
Draft
**Negative Declaration
For the
Flying Flags RV Resort
Time Extension**

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



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

February 27, 2014

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INTRODUCTION

LEGAL AUTHORITY

This Initial Study/ Negative Declaration (IS/ND) 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) or a 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/ND provide discussions of the possible environmental effects of the proposed project for specific issue areas that have been identified in the CEQA Initial Study Checklist. For each issue area, potential effects are isolated.

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

INITIAL STUDY

PROJECT TITLE

Flying Flags RV Resort Time Extension

LEAD AGENCY and CONTACT PERSON

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

PROJECT APPLICANT

Applicant:
Dan Baumann, Flying Flags RV Resort
180 Avenue of Flags
Buellton, CA 93427

Owner:
Michael B. Earl, FPA Flying Flags Associates, L.P.
4685 MacArthur Court, #400
Newport Beach, CA 92660

PROJECT SITE CHARACTERISTICS

Location and Surrounding Land Uses: The project site is located at 180 Avenue of Flags, Assessor's Parcel Number 137-200-085 (Figure 1). The site is 14.05 acres in size. The majority of the property is vacant. The Flying Flags RV Resort is on the adjacent property (APN 137-200-86). Currently there are some camp sites, a restroom building, play equipment, and three roads on the property where the expansion is proposed. To the north is the existing Flying Flags RV Resort. To the south is vacant property and the Santa Ynez River. To the west are single family residences in a PRD zone. To the east is Highway 101.

Existing General Plan Designation (Land Use Category): General Plan Designation of General Commercial with a zoning designation of CR (General Commercial).

PROJECT DESCRIPTION

Prior to City incorporation, the County of Santa Barbara approved a Conditional Use Permit (84-CP-65) for the expansion of the Flying Flags RV Resort. The approval included camp sites, additions to existing facilities, new facilities (clubhouse, showers, pool, recreational area and lighted tennis courts), and space for RV storage. The expansion was not completed. The City Council approved a Time Extension for the Conditional Use Permit in 1993.

In 1996 the Planning Commission approved a Final Development Plan (95-FDP-06) for an expansion of the Flying Flags RV Resort. The approved expansion was the same as the approved project in the Conditional Use Permit (84-CP-65). This Time Extension is for the Final Development Plan (95-FDP-06). The current project is basically the same as the previously

approved project, with one exception. The approved Conditional Use Permit included lighted tennis courts. The proposed project includes a recreational area with sports fields, but lighted tennis courts are not proposed. The site currently contains some camp sites and RV storage and it is adjacent to the existing Flying Flags RV Resort.

Reduced copies of the current project plans are attached as Figures 2 through 8.

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

None

REFERENCES

This Initial Study was prepared using the following information sources:

- Application Materials;
- Field Reconnaissance;
- Buellton General Plan;
- Buellton Municipal Code;
- Buellton Zoning Ordinance;
- General Plan EIR;
- Departmental and Public Agency Consultations

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.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology / Soils
<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology / Water Quality	<input type="checkbox"/> Land Use / Planning
<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Population / Housing
<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Utilities / Service Systems		

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project COULD have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



 Marc P. Bierdzinski
 Environmental Officer
 City of Buellton

2-26-14

 Date

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Potentially Significant Unless 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 Incorporation	Less Than Significant Impact	No Impact
<i>I. AESTHETICS</i> - Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

a. - b. Scenic Vistas/Resources: No roadways in the project area are designated as state or local scenic highways. No scenic aspects are associated with the property and development of the project would not block any scenic vistas from other properties. No impacts would result.

c. Visual Quality: Development of the project site would result in new buildings, camp sites, parking areas, swimming pool, sports field, roads and landscaping. The architecture of the proposed project is considered Agrarian as defined in the City’s Community Design Guidelines. The impact is considered less than significant for the following reasons: the project conforms to the design requirements of the Community Design Guidelines; and this is an infill project that is expanding an existing RV Resort.

d. Light and Glare: The project plans show lighting fixtures that direct light downward to protect dark skies. In addition, the lighting fixtures conform to the requirements of the Community Design Guidelines. Therefore, lighting impacts are not considered significant.

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>II. AGRICULTURE RESOURCES</i> - Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

a. - c. Farmland: The site is an urban infill site and is not designated as farmland in the City’s General Plan.

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

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

a. Conflicts with Clean Air Plan: The project includes the expansion of an RV Resort, which is a permitted use on this site. With respect to trip generation and associated air contaminant emissions, the proposed project would be consistent with the General Plan EIR air quality evaluation, which assumed a similar general commercial buildout of the site. The project is consistent with the Clean Air Plan and impacts would be less than significant.

b. - c. Air Quality Standards/Criteria Pollutants: The number of vehicle trips expected with the project would be approximately 68 per day. Due to the small number of trips associated with the project, no air quality standards would be exceeded. Construction activities would consist of grading and a small number of structures and would be temporary. Therefore, dust generation and construction vehicle emissions would be negligible.

d. Sensitive Receptors: The project site is located on the east side of Avenue of Flags, south of Highway 246. The nearest sensitive receptors to the site are the existing single family residences located across Avenue of Flags, approximately 150 feet west of the site. Despite their proximity, adjacent residences would not be substantially affected by project emissions, since the project would involve only minor releases of air contaminants during construction and operations. Vehicle trips generated by the proposed project would result in air contaminant emissions along local roadways. These impacts would be less than significant.

e. Odors: The expanded restaurant/café has the potential to create odors, however these will be minimal. The impacts would be less than significant.

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X

b) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?				X

a. – f. The adjacent property is completely developed with an RV Resort and the project site is partially developed with components of the RV Resort. The project site has some improvements, but is otherwise vacant. It is surrounded by development and a major State highway. No natural features or habitat exists on the site. Camp sites, parking spaces and a restroom building are proposed within the City required setback from the Santa Ynez River. These types of uses are permitted within the setback. No biological impacts would occur as a result of development of this property.

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

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

a. Historical Resources: There are no significant historic resources on this property, therefore no impact would occur.

b. - c. Archaeological/Paleontological Resources: A small portion of the project site is developed and the Flying Flags RV Resort on the adjacent property has been there for many years. Any artifacts located on this property would have been removed or destroyed when development originally occurred. Therefore, the potential for further discoveries is extremely unlikely due to the disturbed nature of the site. No impacts are anticipated.

d. Human Remains: Since no known cemetery uses are located on or adjacent to the site, the proposed project would result in no impacts to human remains.

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				X
ii) Strong seismic ground shaking?			X	
iii) Inundation by seiche, tsunami, or mudflow?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

The following analysis of geological resources is based on the City’s Safety Element of the General Plan.

a. Geologic Hazards:

Fault Rupture: As described in the City General Plan EIR, there are no known active fault lines within the City. No impacts would result.

Groundshaking: The San Andreas Fault, located approximately 74 kilometers east Buellton, dominates both the geologic structure and seismicity of the project area. However, faults closer to the project site also have the potential to generate earthquakes and strong groundshaking at the site. These include: (1) the offshore group, including the Hosgri and Santa Lucia (Purisima and Lompoc) faults; and (2) the Santa Ynez Fault. In addition, the Los Alamos-Baseline-Lions and Casmalia-Orcutt-Little Pine faults may be active and pose potential to generate groundshaking at the project site.

The largest upper level earthquake (ULE) in Buellton would be an approximate 7.8 moment magnitude earthquake on the San Andreas Fault. Such an event could produce peak horizontal ground acceleration on the order of 0.16g¹. Due to the relative location of the Los Alamos-Baseline (approximately 8 kilometers south), Santa Ynez (approximately 10 kilometers northeast), and North Channel Slope (approximately 25 kilometers east) faults to Buellton, higher ULE accelerations may be expected from these faults. 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 (CBC) and implementation of the recommendations on foundation and structural design

¹ The force on a building during an earthquake is proportional to ground acceleration. Such forces are prescribed by the UBC. During an earthquake the ground acceleration varies with time. “g” is a common value of acceleration equal to 9.8 m/sec/sec (the acceleration due to gravity at the surface of the earth). 30% of g is the acceleration one would experience in a car that takes 9 seconds to brake from 60 miles per hour to a complete stop.

contained in the geotechnical investigation. CBC requirements may include the use of drilled pier foundations extending into bedrock, the use of tie beams between piers, and the use of shear walls. Less than significant impacts would result.

Seismic Ground Failure: Liquefaction is the phenomenon in which soil temporarily loses strength due to a buildup of excess pore-water pressure caused by seismic shaking. Liquefaction occurs in loose to medium dense saturated sand, typically within the upper 50 feet of the ground surface. According to the City of Buellton Department of Public Works, City Well No. 9 at 140 West Highway 246 has a depth to groundwater of 50 feet below ground surface (Bill Albrecht, 2006). Given the location of the well, the depth to groundwater is estimated at about 50 feet or less below surface elevation at the project site. A site-specific geotechnical report has not been completed, as of this date, for the subject property.

Landsliding: Slopes in the City are geologically stable and are not subject to major landslides. The project site is flat (0 to 2 percent slopes) and does not contain any known landslide areas. The site does not contain and is not located immediately adjacent to any hillsides that could pose a hazard to future site occupants due to landsliding. No impacts would result.

b. Erosion: Since a portion of the site is developed, no significant erosion impacts are anticipated. 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 required implementation of these requirements, the impact to erosion is considered less than significant.

c. - d. Unstable/Expansive Soils: The site is not located in a known area of unstable or expansive soils and the property has been previously graded and compacted. Therefore, no impacts would occur.

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

Findings and Mitigation: All development of the site must follow standard California Building Code requirements. Compliance with these regulations and requirements would result in less than significant geology related impacts. No mitigation is required.

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

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

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

c. Hazardous Materials Near Schools: The project site is not located within one-quarter mile of an existing or proposed school.

d. Hazardous Materials Sites: The project site is not located on a site which is included on a list of hazardous materials sites.

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

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

h. Wildland Fire Hazards: The site is not in a wildland fire hazard area as identified in the Safety Element of the Buellton General Plan. No impacts would occur.

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

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

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

a. RWQCB Standards: The proposed project would discharge wastewater directly to the public sewer system, including passing through a grease interceptor per City ordinance for the expanded restaurant. Therefore, the impact is considered less than significant.

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

c. Runoff/Erosion and Siltation: The project proposes all surface drainage to be provided at a minimum of 5% for 10 feet away from the foundation line of any structure. Drainage will be directed to an existing paved ramp. Drainage improvements are such that they will not create erosion and siltation to occur. In addition, all grading of the site must conform to the erosion control requirements of the National Pollutant Discharge Elimination System (NPDES) regulations. As such, erosion and siltation during the construction period would be minimized and would result in less than significant impacts.

d. Alter Drainage Pattern: The existing drainage pattern of the site flows southerly as sheet flow to the Santa Ynez River. The drainage pattern would not change as a result of this project. Impacts are considered less than significant.

e. Runoff/Stormwater Drainage System Capacity: The project would generate a post-development run-off equal to or less than the currently developed project site. The site is partially developed. The proposal adds paved roads, sports fields, a pool, camp sites, landscaping and a few small structures to the site. The proposed grading plan shows sheet flow to the southwest corner of the site with a requirement to capture some of the run-off to minimize the effective impervious area. The storm water then flows into the Santa Ynez River. Impacts are considered less than significant.

f. Substantially Degrade Water Quality: Increase in potential erosion and sedimentation to drainages is expected with grading activities which could impact water quality. However, compliance with the NPDES and SWPPP regulations would result in less than significant

impacts. Erosion and sedimentation is not anticipated as a result of run-off from the developed areas as the areas drain to completely improved facilities.

g. Housing within Floodplains: The site is not a housing project. No impacts would occur.

h. Flood Hazards: A small area on the west side of the property is located within a designated 100-year flood plain, however no structures are proposed in the flood plain. No impacts would occur.

i. Flooding and Dam Failure: The project site is located in a dam failure inundation hazard area. However, as this is a commercial project and the transient occupants can leave the site if necessary, the impacts are not considered significant.

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

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

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

a. Physical Division of Established Communities: The proposed project is an urban infill site. As such, it does not divide an established community.

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

GENERAL PLAN POLICY CONSISTENCY

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

Land Use Element

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

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

Policy L-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 consistent with this policy and the Community Design Guidelines will be part of the project.

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

Consistent: The commercial project is located along Avenue of Flags and the use is allowed in the CR zoning district per the Buellton zoning ordinance.

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

Consistent: The RV Resort is a visitor serving business and it is being expanded.

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

Consistent: Sidewalks and landscaping, including trees, currently exist along the Avenue of Flags frontage and help to screen the property from public view.

Circulation Element

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: All roads and intersections are expected to operate at LOS “C” or better.

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

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

Policy C-15: Parking and storage for recreational vehicles and boats should be provided so as not to compete with or diminish the availability of off-street parking is available for passenger vehicles. In particular, RV and boat parking within the Avenue Revitalization Area should be accommodated as recommended in the Urban Design Plan.

Consistent: Parking and storage for recreational vehicles and boats has been provided on the project site.

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

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

Policy C-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.

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

Consistent: Sidewalks are being installed as part of the project.

Conservation and Open Space Element

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

Consistent: Development must follow all NPDES and SWPPP regulations.

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

Consistent: The project provides open space in the form of sports/recreational fields. Open space is not required for commercial projects, however this will be a great addition to the existing RV Resort.

Noise Element

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

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

Public Facilities and Services Element

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

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

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

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

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: No habitable structures are proposed within the setback from the Santa Ynez River. The development proposed within the setback includes camp sites, parking spaces, landscaping and a restroom building.

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: A soils report will be prepared for the project and the project is subject to the California Building Code.

Table 2. Project Consistency With CR Zoning District Standards

Development Feature	City Requirement	Proposed	Project Consistency
Minimum Lot Area	None Required	14.05 acres	Consistent
Front Setback	None	216 feet	Consistent
Side Setback	None	74 feet and 220 feet	Consistent
Rear Setback	10 feet	195 feet	Consistent
Landscaping	5%	Approximately 8%	Consistent
Site Coverage	None Required	.01%	Consistent
Height Limit	35 feet	24 feet	Consistent
Parking	1 per camp site and 1 per 5 employees Total = 111 spaces	48 visitor parking spaces and 108 camp site spaces Total = 156	Consistent

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

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

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

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

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

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

a. - d. Noise Level Increase: The majority of the project site is located within the 60 dBA and 65 dBA CNEL noise contours as identified in the Noise Element of the General Plan. A small portion of the project site is located within the 70 dBA CNEL noise contour. The noise source is Highway 101 and the 70 dBA CNEL noise contour is located closest to the highway. Approximately 80 % of the project site is not located in the 70 dBA CNEL noise contour. Impacts are considered less than significant.

e. - f. Airport Noise: The project site is not within a flight path or airport land use area. No impacts would occur.

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

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

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

b. - c. Displacement: The site does not contain any residences and as such would not displace any residents.

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

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

a. Fire Services: The project area is served by Station 31 of the Santa Barbara County Fire Department located at 168 West Highway 246. The station is located within one-half of a mile of the project site and is within the 5-minute response time of the station. Fire protection impacts are considered less than significant.

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

c. School Services: The proposed project is commercial and would not generate students and thereby impact school services. No impacts would occur.

d. Parks: The project is commercial and includes recreational/sports fields. The project is not expected to impact parks or park services in the city. No impacts would occur.

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

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

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

a. Demand for Parks and Recreation: The proposal is an expansion of a visitor serving commercial project. Parks and recreational uses are included in the project. Visitors may use other public parks and recreational facilities; however it is not expected to make a significant impact.

b. Construction of Recreational Facilities: The project includes recreational facilities, however it is not expected to have an adverse physical effect on the environment.

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

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

a. - b. Traffic Congestion: The project is estimated to generate approximately 68 average daily vehicle trips. The small number of increased trips is not expected to have any significant impacts on the surrounding circulation system.

c. Air Traffic: The project would not affect air traffic patterns. No impacts would occur.

d. Traffic Hazards: No roadways are planned as part of this project and no incompatible uses are proposed. No impacts would occur.

e. Emergency Access: Emergency access routes are not affected by the project. No impacts would occur.

f. Parking: The project meets the Municipal Code in regards to required amount of parking. No impacts would occur.

g. Alternative Transportation: No conflicts with these facilities would be created as a result of the project. No impacts would occur.

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>XVI. UTILITIES AND SERVICE SYSTEMS -</i> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

a. Wastewater Treatment Requirements: The anticipated use of the site is not anticipated to generate waste of increased or concentrated strengths. All elements of the project will be directly connected to the public sewer for ultimate treatment at the City's wastewater treatment plant. A grease interceptor in the expanded restaurant/café is required by City ordinance. Impacts would be less than significant.

b., e. Water and Wastewater Facility Construction/Wastewater Treatment Capacity: The project is anticipated to generate an average daily flow of 8,640 gallons per day. The City's wastewater treatment plant has a total capacity of 650,000 gallons per day, and has a current average daily flow of approximately 480,000 gallons per day. The project generation will increase the current average daily flow by less than two percent. The existing wastewater treatment plant and sewer mains have sufficient capacity to accommodate the project's flows. Impacts would be less than significant.

c. Storm Drain Construction: The project would convey drainage along its historic area of flow toward the southern part of the property. No additional impacts are anticipated.

d. Water Supplies: This project would increase the demand for domestic water from the City’s supplies; however, the City has adequate supply to service the project without obtaining new or expanded water entitlements. Impacts would be less than significant.

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

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

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

a. Air quality, biological resources and hazardous materials impacts were determined to be less than significant.

b. The cumulative traffic impacts were determined to be less than significant.

c. The adherence to General Plan policies would reduce all impacts that have the potential to affect human beings to a less than significant level.

Figure 1 - Vicinity Map

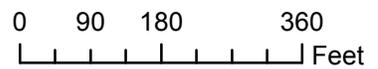
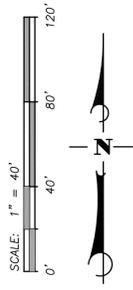
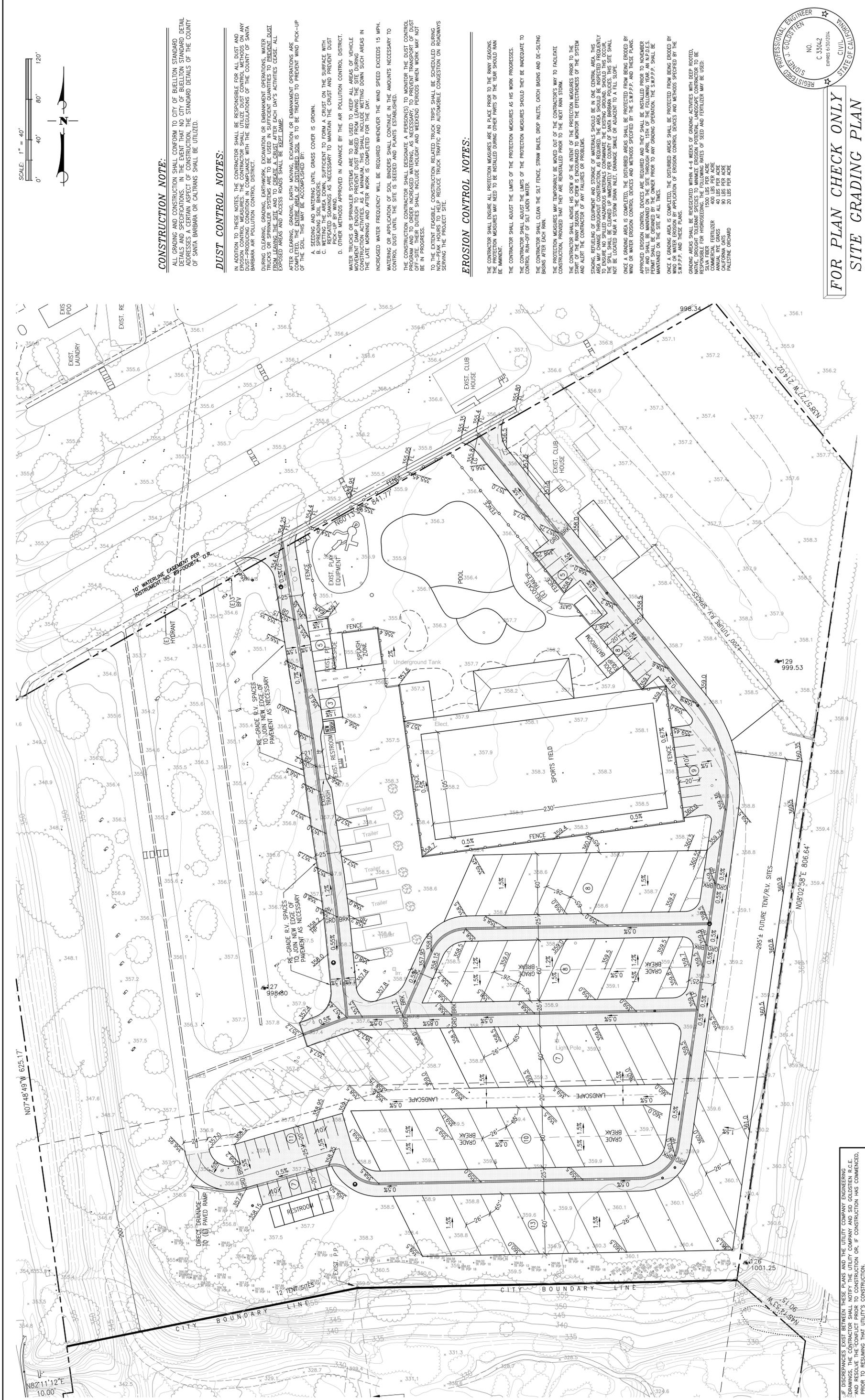


Figure 3



CONSTRUCTION NOTE:

ALL GRADING AND CONSTRUCTION SHALL CONFORM TO CITY OF BUELLTON STANDARD DETAILS AND SPECIFICATIONS. IN THE EVENT THAT NO CITY OF BUELLTON STANDARD DETAIL ADDRESSES A CERTAIN ASPECT OF CONSTRUCTION, THE STANDARD DETAILS OF THE COUNTY OF SANTA BARBARA OR CALTRANS SHALL BE UTILIZED.

DUST CONTROL NOTES:

IN ADDITION TO THESE NOTES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DUST AND EROSION CONTROL MEASURES. THE CONTRACTOR SHALL UTILIZE DUST CONTROL METHODS ON ANY DUST-PRODUCING CONDITION IN COMPLIANCE WITH THE REGULATIONS OF THE COUNTY OF SANTA BARBARA AIR POLLUTION CONTROL DISTRICT.

DURING CLEARING, GRADING, EARTHWORK, EXCAVATION OR EMBANKMENT OPERATIONS, WATER TRUCKS OR SPRINKLER SYSTEMS ARE TO BE USED IN SUFFICIENT QUANTITIES TO PREVENT DUST FROM LEAVING THE SITE AND TO CREATE A CRUST AFTER EACH DAY'S ACTIVITIES CEASE. ALL EROSION AREAS AND ACCESS ROADS SHALL BE RECLAIMED.

AFTER CLEARING, GRADING, EARTH MOVING, EXCAVATION OR EMBANKMENT OPERATIONS ARE COMPLETED, THE EXPOSED SOIL SHALL BE TREATED TO PREVENT WIND PICK-UP OF THE SOIL. THIS MAY BE ACCOMPLISHED BY:

- SEEDING AND WATERING UNTIL GRASS COVER IS GROWN.
- SPREADING SOIL STABILIZERS.
- WETTING THE AREA DOWN, SUFFICIENT TO FORM A CRUST ON THE SURFACE WITH REPEATED SOAKINGS AS NECESSARY TO MAINTAIN THE CRUST AND PREVENT DUST.
- OTHER METHODS APPROVED IN ADVANCE BY THE AIR POLLUTION CONTROL DISTRICT.

WATER TRUCKS OR SPRINKLER SYSTEMS ARE TO BE USED TO KEEP ALL AREAS OF VEHICLE MOVEMENT DAMP ENOUGH TO PREVENT DUST FROM LEAVING THE SITE DURING CONSTRUCTION ACTIVITIES, AS A MINIMUM, THIS SHALL INCLUDE WETTING DOWN SUCH AREAS IN THE LATE MORNING AND AFTER WORK IS COMPLETED FOR THE DAY.

INCREASED WATER FREQUENCY WILL BE REQUIRED WHENEVER THE WIND SPEED EXCEEDS 15 MPH.

WATERING OR APPLICATION OF SOIL STABILIZERS SHALL CONTINUE IN THE AMOUNTS NECESSARY TO CONTROL DUST UNTIL THE SITE IS SEEDING AND PLANTS ESTABLISHED.

THE CONTRACTOR SHALL DESIGNATE A PERSON(S) TO MONITOR THE DUST CONTROL MEASURES. THE PERSON(S) SHALL BE AVAILABLE TO THE AIR POLLUTION CONTROL DISTRICT OFF-SITE. THEIR DUTIES SHALL INCLUDE HOLIDAY AND WEEKEND PERIODS WHEN WORK MAY NOT BE IN PROGRESS.

TO THE EXTENT FEASIBLE, CONSTRUCTION RELATED TRUCK TRIPS SHALL BE SCHEDULED DURING NON-PEAK HOURS TO HELP REDUCE TRUCK TRAFFIC AND AUTOMOBILE CONGESTION ON ROADWAYS SERVING THE PROJECT SITE.

EROSION CONTROL NOTES:

THE CONTRACTOR SHALL ENSURE ALL PROTECTION MEASURES ARE IN PLACE PRIOR TO THE RAINY SEASONS. PROTECTION MEASURES MAY NEED TO BE INSTALLED DURING OTHER PARTS OF THE YEAR SHOULD RAIN BE IMMINENT.

THE CONTRACTOR SHALL ADJUST THE LIMITS OF THE PROTECTION MEASURES AS HIS WORK PROGRESSES.

THE CONTRACTOR SHALL CLEAN THE SILT FENCE, STRAW BALES, DROP INLETS, CATCH BASINS AND DE-SILTING BASINS AFTER EACH RAIN.

THE PROTECTION MEASURES MAY TEMPORARILY BE MOVED OUT OF THE CONTRACTOR'S WAY TO FACILITATE CONSTRUCTION, PROVIDED THAT THEY ARE REINSTALLED PRIOR TO THE NEXT RAIN STORM.

THE CONTRACTOR SHALL ADVISE HIS CREW OF THE INTENT OF THE PROTECTION MEASURES PRIOR TO THE START OF THE RAINY SEASON. THE CREW IS ENCOURAGED TO MONITOR THE EFFECTIVENESS OF THE SYSTEM AND ALERT THE CONTRACTOR OF ANY FAILURES OR PROBLEMS.

STORAGE, REFUELING OF EQUIPMENT AND STORAGE OF MATERIALS SHOULD BE IN ONE CENTRAL AREA. THIS AREA MAY CHANGE THROUGHOUT CONSTRUCTION AS REQUIRED. THE AREA SHOULD BE INSPECTED FREQUENTLY TO ENSURE NO SPILLED HAZARDOUS MATERIALS CONTAMINATE THE EXISTING GROUND. SHOULD THIS OCCUR, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE LOCAL FIRE DEPARTMENT AND THE STATE. THIS SITE SHALL NOT BE LOCATED NEAR A STORM DRAIN INLET, DRAINAGE SHALE OR ADJACENT TO A FILL SLOPE.

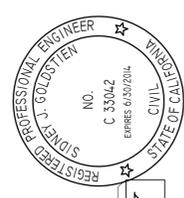
ONCE A GRADING AREA IS COMPLETED, THE DISTURBED AREAS SHALL BE PROTECTED FROM BEING ERODED BY WIND OR WATER. EROSION CONTROL DEVICES AND METHODS SPECIFIED BY THE SWPPP AND THESE PLANS.

APPROVED EROSION CONTROL DEVICES ARE REQUIRED AND THEY SHALL BE INSTALLED PRIOR TO NOVEMBER 15TH OF EACH YEAR. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL DEVICES AND METHODS MAINTAINED ON THE SITE AT ALL TIMES.

ONCE A GRADING AREA IS COMPLETED, THE DISTURBED AREAS SHALL BE PROTECTED FROM BEING ERODED BY WIND OR WATER. EROSION CONTROL DEVICES AND METHODS SPECIFIED BY THE SWPPP AND THESE PLANS.

GRADING AREAS SHALL BE REVEGETATED WITHIN 4-6 WEEKS OF GRADING ACTIVITIES WITH DEEP ROOTED, NATIVE, DROUGHT TOLERANT SPECIES TO MINIMIZE EROSION POTENTIAL. LANDSCAPE CONTRACTOR TO BE PROVIDED WITH SEEDING PLAN. SEEDING SHALL BE COMPLETED WITHIN 15 DAYS OF SEED AND FERTILIZER MAY BE USED:

- SEED: 1500 LBS PER ACRE
- COMMERICAL FERTILIZER: 400 LBS PER ACRE
- ANNUAL RYE GRASS: 40 LBS PER ACRE
- PALESTINE ORCHARD: 20 LBS PER ACRE



FOR PLAN CHECK ONLY
SITE GRADING PLAN

SHEET NO. **CE-02**
FILE NO. **13-10-100**
SHEET 2 OF 7

FLYING FLAGS R.V. RESORT
180 AVENUE OF FLAGS
BUELLTON, CA. 93427
A.P.N. 137-200-085

CITY OF BUELLTON, CALIFORNIA
APPROVED: _____
CITY ENGINEER
DATE: _____

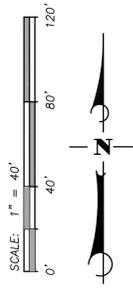
SID GOLDSTIEN - CIVIL ENGINEER, INC.
PLANNING • DESIGN • STUDIES • RESIDENTIAL/COMMERCIAL DEVELOPMENT
650 ALAMO PINTADO ROAD
SUITE 302
SOLVANG, CA. 93463
TEL: (805) 688-1526
FAX: (805) 688-6582
email: sid@sjgee.com
web: www.sjgee.com

NO.	REVISIONS	DATE:

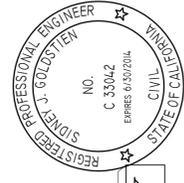
CAUTION:
UNDERGROUND UTILITIES EXIST. CONTACT UNDERGROUND SERVICE ALERT (U.S.A.) 1-800-422-4133 TWO (2) WORKING DAYS PRIOR TO BEGINNING ANY EXCAVATION OR CONSTRUCTION.

IF DISCREPANCIES EXIST BETWEEN THESE PLANS AND THE UTILITY COMPANY ENGINEERING DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AND SID GOLDSTIEN R.C.E. AND RESOLVE THE CONFLICT PRIOR TO CONSTRUCTION OR, IF CONSTRUCTION HAS COMMENCED, PRIOR TO RESUMING THAT UTILITY'S CONSTRUCTION.

Figure 4



1. SANITARY SEWER MANHOLES SHALL BE CONSTRUCTED PER CITY OF BUELLTON STANDARD DETAIL 602. MANHOLES SHALL BE MIP-STATE CONCRETE PRODUCTS 48" PRECAST CONCRETE WITH ECCENTRIC CONE OR APPROVED EQUAL (4 TOTAL)
2. SANITARY SEWER CLEANOUTS SHALL BE CONSTRUCTED PER CITY OF BUELLTON STANDARD DETAIL 605. (8 TOTAL)
3. SANITARY SEWER SERVICE LATERALS SHALL BE CONSTRUCTED PER CITY OF BUELLTON STANDARD DETAIL 606.
4. SANITARY SEWER MAIN SHALL BE INSTALLED PER CITY OF BUELLTON STANDARD TRENCH DETAIL 607.



FOR PLAN CHECK ONLY
SEWER PLAN

SHEET NO. **CE-03**
FILE NO. **13-10-100**
SHEET 3 OF 7

CITY OF BUELLTON, CALIFORNIA
APPROVED: _____
CITY ENGINEER

SCALE: **1" = 40'**
DATE: **24 JAN 2014**
DRAWN BY: **J.S.G.**
DESIGNER: **SID GOLDSTIEN**
R.C.E. 33,042
S.J.G. (expires 6-30-14)

SID GOLDSTIEN - CIVIL ENGINEER, INC.
PLANNING • DESIGN • STUDIES • RESIDENTIAL/COMMERCIAL DEVELOPMENT
650 ALAMO PINTADO ROAD
SOLVANG, CA. 93463
TEL: (805) 688-1526
email: sid@gjcee.com
FAX: (805) 688-6582
web: www.sjcee.com

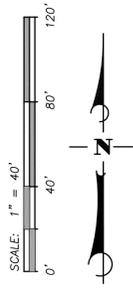
NO.	DATE	REVISIONS

CAUTION:
UNDERGROUND UTILITIES EXIST. CONTACT UNDERGROUND SERVICE ALERT (U.S.A.) 1-800-422-1133 TWO (2) WORKING DAYS PRIOR TO BEGINNING ANY EXCAVATION OR CONSTRUCTION.

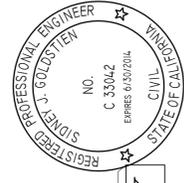
IF DISCREPANCIES EXIST BETWEEN THESE PLANS AND THE UTILITY COMPANY ENGINEERING DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AND SID GOLDSTIEN R.C.E. AND RESOLVE THE CONFLICT PRIOR TO CONSTRUCTION OR, IF CONSTRUCTION HAS COMMENCED, PRIOR TO RESUMING THAT UTILITY'S CONSTRUCTION.



Figure 5



1. FIRE HYDRANT TO BE INSTALLED PER CITY OF BUELLTON STANDARD DETAIL 503, 505 & 506. (1 TOTAL)
2. GATE VALVES AND VALVE BOXES TO BE INSTALLED PER CITY OF BUELLTON STANDARD DETAIL 509. (3 TOTAL)
3. 3" WATER METER AND BACKFLOW DEVICE TO BE INSTALLED PER CITY OF BUELLTON STANDARD DETAIL 514. (1 TOTAL)
4. INDIVIDUAL WATER SERVICE CONNECTIONS TO BE CONSTRUCTED PER CITY OF BUELLTON STANDARD DETAIL 510 (WITHOUT METERS).
5. ALL WATER LINE BENDS AND TEES SHALL BE CONSTRUCTED WITH CONCRETE THRUST BLOCKS PER CITY OF BUELLTON STANDARD DETAIL 517.
6. NEW WATER MAINS SHALL BE INSTALLED PER CITY OF BUELLTON STANDARD TRENCH DETAIL 520.
7. MAKE OFFSITE CONNECTION TO EXISTING 8" CITY WATER LINE ON ADJACENT PROPERTY AND INSTALL 8" GATE VALVE AS NEEDED. SEE SHEET CE-06.
8. MAKE ONSITE CONNECTION TO END OF EXISTING 8" CITY WATER LINE NEAR EXISTING 3" BACKFLOW VALVE IN LOCATION SHOWN ON THIS SHEET. INSTALL 8" GATE VALVE IF REQUIRED. CONTRACTOR TO VERIFY LOCATION.
9. 10' WIDE WATER LINE EASEMENT WITH CENTERLINE OVER THE CONSTRUCTED WATER LINE TO BE DEDICATED TO THE CITY OF BUELLTON UPON COMPLETION OF THE WATER LINE AND PRIOR TO ACCEPTANCE AND APPROVAL. A PORTION OF EXISTING WATER LINE EASEMENT TO BE ABANDONED PER SEPARATE DOCUMENT.



FOR PLAN CHECK ONLY
WATER PLAN

SHEET NO. **CE-04**
 FLYING FLAGS R.V. RESORT
 180 AVENUE OF FLAGS
 BUELLTON, CA. 93427
 A.P.N. 137-200-085

CITY OF BUELLTON, CALIFORNIA
 APPROVED: _____
 CITY ENGINEER

SCALE: 1" = 40'
 DATE: 24 JAN 2014
 DRAWN BY: J.S.G.
 DESIGNER: SID GOLDSTIEN
 S.J.G. (R.C.E. 33,042)
 (expires 6-30-14)

SID GOLDSTIEN - CIVIL ENGINEER, INC.
 PLANNING • DESIGN • STUDIES • RESIDENTIAL/COMMERCIAL DEVELOPMENT
 650 ALAMO PINTADO ROAD
 SUITE 302
 SOLVANG, CA. 93463
 TEL: (805) 688-1526
 FAX: (805) 688-6582
 email: sid@sjgee.com
 web: www.sjgee.com

REVISIONS
 DATE: _____

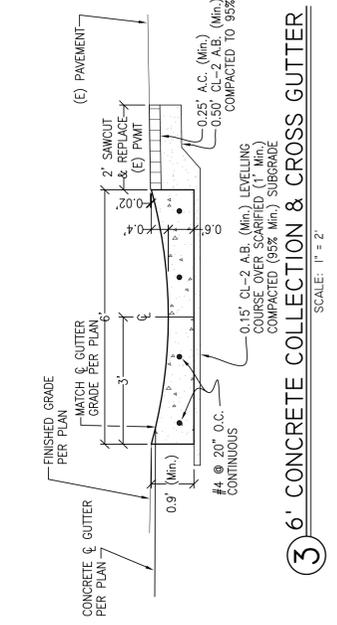
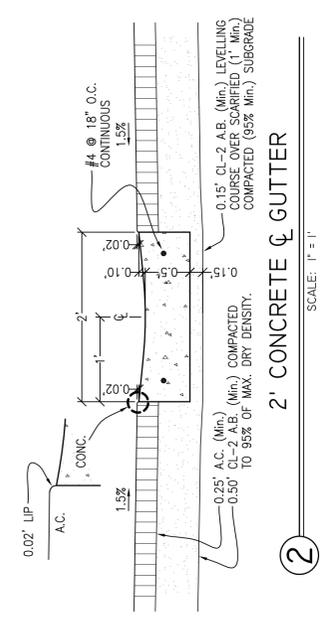
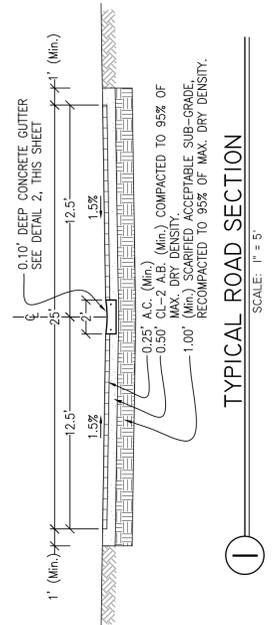
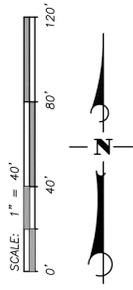
CAUTION:
 UNDERGROUND UTILITIES EXIST. CONTACT UNDERGROUND SERVICE ALERT (U.S.A.) 1-800-422-1133 TWO (2) WORKING DAYS PRIOR TO BEGINNING ANY EXCAVATION OR CONSTRUCTION.

IF DISCREPANCIES EXIST BETWEEN THESE PLANS AND THE UTILITY COMPANY ENGINEERING DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AND SID GOLDSTIEN R.C.E. AND RESOLVE THE CONFLICT PRIOR TO CONSTRUCTION OR, IF CONSTRUCTION HAS COMMENCED, PRIOR TO RESUMING THAT UTILITY'S CONSTRUCTION.



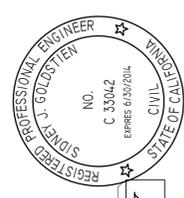
SEE SHEET CE-06 FOR CONNECTION TO EXISTING CITY OF BUELLTON WATER MAIN IN ADJOINING PROPERTY

Figure 6



LINE AND CURVE TABLE

LINE	Δ	R	L	BEARING
A	92°24'40"	32.50'	152.25'	S 16°07'35" E
B	75°03'31"	37.50'	49.13'	S 16°07'35" E
C	80°45'55"	37.50'	152.86'	S 16°07'35" E
D	62°00'00"	37.50'	153.48'	S 16°07'35" E
E	46°53'08"	37.50'	112.52'	S 16°07'35" E



FOR PLAN CHECK ONLY
ROAD PLAN

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FLYING FLAGS R.V. RESORT
180 AVENUE OF FLAGS
BUELLTON, CA. 93427
A.P.N. 137-200-085

CITY OF BUELLTON, CALIFORNIA
APPROVED: _____
CITY ENGINEER

DATE: 24 JAN 2014
DESIGNER: SID GOLDSTIEN
R.C.E. 33,042
DATE: _____
DATE: _____

SCALE: 1" = 40'

SHEET NO. CE-05
FILE NO. 13-10-100
SHEET 5 OF 7

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REVISIONS:

NO.	DATE	DESCRIPTION

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