROJECT **BUELLTON GARDEN**

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

#### SHEET TITLE

OVERALL SECOND + THIRD FLOOR PLAN **BUILDING B** 

#### OWNER

PEOPLE'S SELF-HELP HOUSING 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

DATE: FEBRUARY 04, 2022

- 1. PROVIDE WALL ASSEMBLY PER LEGEND.
- 2. DOOR WITH REQUIRED DOOR CLEARANCES PER DETAIL 32/A10.10, TYP. PROVIDE ROOM ID AND TACTILE SIGNAGE PER DETAIL 13/A10.10. SEE
- SCHEDULE FOR SIZES AND REQUIRED ROOM DESIGNATIONS. 3. WINDOW ASSEMBLY, TYP. SEE SCHEDULE.
- 4. COLUMN.
- 5. INTERIOR EGRESS STAIRS.
- 6. JULIETTE BALCONY PER ELEVATIONS. (SEE GENERAL NOTE 2 ABOVE.)
- 7. ROOF WITH 42" PARAPET. NOT A BALCONY NO ACCESS PROVIDED.

#### **KEYNOTES**

24

14 NOTE: STANDARD KEYNOTES PROVIDED. NOT ALL APPLY TO THIS SHEET

![](_page_93_Picture_38.jpeg)

PROJECT MANAGER:

AK

![](_page_93_Picture_39.jpeg)

1/16" = 1'-0"

SCALE:

![](_page_94_Picture_0.jpeg)

ROOF PLAN

![](_page_94_Picture_3.jpeg)

TAPERED FOAM CRICKET

ASPHALT SHINGLE TILE, CERTAINTEED, PRESIDENTIAL TL SOLARIS "COUNTRY GRAY"

![](_page_94_Picture_6.jpeg)

#### LEGEND

))					
PROVIDED PV SYSTEM					
# OF PANELS PROVIDEDMAX AREA PROVIDEDAREA REA (15% OF ROOF AR				ROOF AREA	
BUILDING A	-	7,638sf	3,788 SF	27,067 SF	
TOTALS	- PANELS	7,638sf			

#### MINIMUM SOLAR AREA REQUIRED:

PER 2019 CEC SECTION 110.10B: 15% OF TOTAL ROOF AREA. SEE CHART ABOVE.

REFERENCE TITLE 24 FOR MINIMUM REQUIRED SYSTEM SIZE AND PV DRAWINGS FOR SYSTEM SIZE PROVIDED.

#### SOLAR AREA CALCS

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUIT, CA 93455 PO BOX 2267 Santa Maria, ca 93457 (805) 928-5002 Fax (805) 928-0195

attention of RA & Associates. REVISIONS PLANNING SUBMITTAL 02.12.2021	These drawings are insti service and are the pro Associates. The design represented on these di exclusively for the proje and shall not be transfi otherwise reproduced wi written permission of R/ Copyright 2021 Written dimensions take over scaled dimensions. plans. Contractor shall dimensions and conditio Any discrepancies shall	ruments of perty of RA & and information rawings are ct indicated erred or thout express A & Associates. precedence Do not scale verify all ns in the field. be called to the
PLANNING SUBMITTAL 02.12.2021	attention of RA & Asso	ciates.
	PLANNING SUBMITTAL	02.12.2021

PLANNING RESUBMITTAL 06.21.2021 PLANNING RESUBMITTAL 02.04.2022

![](_page_94_Figure_17.jpeg)

#### PROJECT BUELLTON GARDEN

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE

ROOF PLAN BUILDING A

OWNER

PEOPLE'S SELF-HELP HOUSING 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

1. MANSARD. MINIMUM 3'-6" HEIGHT FOR FALL PROTECTION REQUIRED. 2. ASPHALT SHINGLE TILE, CERTAINTEED, PRESIDENTIAL TL SOLARIS

- "COUNTRY GRAY" OR APPROVED EQUAL.
- 3. SINGLE PLY ROOFING OVER TAPERED RIGID INSULATION.
- 4. LINE OF LOWER ROOF BELOW. SEE FLOOR PLANS.
- 5. INDICATES SOLAR PANELS WITHIN MAX. AVAILABLE SOLAR AREA.
- 6. PROPOSED CONDENSING UNIT LOCATION.
- 7. ROOF DRAIN AND OVERFLOW.
- 8. CRICKET, SHOWN HATCHED.
- 9. PROVIDE GUTTER AND DOWNSPOUT. SEE ELEVATIONS.

AK PROJECT MANAGER: AK DRAWN BY: 20.815 JOB NUMBER:

DATE: FEBRUARY 04, 2022

![](_page_94_Picture_34.jpeg)

![](_page_94_Picture_35.jpeg)

![](_page_94_Picture_36.jpeg)

**KEYNOTES** 

![](_page_95_Figure_0.jpeg)

![](_page_95_Picture_3.jpeg)

TAPERED FOAM CRICKET

ASPHALT SHINGLE TILE, CERTAINTEED, PRESIDENTIAL TL SOLARIS "COUNTRY GRAY"

![](_page_95_Picture_6.jpeg)

#### LEGEND

$\bigcirc$				
PROVIDED PV SYSTEM				
	# OF PANELS PROVIDED	MAX AREA PROVIDED	AREA REQ'D (15% OF ROOF AREA)	ROOF AREA
BUILDING B	-	5,632sf	2,847 SF	18,343 SF
TOTALS	- PANELS	5,632sf		

#### MINIMUM SOLAR AREA REQUIRED:

PER 2019 CEC SECTION 110.10B: 15% OF TOTAL ROOF AREA. SEE CHART ABOVE.

REFERENCE TITLE 24 FOR MINIMUM REQUIRED SYSTEM SIZE AND PV DRAWINGS FOR SYSTEM SIZE PROVIDED.

#### SOLAR AREA CALCS

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

- 11

<u>12</u>

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written permission of RA Copyright 2021 Written dimensions take over scaled dimensions. plans. Contractor shall v dimensions and condition Any discrepancies shall a attention of RA & Assoc	& Associates. precedence Do not scale verify all ns in the field. be called to the ciates.
REVISIONS	
DI ANNING SURMITTAL	02 12 2021

PLANNING RESUBMITTAL	06.21.2021
PLANNING RESUBMITTAL	02.04.2022

![](_page_95_Figure_17.jpeg)

#### PROJECT BUELLTON GARDEN

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE

ROOF PLAN BUILDING B

OWNER

PEOPLE'S SELF-HELP HOUSING 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

DATE: FEBRUARY 04, 2022

AK

AK

- 3. SINGLE PLY ROOFING OVER TAPERED RIGID INSULATION.
- 4. LINE OF PATIO OR LOWER ROOF BELOW. SEE FLOOR PLANS.

1. MANSARD. MINIMUM 3'-6" HEIGHT FOR FALL PROTECTION REQUIRED.

2. ASPHALT SHINGLE TILE, CERTAINTEED, PRESIDENTIAL TL SOLARIS

- 5. INDICATES SOLAR PANELS WITHIN MAX. AVAILABLE SOLAR AREA.
- 6. PROPOSED CONDENSING UNIT LOCATION.

"COUNTRY GRAY" OR APPROVED EQUAL.

- 7. ROOF DRAIN AND OVERFLOW.
- 8. CRICKET, SHOWN HATCHED.

**KEYNOTES** 

9. PROVIDE GUTTER AND DOWNSPOUT. SEE ELEVATIONS.

![](_page_95_Picture_32.jpeg)

![](_page_95_Picture_33.jpeg)

![](_page_96_Figure_0.jpeg)

![](_page_96_Figure_1.jpeg)

![](_page_96_Figure_2.jpeg)

![](_page_96_Figure_3.jpeg)

![](_page_96_Figure_4.jpeg)

![](_page_96_Figure_5.jpeg)

![](_page_96_Figure_6.jpeg)

![](_page_96_Picture_25.jpeg)

![](_page_97_Figure_0.jpeg)

![](_page_97_Figure_2.jpeg)

![](_page_97_Figure_3.jpeg)

![](_page_97_Figure_4.jpeg)

14

1/8" = 1'-0"

![](_page_98_Figure_0.jpeg)

![](_page_98_Figure_1.jpeg)

![](_page_98_Figure_3.jpeg)

#### 1. DOOR, SEE FLOOR PLAN.

- 2. WINDOW. ANDERSON 100 SERIES IN WHITE WITH WOOD TRIM.
- 3. CEMENT BOARD LAP SIDING.
- 4. BOARD AND BATTEN SIDING.
- 5. INTEGRAL COLOR STUCCO FINISH.
- 6. STONE WAINSCOT WITH 4" STONE CAP.
- 7. ASPHALT SHINGLE ROOFING.
- 8. BLACK EXTERIOR LIGHT FIXTURE, SEE ELECTRICAL.
- 9. GUTTER AND DOWNSPOUT.
- 10. STUCCO COATED FOAM TRIM, BY FOAM CONCEPTS OR APPROVED EQUAL.
- 11. BALCONY GUARDRAILS, +42" A.F.F.
- 12. BALCONY FLASHING.
- 13. FASCIA BOARD.
- 14. WOOD COLUMN WITH STONE BASE.
- 15. PARTIAL HEIGHT PATIO WALL WITH STONE FINISH AND WALL CAP.

NOTES:

- 1. PROVIDE COLOR AND/OR MATERIAL INDICATED OR APPROVED EQUAL.
- 2. STANDARD KEYNOTES. NOT ALL KEYNOTES APPLY TO THIS SHEET.

![](_page_98_Picture_22.jpeg)

#### **KEYNOTES**

![](_page_98_Picture_24.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

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![](_page_98_Picture_27.jpeg)

11

PLANNING RESUBMITTAL 02.04.2022

![](_page_98_Figure_29.jpeg)

#### PROJECT **BUELLTON GARDEN**

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

Sheet title

BUILDING A ELEVATIONS

![](_page_99_Picture_0.jpeg)

32

BUILDING A - COURTYARD PERSPECTIVE

![](_page_99_Picture_2.jpeg)

```
BUILDING A - MCMURRAY PERSPECTIVE
```

![](_page_99_Picture_6.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

![](_page_99_Picture_8.jpeg)

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UL.IL.LUL
06.21.2021
02.04.2022

![](_page_99_Picture_11.jpeg)

![](_page_99_Picture_12.jpeg)

#### PROJECT BUELLTON GARDEN

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE

BUILDING A RENDERINGS

OWNER

PEOPLE'S SELF-HELP HOUSING 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

date: FEBRUARY 04, 2022

PROJECT MANAGER:	AK
DRAWN BY:	AK
JOB NUMBER:	20.815

![](_page_99_Picture_21.jpeg)

14

	PI	CEMENT BOARD LAP SIDING: SHERWIN WILLIAMS SW2837 AURORA BROWN
	<b>P2</b>	BOARD & BATT: SHERWIN WILLIAMS SW7008 ALABASTER
	<b>P3</b>	STUCCO: SHERWIN WILLIAMS SW7008 ALABASTER
	<b>P4</b>	STUCCO: SHERWIN WILLIAMS SW2813 DOWNING STRAW
	<b>P5</b>	FASCIA & TRIM: SHERWIN WILLIAMS SW2846 ROYCROFT BRONZE GREEN
125	Ŵ	EL DORADO STONE COUNTRY RUBBLE POLERMO
		CERTAINTEED, PRESIDENTIAL TL SOLARIS COUNTRY GRAY

![](_page_100_Picture_1.jpeg)

![](_page_100_Picture_2.jpeg)

![](_page_100_Picture_3.jpeg)

![](_page_100_Picture_4.jpeg)

![](_page_100_Picture_5.jpeg)

![](_page_100_Picture_6.jpeg)

P5 INTEGRATED COLOR STUCCO OVER 6x8x16 CMU AT THIS LOCATION ONLY TO CREATE RECESSED EFFECT TYPICAL TRASH ENCLOSURE

![](_page_100_Picture_8.jpeg)

![](_page_100_Picture_9.jpeg)

![](_page_100_Picture_10.jpeg)

![](_page_100_Picture_11.jpeg)

![](_page_100_Picture_12.jpeg)

![](_page_101_Picture_0.jpeg)

BUILDING A+B - TYPICAL GABLE END

![](_page_101_Figure_2.jpeg)

COLORS + MATERIALS

<u>51</u>

![](_page_101_Picture_4.jpeg)

![](_page_101_Picture_5.jpeg)

SCALE:

NTS

#### BUILDING A+B - WATER TABLE

<u>31</u>

![](_page_101_Picture_8.jpeg)

![](_page_101_Picture_9.jpeg)

BUILDING A+B - PATIO WALL

SCALE: NTS

(34)

![](_page_101_Picture_12.jpeg)

![](_page_102_Figure_0.jpeg)

![](_page_102_Figure_2.jpeg)

![](_page_102_Figure_3.jpeg)

<u>+38'-2"</u> RIDGE HT.	¢
+3 <u>5'-3"</u> RIDGE HT.	<del>\$</del>

SHERWIN WILLIAMS SW2837 AURORA BROWN BOARD & BATT:SHERWIN WILLIAMSSW7008 ALABASTER

CEMENT BOARD LAP SIDING:

- STUCCO: SHERWIN WILLIAMS SW7008 ALABASTER
- P4 STUCCO: SHERWIN WILLIAMS SW2817 DOWNWING SW2813 DOWNING STRAW
- FASCIA & TRIM: SHERWIN WILLIAMS SW2846 ROYCROFT BRONZE GREEN
- > EL DORADO STONE COUNTRY RUBBLE POLERMO Ŵ
- CERTAINTEED, PRESIDENTIAL TL SOLARIS COUNTRY GRAY

1. DOOR, SEE FLOOR PLAN. 2. WINDOW. ANDERSON 100 SERIES IN WHITE WITH WOOD TRIM.

- 3. CEMENT BOARD LAP SIDING.
- 4. BOARD AND BATTEN SIDING.
- 5. INTEGRAL COLOR STUCCO FINISH.
- 6. STONE WAINSCOT WITH 4" STONE CAP.
- 7. ASPHALT SHINGLE ROOFING.
- 8. BLACK EXTERIOR LIGHT FIXTURE, SEE ELECTRICAL.
- 9. GUTTER AND DOWNSPOUT.
- 10. STUCCO COATED FOAM TRIM, BY FOAM CONCEPTS OR APPROVED EQUAL.
- 11. BALCONY GUARDRAILS, +42" A.F.F.
- 12. BALCONY FLASHING. 13. FASCIA BOARD.
- 14. WOOD COLUMN WITH STONE BASE.
- 15. PARTIAL HEIGHT PATIO WALL WITH STONE FINISH AND WALL CAP.

NOTES:

1. PROVIDE COLOR AND/OR MATERIAL INDICATED OR APPROVED EQUAL.

2. STANDARD KEYNOTES. NOT ALL KEYNOTES APPLY TO THIS SHEET.

**KEYNOTES** 

![](_page_102_Picture_43.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUIT, CA 93455 PO BOX 2267 Santa Maria, ca 93457 (805) 928-5002 Fax (805) 928-0195

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06.21.2021 PLANNING RESUBMITTAL 02.04.2022 ANNING RESUBMITTAL

![](_page_102_Figure_48.jpeg)

PROJECT **BUELLTON GARDEN** 

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE

12

**BUILDING B** ELEVATIONS

OWNER PEOPLE'S SELF-HELP HOUSING 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401

(805) 781–3088

DATE: FEBRUARY 04, 2022

PROJECT MANAGER:	AK
DRAWN BY:	AK
JOB NUMBER:	20.815

![](_page_102_Picture_57.jpeg)

![](_page_102_Picture_58.jpeg)

![](_page_103_Figure_0.jpeg)

![](_page_103_Figure_1.jpeg)

![](_page_103_Figure_2.jpeg)

SCALE: 1/8" = 1'-0"

![](_page_103_Picture_5.jpeg)

		ARCHITECTUR GREG RAVATT, / MECHANICAL ELECT JIM ALBRECHT,	E AIA FRICAL PE
		SANTA MARIA O 125 UNION AVENUE ORCUTT, CA 934 PO BOX 2267 SANTA MARIA, CA 9 (805) 928-5002 FAX (805	FFICE #201 55 93457 9 928-0195
١		These drawings are instrum service and are the proper Associates. The design and represented on these draw exclusively for the project and shall not be transferre otherwise reproduced witho written permission of RA & Copyright 2021 Written dimensions take pro over scaled dimensions. D plans. Contractor shall veri dimensions and conditions Any discrepancies shall be attention of RA & Associa	nents of ty of RA & information ings are indicated ad or ut express t Associates. ecedence to not scale ify all in the field. called to the tes.
7		REVISIONS PLANNING SUBMITTAL PLANNING RESUBMITTAL PLANNING RESUBMITTAL	02.12.2021 06.21.2021 02.04.2022
	CEMENT BOARD LAP SIDING: SHERWIN WILLIAMS SW2837 AURORA BROWN		
	P2 BOARD & BATT: SHERWIN WILLIAMS SW7008 ALABASTER	SEAL	TECT
	STUCCO: SHERWIN WILLIAMS SW7008 ALABASTER	★ LIC. NO. C20808 EXP. 9-30-23	₹. 8 <b>★</b>
	FASCIA & TRIM:	STATE OF CALIFO	an A
	SHERWIN WILLIAMS SW2846 ROYCROFT BRONZE GREEN          Image: Base of the state of the stateo	PROJECT BUELLTON GARD	ÞEN
	COUNTRY RUBBLE POLERMO CERTAINTEED, PRESIDENTIAL TL SOLARIS	10 McMURRAY ROAD BUELLTON, CA 9342 APN: 137–200–087	) 27 ,
)	COLORS + MATERIALS		
		SHEET TITLE BUILDING B ELEVATIONS	
	1. DOOR, SEE FLOOR PLAN. 2. WINDOW. ANDERSON 100 SERIES IN WHITE WITH WOOD TRIM.		
	<ol> <li>CEMENT BOARD LAP SIDING.</li> <li>BOARD AND BATTEN SIDING.</li> <li>INTEGRAL COLOR STUCCO FINISH.</li> <li>STONE WAINSCOT WITH 4" STONE CAP.</li> <li>ASPHALT SHINGLE ROOFING.</li> </ol>	OWNER <b>PEOPLE'S SELF-</b> <b>HOUSING</b> 3533 EMPLEO STREI SAN LUIS OBISPO, (	<b>HELP</b> ET CA 93401
	<ol> <li>BLACK EXTERIOR LIGHT FIXTURE, SEE ELECTRICAL.</li> <li>GUTTER AND DOWNSPOUT.</li> <li>STUCCO COATED FOAM TRIM, BY FOAM CONCEPTS OR APPROVED EQUAL.</li> <li>BALCONY GUARDRAILS, +42" A.F.F.</li> <li>BALCONY FLASHING.</li> </ol>	(805) 781–3088	
	13. FASCIA BOARD. 14. WOOD COLUMN WITH STONE BASE. 15. PARTIAL HEIGHT PATIO WALL WITH STONE FINISH AND WALL CAP.	date: FEBRUARY	04, 2022

NOTES:

- 1. PROVIDE COLOR AND/OR MATERIAL INDICATED OR APPROVED EQUAL.
- 2. STANDARD KEYNOTES. NOT ALL KEYNOTES APPLY TO THIS SHEET.

PROJECT MANAGER: AK DRAWN BY: AK JOB NUMBER: 20.815

![](_page_103_Picture_11.jpeg)

23

![](_page_103_Picture_12.jpeg)

![](_page_103_Picture_13.jpeg)

![](_page_103_Picture_14.jpeg)

![](_page_104_Figure_0.jpeg)

![](_page_104_Figure_1.jpeg)

![](_page_104_Picture_3.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUIT, CA 93455 PO BOX 2267 Santa Maria, ca 93457 (805) 928-5002 Fax (805) 928-0195

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PLANNING RESUBMITTAL 06.21.2021 PLANNING RESUBMITTAL 02.04.2022

![](_page_104_Picture_8.jpeg)

PROJECT **BUELLTON GARDEN** 

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

Sheet title BUILDING B ELEVATIONS

13

1. DOOR, SEE FLOOR PLAN.

COLORS + MATERIALS

19

23

2. WINDOW. ANDERSON 100 SERIES IN WHITE WITH WOOD TRIM.

CEMENT BOARD LAP SIDING:

SHERWIN WILLIAMS SW2837 AURORA BROWN

BOARD & BATT: P2 BUARD & DATE SHERWIN WILLIAMS SW7008 ALABASTER

STUCCO: SHERWIN WILLIAMS

SW7008 ALABASTER

STUCCO:
SHERWIN WILLIAMS
SW2813 DOWNING STRAW

FASCIA & TRIM:

EL DORADO STONE COUNTRY RUBBLE POLERMO

SHERWIN WILLIAMS SW2846 ROYCROFT BRONZE GREEN

CERTAINTEED, PRESIDENTIAL TL SOLARIS COUNTRY GRAY

- 3. CEMENT BOARD LAP SIDING.
- 4. BOARD AND BATTEN SIDING.
- 5. INTEGRAL COLOR STUCCO FINISH.
- 6. STONE WAINSCOT WITH 4" STONE CAP.
- 7. ASPHALT SHINGLE ROOFING.
- 8. BLACK EXTERIOR LIGHT FIXTURE, SEE ELECTRICAL.
- 9. GUTTER AND DOWNSPOUT.
- 10. STUCCO COATED FOAM TRIM, BY FOAM CONCEPTS OR APPROVED EQUAL.
- 11. BALCONY GUARDRAILS, +42" A.F.F.
- 12. BALCONY FLASHING.
- 13. FASCIA BOARD. 14. WOOD COLUMN WITH STONE BASE.
- 15. PARTIAL HEIGHT PATIO WALL WITH STONE FINISH AND WALL CAP.

#### NOTES:

- 1. PROVIDE COLOR AND/OR MATERIAL INDICATED OR APPROVED EQUAL.
- 2. STANDARD KEYNOTES. NOT ALL KEYNOTES APPLY TO THIS SHEET.

OWNER PEOPLE'S SELF-HELP

**HOUSING** 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781-3088

#### DATE: FEBRUARY 04, 2022

PROJECT MANAGER:	AK
DRAWN BY:	AK
JOB NUMBER:	20.815

![](_page_104_Picture_33.jpeg)

22

**KEYNOTES** 

![](_page_104_Picture_35.jpeg)

![](_page_104_Picture_36.jpeg)

![](_page_105_Picture_0.jpeg)

BUILDING B - OVERALL BUILDING B AERIAL VIEW

![](_page_105_Picture_2.jpeg)

```
32 BUILDING B - COURTYARD PERSPECTIVE
```

![](_page_105_Picture_6.jpeg)

![](_page_105_Picture_7.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUTT, CA 93455 PO BOX 2267 Santa Maria, ca 93457 (805) 928-5002 fax (805) 928-0195

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PLANNING SUBMITTAL	02.12.2021
PLANNING RESUBMITTAL	06.21.2021
PLANNING RESUBMITTAL	02.04.2022

![](_page_105_Picture_12.jpeg)

![](_page_105_Picture_13.jpeg)

#### PROJECT BUELLTON GARDEN

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

Sheet title BUILDING B RENDERINGS

OWNER PEOPLE'S SELF-HELP **HOUSING** 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

DATE: FEBRUARY 04, 2022

PROJECT MANAGER:	AK
DRAWN BY:	AK
JOB NUMBER:	20.815

![](_page_105_Picture_20.jpeg)

![](_page_105_Picture_21.jpeg)

![](_page_105_Picture_22.jpeg)

![](_page_106_Figure_0.jpeg)

UNIT A - 1-BEDROOM UNIT - 595 GSF BUILDING A ONLY

![](_page_106_Figure_3.jpeg)

UNIT C - 2-BEDROOM UNIT - 846 GSF	SCALE:
BUILDING A ONLY	1/4" = 1'-0"

![](_page_106_Picture_5.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUIT, CA 93455 PO BOX 2267 Santa Maria, ca 93457 (805) 928-5002 fax (805) 928-0195

- 1. ALL SECOND AND THIRD FLOOR UNITS TO BE ADAPTABLE. PROVIDE BATHTUBS AT ADAPTABLE UNITS.
- 2. PATIOS ARE LOCATED ON GROUND FLOOR. JULIETTE BALCONIES AT SELECT UNITS PER OVERALL FLOOR PLANS. DOOR TO PATIO AND/OR JULIETTE BALCONY BECOMES A WINDOW AT UNITS WITHOUT PATIOS. SEE ELEVATIONS.

#### GENERAL NOTES

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N

<u>22</u>`

![](_page_106_Picture_11.jpeg)

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REVISIONS

PLANNING SUBMITTAL	02.12.2021
PLANNING RESUBMITTAL	06.21.2021
PLANNING RESUBMITTAL	02.04.2022

![](_page_106_Figure_14.jpeg)

#### PROJECT **BUELLTON GARDEN**

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE

ENLARGED UNIT PLANS

## <u>ALL\_DIMS</u> <u>DO NOT SAVE OVER</u>

OWNER

PEOPLE'S SELF-HELP HOUSING 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

#### DATE: FEBRUARY 04, 2022

PROJECT MANAGER:	AK
DRAWN BY:	AK
JOB NUMBER:	20.815

A7.00

## 1. PROVIDE WALL ASSEMBLY PER LEGEND.

- 2. DOOR WITH REQUIRED DOOR CLEARANCES. 3. WINDOW ASSEMBLY, TYP. SEE SCHEDULE.
- 4. INDICATES POTENTIAL FURNITURE LAYOUT.

#### **KEYNOTES**

![](_page_107_Figure_0.jpeg)

![](_page_107_Figure_1.jpeg)

![](_page_107_Figure_2.jpeg)

UNIT B - 2-BEDROOM UNIT

34 1/4" = 1'-0"

![](_page_107_Picture_6.jpeg)

ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE 125 UNION AVENUE #201 ORCUTT, CA 93455 PO BOX 2267 Santa Maria, ca 93457 (805) 928-5002 fax (805) 928-0195

- 1. ALL SECOND AND THIRD FLOOR UNITS TO BE ADAPTABLE. PROVIDE BATHTUBS AT ADAPTABLE UNITS.
- 2. PATIOS ARE LOCATED ON GROUND FLOOR. JULIETTE BALCONIES AT SELECT UNITS PER OVERALL FLOOR PLANS. DOOR TO PATIO AND/OR JULIETTE BALCONY BECOMES A WINDOW AT UNITS WITHOUT PATIOS. SEE ELEVATIONS.

#### GENERAL NOTES

![](_page_107_Picture_12.jpeg)

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_	REVISIONS	
	PLANNING SUBMITTAL	02.12.2021

PLANNING RESUBMITTAL 02.04.2022

06.21.2021

PLANNING RESUBMITTAL

SEAL
GISTERED ARCHITED
ALLEN PALLEN
★ LIC. NO. C20808 ★
EXP. 9-30-23
A MAR AND A MAR
OF CALIFOR

PROJECT **BUELLTON GARDEN** 

10 McMURRAY ROAD BUELLTON, CA 93427 APN: 137-200-087

SHEET TITLE

ENLARGED UNIT PLANS

OWNER

PEOPLE'S SELF-HELP HOUSING 3533 EMPLEO STREET SAN LUIS OBISPO, CA 93401 (805) 781–3088

DATE: FEBRUARY 04, 2022

AK PROJECT MANAGER: AK DRAWN BY: 20.815 JOB NUMBER:

**KEYNOTES** 

1. PROVIDE WALL ASSEMBLY PER LEGEND.

2. DOOR WITH REQUIRED DOOR CLEARANCES.

3. WINDOW ASSEMBLY, TYP. SEE SCHEDULE.

4. INDICATES POTENTIAL FURNITURE LAYOUT.

![](_page_107_Picture_25.jpeg)

![](_page_107_Picture_26.jpeg)






	Lamp	Number Lamps	Filename	Lumens Per Lamp	Lumen Multiplie r	Light Loss Factor	Wattage	Efficiency	Distribut ion	Notes
FT POLE SE.	LED 30K	48	DSAP1-VLED-III- -48LED-350mA- NW.IES	118	1	0.95	52.9	100%		
D HOUSE LE SE.	LED 30K	48	DSAP20-VLED- III-48LED- 350mA-WW- HS.ies	91	1	0.95	53	100%		
IDDBXD	LED 40K	1	RADB_LED_P4_ 40K_SYM_DDB XD.ies	1402	1	0.95	18.59	100%	TYPE VS, BUG RATING: B1 - U1 - G0	
FT POLE SE.	LED 30K	48	DSAP1-VLED-III- -48LED-350mA- NW.IES	118	1	0.95	105.8	100%		
AGE,		1	ARC1_LED_P3_ 40K.ies	3021	1	0.95	24.5247	100%	TYPE III, VERY SHORT, BUG RATING: B1 - U0 - G1	
IOUSING, STING	48 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	48	DSAP20-VLED- VSQ-48LED- 350mA-30K.ies	130	1	0.95	53	100%		



### ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

SANTA MARIA OFFICE ORCUTT, CA 93455

(805) 928-5002 FAX (805) 928-0195 SAN LUIS OBISPO OFFICE 1371 PACIFIC STREET SAN LUIS OBISPO CA 93401

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08/26/2022

ARRED











U.S. Pole Co Inc. Mit Want Avenue (). Plandou (CA 1000)



U.S. ARCHITECTURAL



XPR SPECIFICATIONS Trulevel System® Assembly Retaining O Ring (4) (Supplied) Access Door 0-0-0 Trulevel Coupler Viosher (4) Captive (Supplied) Screw (4) Trulevel Coupler Wire Plug \_\_\_\_\_ (Polyethylene) Quick Connect Open End - Luminaire Trulevel Ball Notched section Flot \_\_\_\_\_ Luminaire 2. Place Trulevel Ball inside of Trulevel Coupler as illustrated Loosen (4) Captive Screws and remove Access Door from Trulevet Coupler, pull out Guick Connect from Trulevel Coupler and Trulevel Bott. A - Notched Section of Trulevel Ball must face outward as illustrat Press open end of Wire Plug around Guick Connect wires. 8 - Rat Section of Trulevel Ball must face inward. Side Wire Rug down the wres and into Trulevel Ball opening, press Neoprene firr into opening to prevent moleture and other contaminants from entering Lumina Assembly: - Quick Connect Access Door Nº D Trulevel Coupler Access Door Luminaire Level (Tighten each bolt to rec commended forque: 10 IHb, loof-pound Trulevel Pendant Mount is intended to allow for fidure leveling, but is no intended to be "tree-swinging" upom proper installation. Spec/Order Example: XPR-5-90/RAL-7004-White Grey Dark Bronze RAL-9003-T RAL-7004-T RAL-8019-T RAL-9005-T U.S. Pole Co Inc. Methods (A) 13531 Prime (M) 233-2000 File (M) 233-2001 www.emb.com

ECIFICATIO	пэ								
		Engin	eering D	ata e Feet		ľ	5	Drilled Side I	Mount ng codes below
Model Number	Max. Fi Weiş	ixture ght	100 MPH	90 MPH	80 MPH	70 MPH		IT	
PTA 1443 . 125	60		22	30	4.5	62			
RTA 1643 - 125	50		11	1.8	2.9	4.4		G	
RTA 1853 - 188	10	0	4.1	5.6	7.6	10.8		T T	1802
RTA 2064 - 188	20	0	5.6	7.5	10.1	14.2			100
RTA 2574 - 188	22	5	5.7	7.3	9.5	13.6		270°_ 8	0
RTA 3084 - 188	20	0	5.6	7.4	9.9	13.5		ELAP	-90°
RTA 3584 - 188	10	0	3.8	5.1	70	9.3		7	9
RTA 4084 - 250	20	0	4.2	5.4	7.6	10.7		0°	
									the second se
RDERING IN	IFORM	ATIO	ų.				Sp	o* O	ITA2064-188/4-90/RAL-70
RDERING IN	FORM Pole 1	ATIOI	N aniber - RTA			Mou	Sp.	ec/Order Example, F	TA2064-188/4-90/RAL-70
RDERING II	Pole Mc	ATION Model Nu odel N	N mber-RTA umber-	RTA		Mou	se nng nting	ec / Order Example: Finish	TA2064-188/4-90/RAL-70 Contorne Options
RDERING IN	Pole Mc Pole Mc Pole Height	ATION Model N. Odel N Shaft Size	N umber - RTA Wall Thickness	RTA Bolt Circle	Anchoro	Mou Mou ige Arm	Signation of the second	ec / Order-Example, F Finish Finish Standard Textured Finish	Cotions Options Receptacle
RDERING II	Pole Mc Pole Mc Pole Mc Pole Height	ATION Model N. Odel N Shaft Size	N mber-RTA umber - Wall Thickness 125	RTA Bolt Circle 1014*	Anchore %'X187	Mou ge Arm 3* □ PT23 2½€ X.4*	Sp. Inting Mount Tenon	Finish Stondard Stondard Stondard National Black RAL9005-T	Contractors
RDERING II   RTA 1443 - 125   RTA 1643 - 125	Pole 1 Pole Mc Pole Height 14 16	ATION Model N. Odel N Shaft Size 4.0X3.0	W amber - RTA umber - Wall Thickness 125 .125	RTA Bolt Circle 10%*	Anchord %7X187 %7X187	Mou ge Arm 2 <sup>47</sup> <b>PT23</b> 2 <sup>16</sup> X 4 <sup>7</sup> 2 <sup>17</sup> Z <sup>17</sup> X 4 <sup>7</sup>	ting ting Mount Tenon	C/Order-Ecompter, R Finish Standard Testured Finish Black RAL-9005-T White RAL-9003-T	TA2064-188/4-90/RAL-70  Ciptions  Options  Receptocle  GH Receptocle  GH
RDERING II RTA 1443 - 125 RTA 1643 - 125 RTA 1853 - 188-	Pole Mc Pole Mc Pole Height 14' 16'	ATION Model N. Shaft Size 4.003.0 5.003.0	Wall Thickness 125 126 188	RTA Bolt Circle 10%* 11%*	Anchore %*X18*7 %*X18*7 1*X36*X	Mou           ige         Arm           2% X 4*         2% X 4*           2% X 4*         2% X 4*           1*         Other Ter	Sing Infing Mount Tenon on Mt	Encoder Examples, R Finish Standard Textured Finish Black RAL-9005-T White RAL-9005-T Greey RAL-9005-T	TA2064-188/4-90/RAL-70 Cptions Options Receptacle Ducles Receptacle GR GR GR 3 Way Adapter T3120
RDERING IN RTA 1443 - 125 RTA 1643 - 125 RTA 1643 - 125 RTA 1853 - 188- RTA 2064 - 188 RTA 2064 - 188	Pole Mc Pole Mc Pole Height 14 16 18 20 20	ATION Model N Shaft Size 4.0x3.0 4.0x3.0 5.0x3.0 6.0x4.0	Wall Thickness 125 188 188	RTA Bolt Circle 10%* 11%* 13%*	Anchorc %*X18*7 %*X18*7 1*X36*X 1*X36*X	Mou           ige         Arm           3'         PT23           2%' X.4'         PT27           2%' X.4'         Other Ter           1'         Other Ter           1'         Other Ter	Signer Si	Condex-Examples, F Finish Standard Testured Finish Black RAL-9003-T CAL-9003-T CAL-9003-T CAL-9003-T CAL-9003-T CAL-9019-T	TIA2064-188/4-90/RAL-70 Contorns Options Receptocle Duplex Receptocl Duplex Receptocle OF OF OF OF OF OF OF OF OF OF
RDERING II 1 1 1 1 1 1 1 1 1 1 1 1 1	Pole Mc Pole Mc Pole Mc Pole Height 14 16 18 20 25 25	ATION Model N. Short Size 4.0x3.0 5.0x3.0 6.0x4.0 7.0x4.0 8.0x4.0	Wall Thickness 125 188 188 188	RTA Boit Circle 10%* 11%* 13%* 13* 13*	Anchorc %*X187 %*X187 1*X36*X 1*X36*X 1*X36*X 1*X36*X	Mou           ige         Arm           3°         P723           2%2 X 4°         P127           1°         Other Ter           1°         Dell           1°         1	Signating Atling Mount Ieron an Mi 	Conder-Ecomplex, R Prinsh Finish Standard Textured Finish Black RAL9005-T Carry RAL-9005-T Dark Branse RAL-8019-T Corean RAL-6005-T	TA2064-188/4-90/RAL-70  Cotions  Options  Receptocle  Cotification  Cotification  Receptocle  GRI Receptocle  GRI Receptocle  GRI Receptocle  GRI Receptocle  GRI Receptocle
RTA 1443 - 125 RTA 1443 - 125 RTA 1643 - 125 RTA 1853 - 188 RTA 2064 - 188 RTA 2574 - 188 RTA 3064 - 188 RTA 3584 - 188	Pole / Pole Mc Pole Height 14 16 18 20 25 30 35	ATION Model N Shoft 5220 5.003.0 6.004.0 8.004.0 8.004.0	V amber - RTA Wall Thickness 125 125 188 188 188 188 188	RTA Bott Circle 10%* 11%* 13% 13* 13* 13*	Anchorc %*X18*7 %*X18*7 1*X36*X 1*X36*X 1*X36*X 1*X36*X 1*X36*X	Mou           ige         Arm           2 <sup>3</sup> PT23           2 <sup>3/4</sup> PT27           2 <sup>3/4</sup> PT27           2 <sup>1/4</sup> Other Ter           1 <sup>1</sup> Dell           1 <sup>2</sup> 1           1 <sup>4</sup> 2.180           1 <sup>4</sup> 2.90	Sig Ting Mount Tenon en MI 	Conder-Example, F  Finish  Standard  Finish  Standard  Finish  Block RAL-9005-T  White RAL-9005-T  Dark Braze RAL-8019-T  Corean RAL-8019-T  Corean RAL-8019-T	TA2064-158/4-90/RAL-70 Cptions Receptacle Duclex Receptacle GR GR GR GR GR Away Adapter T3120 4 Way Adapter T490 Coupling
RTA 1443 - 125           RTA 1443 - 125           RTA 1643 - 125           RTA 1643 - 125           RTA 1653 - 188           RTA 2574 - 188           RTA 3084 - 188           RTA 3884 - 188           RTA 4084 - 250	Pole 1 Pole 1 Pole 1 Pole 1 Pole 1 14 16 16 18 20 25 30 35 35 40	ATION Workel N. Short Size 4.0X3.0 4.0X3.0 5.0X3.0 6.0X4.0 8.0X4.0 8.0X4.0	N amber - R7A Wall Thickness 125 125 188 188 188 188 188 188	RTA Bott 104* 13%* 13%* 13* 13* 13* 13*	Anchore %7(187) %7(187) 17(36%) 17(36%) 17(36%) 17(36%) 17(36%) 17(36%)	Mou           ge         Arm           3'         PT23           2%' X.4''         2%' X.4''           0 Other Ter         0''           1'         Other Ter           1'         0.180           1'         1           1'         2.180           1'         2.90           1'         2.90	Sig string Mount Tercon arr. M Mount 	Condex-Examples, Finish Finish Standard Textured Finish Block RAL-9003-T CAL-9003-T CAL-9003-T CAL-9003-T CAL-9003-T CAL-9019-T Carden RAL-9019-T Carden RAL-9019-T	TA2064-188/4-90/RAL-70 Coptions Options Receptocle Duplex Receptocle GH GH Receptocle GH AWay Adapter Ta120 Adapter Ta120 Adapter BC Coupling W: Coupling
RTA 1443 - 125           RTA 1443 - 125           RTA 1643 - 125           RTA 1643 - 125           RTA 1853 - 188-           RTA 2064 - 188           RTA 3564 - 188           RTA 3564 - 188           RTA 4084 - 250	Pole 1 Pole 1 Pole Med Pole Med Height 14 16 16 20 25 30 30 35 40	ATIO Model N. Short Stee 4.0x3.0 5.0x3.0 6.0x4.0 8.0x4.0 8.0x4.0 8.0x4.0	X Inter-RA Wall Thickness 125 125 188 188 188 188 188 188	RTA Boilt 10%* 11%* 13* 13* 13* 13*	Anchor %7187 %7187 175367 175367 175367 175367 175367 175367	Mou           ge         Arm           3 <sup>2</sup> PT23           2½% X 4 <sup>3</sup> PT27           1 <sup>2</sup> Drift           1 <sup>2</sup> Other Tor           1 <sup>4</sup> 2:400	Sig fing thing Mount teron teron teron Mount teron	Conder-Example, Finish Finish Standard Trextured Finish Black RAL-9005-T White RAL-9005-T Original Convert RAL-9005-T Convert RAL-9005-T Convert RAL-6005-T	TA2064-188/4-90/RAL-70 Cottoms
RTA 1443 - 125           RTA 1443 - 125           RTA 1643 - 125           RTA 1853 - 188           RTA 2064 - 188           RTA 3584 - 188           RTA 4084 - 250	Pole         Pole           Pole         Mc           Pole         Mc           Pole         Mc           16         16           20         25           307         35           407	ATION Model N. Short 4.093.0 4.093.0 6.094.0 8.094.0 8.094.0 8.094.0	<b>V</b> umber - 87A Wall Thickness 125 188 188 188 188 188	Boilt         Boilt           100**         100**           11%*         13%*           13*         13*           13*         13*           13*         13*	Anchorc %73187 175367X 175367X 175367X 175367X 175367X	Mou           ge         Arm           3'         PT23           2%# X 4''         PT27           2'/# X 4''         Other Ter           1'         Dell           1'         2.180           1'         2.900           1'         2.900           1'         3.900           1'         3.900           1'         3.900	Sig Ring Mount Teron Teron Mount Mount 	Condex-Example, Finish Finish Standard Textured Finish Block RAL-9005-T White RAL-9005-T Greey RAL-9005-T Dark Branze RAL-9019-T Coreen RAL-9005-T	TA2064-158/4-90/RAL-70 Cptions Receptacle Ducles Receptacle GR GR GR GR GR GR GR GR GR Coupling Wr Coupling CPUN1/2 Vr Coupling CPUN1/2 Coupling CPUN1/2 CPUN1
RTA 1443 - 125           RTA 1643 - 125           RTA 2064 - 188           RTA 3064 - 188           RTA 4064 - 250	Fole Mc Pole Mc Pole Mc Pole Height 14 16 18 20 29 307 35 407	ATION vociet In. State 4.0X3.0 5.0X3.0 6.0X4.0 8.0X4.0 8.0X4.0 8.0X4.0	V umber - R/A Voli 125 188 188 188 188 188	RTA Bolt 104: 114: 134: 134: 134: 134: 134: 134:	Anchore %73187 175387X 175387X 175387X 175387X 175387X	Mou           ge         Arm           3'         PT23 2½/c X d'           2'         PT27 2½/c X d'           1'         Other Ter           1'         Drill           1'         2.180           1'         2.290           1'         2.180           1'         3.90           1'         3.90           1'         3.90           1'         3.90           1'         3.120	Sig fing thing Mount teron er M Mount eron er M for eron for for for for for for for for	Condex-Examples, Finish Finish Standard Textured Finish Black RAL-9005-T White RAL-9003-T Black Bronze RAL-8019-T Groups RAL-8019-T Groups For Smooth Finish replace suffs, T, with suffs '3' (barge Ace Broad) For Smooth Finish replace Suffs, T, with suffs '3' (barge Ace Broad)	TA2064-188/4-90/RAL-70 Coptions Options Receptocle Dupter Receptocle GR GR GR GW Adapter T320 Adapter T320 Adapter T320 Adapter T320 Coupling W* Coupling CPUN3/4 CPUN

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## S3 Introduction The Radean LED Bollard is an award-winning, energy-saving, long-life solution designed to perform the way a bollard should. The Radean LED Bollard's rugged constructio durable finish and long-lasting LEDs will provide years of maintenance-free service. BTS and BCC BTT and BCC BTS and BCF BTT and BCF EXAMPLE: RADB LED P4 30K SYM MVOLT BTS BCCDNATXD DBLXD <sup>3</sup> Shipped installed Slim Top PE Protector cell, butten type <sup>53</sup> DMG 0-10V dyne<sup>53</sup> BMG 0-10V dyne<sup>53</sup> op Tail Top Slim top, painted to match BTT Sail top painted to inacch shaft <sup>13</sup> B Pic Indicecting off, and think report of the second N24\*\* 24" evcal height N04\*\* D08X0 Dock frome: H04\*\* 36" evcal height L/AB Beckup Factor White Dask frome: UAB Without anchor boils BMHD0 White White White White DBUBD Feature dask frome: BEUBD Feature dask frome: DBUBD Feature dask frome: BEUBD Feature dask frome: DBUBD Feature dask frome: BEUBD Feature dask frome: DWHD0 Feature dask frome: BEUBD Feature dask frome: DWHD0 Feature dask frome: BEUBD Feature dask frome: E7WH and PIR only available in full height. No seelable with H53, H30 or H36. PIR not available with EFWH Architectural and custom colors available Architectural and custom colors available 42 Height is standard. H28, H30 and H36 hav PS only available in SYM distribution. ASY has only two illuminated quadrants driven at higher drive currents to generate similar subjut as the SYM 4-quadrant product. COMMERCIAL OUTDOOR Ove Lithonia Way • Convers, Georga 30012 • Phone: 1-800-765-SERV (7378) • www.lithunia.emm 0 2012 2019 Acuity Brands Lighting. Inc. All rights meaned

		ARC Archit	ectural	ED Wall Lu	uminaire	Catalog Number Notes Type	on to page 1	is such all or the s	cove exemiting
epcifications lepth (D1): epth (D2): eight: fidth: feight: aithout options)	5.5" 1.75' 5' 11'	- w		[	- 20 -	Introduction The Lithonia Ligh luminaires provic visually comforta the high energy: <i>quick financial pe</i> ARC1 delivers up non-pixelated lig comfortable envi ARC1, with its int backup option, is applications.	nting ARC le both a ble illumi savings an iyback. to to 3,000 ht source ronment. egrated i ideal for	C LED wal rchitectur ination wh nd low ini lumens v a, creating The come emergence over-the	I-mounted al styling and tile providing tial costs for with a soft, a visually pact size of cy battery -door
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ARCZ LED Ordering Info	4W ormation	811		1,510	2,010 2,010	3,000 3,010 XAMPLE: ARC1	LED P2 4		6.500
ARC2LED Ordering Info elis Pac ARC1LED P P3 P3 P3	4W crmation hage J.500 Jupiton, . 2,000 Larrets 3,000 Larrets	SW           Colet Temperature           30K         3000K           46K         4000K           59K         5000K	Voltage NVQLT 3471	LSNO 1,580 Optiens ExWH E PE B DMG 0 H A SPDSKY 6 FRO Fr A M	2,000 2,000 2,000 E mengency battery backap, attors type patoeeff for d 700 d'amming avents pale ne exena contol, ordered KV sarge protection duos for sarge aprotection duos for sarge aprotection duos for sarge aprotection attors and approximation and approximation doors for sarge approximation and approximation doors for sarge approximation and approximation attors approximation and approximation attors approximation attors and approximation attors approximation attors and approximation attors approximation attors attors and approximation attors approximation attors at	2,000 3,000 XAMPLE: ARC11 Eff congliant (4%, 8°C nts) * sk-to-dawn operation conside Strater (for use with sparately) * device. othe desired light levels,	EED P2 4 Ficials DBX0 DBX0 DBX0 DBX0 DBX0 DBX0 DBX0 DBX0	Dark brenze Block MVCC Dark brenze Block Natural alarnin White Sandstran Textured black Textured black	6500 PLT PE DDB:

### ARCHITECTURE GREG RAVATT, AIA MECHANICAL ELECTRICAL JIM ALBRECHT, PE

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### REVISIONS

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# **CONCEPTUAL LANDSCAPE PLAN**

## **GENERAL NOTES**

- 1. MINIMUM PLANT SIZES:
- STREET TREES (24"BOX), SITE TREES (15 GAL.), SHRUBS (1 GAL.), GROUNDCOVER (FLATS) 2. IRRIGATION SYSTEM TO BE INSTALLED AS A PART OF SITE CONSTRUCTION. SYSTEM SHALL BE
- UNDERGROUND, AUTOMATIC WITH POP-UP SPRAY HEADS, "SMART" CONTROLLER AND AUTOMATIC RAIN SHUTOFF. LOW PRECIPITATION RATE HEADS TO BE USED TO MINIMIZE RUNOFF.
- 3. POINT OF CONNECTION FOR WATER SUPPLY, SHALL BE BY A NEW LANDSCAPE SUB METER.
- 4. ALL PLANTING AREAS SHALL RECEIVE A 3" LAYER OF MEDIUM BARK MULCH AFTER INSTALLATION. 5. ALL PLANT MATERIAL SHALL CONFORM TO THE CITY OF BUELLTON OR STATE OF CALIFORNIA
- MODEL WATER CONSERVATION ORDINANCE.
- 6. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER THE CITY OF BUELLTON STANDARDS AND CODES.
- 7. FOR SITE WORK, ARCHITECTURAL, AND GRADING/DRAINAGE INFORMATION SEE PLANS BY OTHERS.
- 8. ALL AREAS BEYOND THE AREA OF WORK THAT ARE DISTURBED BY CONSTRUCTION SHALL BE RETURNED TO ORIGINAL CONDITION.
- 9. DRAWINGS ARE FOR DESIGN AND REVIEW PURPOSES ONLY AND SHALL NOT BE USED AS CONSTRUCTION DOCUMENTS.
- 10. TREES PLANTED IN AN AREA LESS THAN 8' WIDE SHALL BE INSTALLED WITH A ROOT BARRIER TO PROTECT AGAINST HARDSCAPE DAMAGE.
- 11. STREET TREES ARE TO BE SELECTED FROM THE CITY OF BUELLTON APPROVED TREE LIST.

0 15 30 SCALE : 1" = 30'-0" NORTH

# PLANT LEGEND

## TDEES

SYMBOL	NAME
$\bigcirc$	LAGERSTROEMIA INDICA 'NATCHEZ' NATCHEZ CRAPE MYRTLE
	T2 PLATANUS ACERFOLIA LONDON PLANE
	T3 PISTACIA CHINENSIS CHINESE PISTACHE
	ULMUS PARVIFOLIA CHINESE ELM
	QUERCUS AGRIFOLIA
	EXISTING TREE
	NAME
	)
	NAME NANDINA DOMESTICA 'GULF STREAM'
$\bigcirc$	PITTOSPORUM TOBIRA 'CREAM DE MINT'
	CREAM DE MINI JAPANESE MOCK ORANG
	WOODWARDIA FIMBRIATA
<b>4</b>	GIANT CHAIN FERN
$\overline{)}$	JERUSALEM SAGE
0           7	CARMINE BELLS AUSTRALIAN FUCHSIA
	LILY-OF-THE-NILE
8	MR. GOLDSTRIKE AUCUBA
9	DAVID VIBURNUM
ROUN	IDCOVERS
YMBOL	
	G2 POINT
INES	
YMBOL	
	CREEPING FIG



CLP-01





Percentage of Landscape:		Sq. Ftg.
otal site area		133,236
andscape area		22,736
Inhanced paving		=
	Landscape area percentage:	17.1%







Natchez Crape Myrtle



Fortnight Lily



Daylily



Correa







Chinese Elm



Dwarf Yedda Hawthorn



Sundrops



Bearberry Cotoneaster





London Plane Tree



Morning Light Coast Rosemary



Hallmark Bulbine



Asian Jasmine





Coast Live Oak



Giant Chain Fern



Myer's Asparagus Fern



Putah Creek Myoporum



Plav Structure & Surfacina



Pink Lady Indian Hawthorn



David Viburnum



Cream De Mint J. Mock Orange



Half Court Basketball Court

NOTE:



Little John Bottle Brush



Gulf Stream Heavenly Bamboo



Jerusalem Sage



Grasspave2

## PLANT IMAGERY SHOWN IS REPRESENTATIVE ONLY. FINAL SELECTIONS MAY VARY. SEE CONCEPTUAL PLANTING LEGEND FOR MORE INFORMATION.





SANTA

MARIA

ΊТΟ

LAND DEVELOPMENT DIVISION

CK'D BY:

DATE

DATE



