
Draft

**Initial Study/Mitigated Negative Declaration
for the
Hampton Inn & Suites Project
14-MND-01**

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



Prepared by:
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September 12, 2014

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

IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

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

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

INITIAL STUDY

PROJECT TITLE: Hampton Inn & Suites

PROJECT LOCATION: 600 McMurray Road, Buellton, CA. APN 137-170-067

PERMITS/APPROVALS REQUESTED: Final Development Plan (14-FDP-01), and Mitigated Negative Declaration (14-MND-01)

LEAD AGENCY and CONTACT PERSON

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

PROJECT APPLICANT AND OWNER

Applicant/Agent: James Flagg
PO Box 14010
San Luis Obispo, CA 93406

Owner: Montecito Bank & Trust
1010 State Street
Santa Barbara, CA 93101

PROJECT SITE CHARACTERISTICS

Location and Surrounding Land Uses: The 3.53-acre property is located east of the intersection of Damassa Road and McMurray Road., and consists of one parcel (Assessor's Parcel Number 137-170-067). The irregularly-shaped, undeveloped property is currently vacant with grass/weeds, brush and sporadic trees along the easterly and westerly property lines. The site is relatively flat to gently sloping, with drainage by sheet flow in a southwesterly direction. The western third of the property lies within the 100-year floodplain boundary.

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

- To the north are vacant properties, covered and open portions of Zaca Creek, and a concentration of commercial/industrial uses forming one of the City's industrial districts.
- To the west, on the opposite side of McMurray, a strip of land provides buffer between Highway 101 running in a north/south direction; at the northerly end of the site, Damassa Road forms a T-intersection with McMurray and provides direct access to the freeway.
- To the south, on the opposite (west) side of McMurray, is the Santa Ynez Valley Marriott Hotel along with the Chumash Employee Resource Center.
- The easterly and south-easterly property lines are contiguous with the Buellton City boundary, beyond which are rolling hills, private ranch lands and an old barn structure.

See Appendices A and B for project location maps and site development plans.

Existing General Plan Land Use Designation: General Commercial

Existing Zoning: CR (General Commercial) with Affordable Housing Overlay (AHOZ)

PROJECT DESCRIPTION

The proposed project consists of a Final Development Plan (14-FDP-01) for development of a 99-room hotel under the Hampton Inn & Suites brand. The proposed hotel will cater to both leisure and business travelers, as well as groups focusing on weddings. It will employ an estimated 20 full-time-equivalent employees. Amenities include a swimming pool, extended porch off of the breakfast area, three social gathering areas, outdoor fire pits, and a bocce ball court all of which are tied together with a meandering sidewalk.

The proposed building footprint is estimated 24,197± square feet, roughly 15% of the parcel area; the development area, including parking, is 1.4± acres, approximately 40% of the site.

The proposed buildings consist of one new three story main building, porte-cochere, covered patio, and pool building, with a majority of the main building height at 35 feet. Some architectural features reach approximately 41 feet in height and serve to add architectural character consistent with the “contemporary ranch” style recommended for the area per the City’s Community Design Guidelines.

The CR Zone limits building height to 35 feet. The proposed building height of 41+/- feet would require a plan modification in accordance with Municipal Code Section 19.08.120(G) which allows the Planning Commission to modify the building height limit when it finds that such modifications are justified.

The project is located in the Affordable Housing Overlay Zone (AHOZ), the provisions of which would only apply if residential development was planned for the site. The proposed hotel use, allowed by right in the underlying CR Zone, is not subject to the AHOZ requirements.

Municipal Code Sections 19.04. -140 and -142 require a total of 103 on-site parking spaces, calculated at 1 space per guest room and 1 space per 5 employees, of which 3 spaces shall be ADA accessible. The proposed project plans provide a total of 104 spaces, 5 of which are ADA accessible. The project provides bicycle racks at 2 locations on-site.

Project access will be from McMurray Road. A low monument sign is proposed at the entrance to the site. The driveway entrance (on the northerly portion of the site) has been configured to accommodate further widening and access for the adjacent property to the north and to provide for a roadway intersection alignment with Damassa Road per City standards. Further south, an enhanced pedestrian path is provided for direct access to the front door of the hotel from the public sidewalk along McMurray Road.

The project will tie into the City sewer main and will create a water line loop through the project site. On-site fire hydrants are proposed. Public improvements are proposed in McMurray Road, including widening of the paved area by approximately 18 feet as well as installation of storm drainage facilities, curb, gutter and sidewalks. To facilitate these improvements, a 12’ right-of-way dedication is proposed which will increase the public right-of-way from 64 to 76 feet.

Two large oak trees will be preserved as part of the project. All other on-site trees that would be removed (primarily along McMurray Road to accommodate required street widening) will be replaced per Municipal Code requirements.

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

Hours of operation for the hotel will be 24 hours per day, seven days a week, and an estimated 20 full-time equivalent employees are expected to be on the site at any one time.

The project would require the following entitlements from the City:

- Final Development Plan (14-FDP-01)
- Height Limit Modification (as part of Final Development Plan)

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
- Preliminary Flood Study by Penfield & Smith, September 4, 2014
- Traffic and Circulation Study by MNS Engineers, September 9, 2014
- Air Quality Study by Rincon Consultants, July 2014
- Greenhouse Gas Study by Rincon Consultants, July 2014
- Preliminary Drainage & Stormwater Quality Report by Penfield & Smith, May 2014
- Geotechnical Engineering Report by Earth Systems Pacific, March 27, 2014

The Traffic and Circulation Study was based on the following reference materials:

- A Policy on the Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO) 2011
- Bicycle and Pedestrian Master Plan Final, City of Buellton, 2012
- City of Buellton General Plan Update Phase 2 Supplemental Environmental Impact Report, Rincon Consultants, Inc., March 2007
- Dimensions of Parking, Urban Land Institute (ULI), National Parking Association, fifth edition, 2010
- Highway Capacity Manual, Transportation Research Board, Washington, D.C. (2000)

- Meritage Senior Living Project, Traffic and Circulation Study, Associated Transportation Engineers, Buellton, California, 2012
- Second Street Apartments, Traffic and Circulation Study, Associated Transportation Engineers, Buellton, California, 2013
- The Oak Springs Village Specific Plan, Traffic and Circulation Study, Associated Transportation Engineers, Buellton, California, 2003 and supplement dated 2007, Amended March 28, 2013
- Trip Generation, Institute of Transportation Engineers, 8th Edition, 2010.

The Air Quality and Greenhouse Gas analyses were based on the following reference materials:

Air Quality Study

- Association of Environmental Professionals. *California Environmental Quality Act (CEQA) Statute and Guidelines*. 2012
- California Air Resources Board. *Ambient Air Quality Standards*. Updated June 4, 2013. Available at: <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>
- Santa Barbara County Air Pollution Control District (SBCAPCD). *2013 Clean Air Plan Draft*. Published June 2014. Available at: <http://www.sbcapcd.org/cap/2013cap20130611.pdf>
- SBCAPCD. *Environmental Review Guidelines*. Revised November 16, 2000.
- SBCAPCD. *Scope and Content of Air Quality Sections in Environmental Documents*. March 2014.
- United States Department of Commerce, United States Census Bureau. *Annual Estimates of the Resident Population by Sex, Race, and Hispanic Origin for the United States, States, and Counties: April 1, 2010 to July 1, 2013*. June 2014. <http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkml>

Greenhouse Gas Study

- California Air Pollution Control Officers Association (CAPCOA). *Quantifying Greenhouse Gas Mitigation Measures*. August 2010.
- CAPCOA. *CEQA & Climate Change*. January 2008.
- CAPCOA. *CalEEMod User's Guide*. July 2013.
- California Air Resources Board. October 2011. *Greenhouse Gas Inventory Data – 2000 to 2009*. Available: <http://www.arb.ca.gov/cc/inventory/data/data.htm>
- California Climate Action Registry General Reporting Protocol, *Reporting Entity-Wide Greenhouse Gas Emissions*, Version 3.1, January 2009.

- California Environmental Protection Agency (CalEPA). *Climate Action Team Biennial Report*. Final Report. April 2010.
- California Environmental Protection Agency (CalEPA), March 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*.
http://www.climatechange.ca.gov/climate_action_team/reports/2006-04-03_FINAL_CAT_REPORT_EXECSUMMARY.PDF
- County of Santa Barbara Planning and Development. *Environmental Thresholds and Guidelines Manual*. Published October 2008.
<http://www.sbcapcd.org/cap/2013cap20130611.pdf>
- Intergovernmental Panel on Climate Change [IPCC]. *Revised 2006 IPCC Guidelines for National Greenhouse Gas Inventories*. [Penman,J.; Gytarsky, M.; Hiraishi, T.; Irving, W.; Krug, T.]. Paris: OECD, 2006.
- Intergovernmental Panel on Climate Change [IPCC], 2007: *Summary for Policymakers*. In: *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change* [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M.Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.
- Intergovernmental Panel on Climate Change [IPCC], 2013: *Summary for Policymakers*. In: *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* [Stocker, T.F., D. Qin, G.-K. Plattner, M. Tignor, S. K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.
- National Oceanic & Atmospheric Administration (NOAA). *Annual Greenhouse Gas Index*. September 2010. <http://www.esrl.noaa.gov/gmd/aggi/>
- San Luis Obispo Air Pollution Control District. *Greenhouse Gas Thresholds and Supporting Evidence*. March 28, 2012.
<http://www.slcleanair.org/images/cms/upload/files/Greenhouse%20Gas%20Thresholds%20and%20Supporting%20Evidence%204-2-2012.pdf>
- San Luis Obispo Air Pollution Control District. *CEQA Air Quality Handbook*. April 2012.
http://www.slcleanair.org/images/cms/upload/files/CEQA_Handbook_2012_v1.pdf
- Santa Barbara County Air Pollution Control District. *Environmental Review Guidelines*. Revised November 16, 2000.

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 checked="" type="checkbox"/> Cultural Resources	<input checked="" 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 checked="" 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

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

c. Visual Quality: Development of the project site would result in construction of a new hotel building, parking areas, and landscaping that would replace a vacant, undeveloped parcel that is currently surrounded by, or in close proximity to, a mix of vacant land, commercial/industrial/hotel uses and the Highway 101 freeway. The architecture of the proposed project is considered Contemporary Ranch as defined in the City’s Community Design Guidelines.

Two existing oak trees on the site will be preserved and 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 and by motorists exiting Highway 101 on Damassa Road.

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

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

The project includes a photometric lighting plan, which shows onsite fixtures and the intensity of lighting at the site boundaries. The project would include a variety of downward directed light pole, bollard and wall-mounted fixtures in the parking lot and on building faces. Pole-mounted fixtures will be 20 feet in height. All specified lighting is indicated to be energy efficient and dark sky

compliant, and parking lot lighting is shown to be decorative in nature. Lighting intensity along the site boundaries would not exceed 1.2 foot-candles, which is within City requirements, and would not adversely affect drivers on McMurray Road or those using adjacent commercial buildings. 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 RESOURCES - 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., b., 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 Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable Clean Air Plan?			X	
b) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?			X	
c) Result in a net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

The air quality section has been prepared by Rincon Consultants on contract to the City of Buellton. All data used in the creation of this section is on file at the Buellton Planning Department and is hereby incorporated by reference into this Initial Study.

Setting

Federal and state ambient air quality standards for certain criteria pollutants have been established to protect human health. Buellton is located within the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties, and is within the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). Buellton is located in Santa Barbara County, which is in non-attainment for the state eight-hour ozone standard and the state standard for particulate matter 10 micrometers or less in diameter (PM₁₀).

As described in the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (Updated March 2014), a project will have a significant air quality effect on the environment if operation of the project will:

- *Emit (from all project sources, both stationary and mobile) more than 240 lbs/day for Reactive Organic Compounds (ROC) and Oxides of Nitrogen (NO_x) or more than 80 lbs/day for PM₁₀;*
- *Emit more than 25 lbs/day of NO_x or ROC from motor vehicle trips only;*
- *Cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);*
- *Exceed the APCD health risk public notification thresholds adopted by the APCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk); or*
- *Be inconsistent with the latest adopted federal and state air quality plan for Santa Barbara County.*

These thresholds are only for a project's operational emissions. The SBCAPCD does not have quantitative thresholds of significance for construction emissions since they are temporary in nature; however, SBCAPCD uses 25 tons per year for ROC and NO_x as a guideline for determining the significance of construction impacts.

Impact Analysis

a) The California Clean Air Act requires that air districts create a Clean Air Plan (CAP) that describes how the jurisdiction will meet air quality standards. These plans must be updated every three years. The most recent SBCAPCD CAP was adopted in 2010. The Draft 2013 CAP was published in June 2013. The Draft 2013 CAP has not yet been adopted; therefore, this analysis focuses on the adopted 2010 CAP. According to SBCAPCD CEQA guidelines, projects would be consistent with the CAP if they are consistent with SBCAPCD rules and regulations. The proposed project would be consistent with all SBCAPCD rules and regulations, including standard dust reduction measures (see part b-c in this section). The proposed project does not involve residential uses; therefore, the project would not increase the residential population in the City. The project would be expected to employ approximately 20 full time employees. Most of the new employees at the project would be expected to be current residents of the City. Furthermore, the year 2020 population projection for the County is projected to be 459,600 and as of 2013 there were 435,697 people living within the County, a difference of 23,903. If all 25 new employees were also new County residents, this would only account for 0.1% of the expected population growth (U.S. Census, 2014). Because the project would not increase the residential population in the City and would not result in a substantial influx of new employees

to the City, the project would be consistent with the population forecasts contained in the 2010 Clean Air Plan. Impacts would be *less than significant*.

b, c) Criteria pollutant emissions from short-term construction activity and long-term operation of the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2..

Construction Emissions. Construction of the proposed project would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}), exhaust emissions from heavy construction vehicles, and ROC that would be released during the drying phase after application of architectural coatings. Construction would generally consist of site preparation, grading, construction of the proposed hotel, as well as paving, and architectural coating. Architectural coatings were assumed to be applied to the interiors and exteriors of all proposed buildings. PM₁₀ emitted during construction activities varies based on the level of activity, the specific operations taking place, the equipment being operated, local soils, and weather conditions. Emissions associated with construction activity would be required to comply with standard SBCAPCD dust and emissions control measures.

Potential construction emissions were estimated using CalEEMod. Project construction was assumed to occur throughout 2015, based on the approximate construction schedule of ten months. The CalEEMod estimate of construction emissions is available in the Appendix. Table 1 summarizes the estimated maximum daily construction emissions of ROC, NO_x, CO, PM₁₀, and PM_{2.5}. Table 2 summarizes emissions of these criteria pollutants in tons per year, and compares estimated emissions to the SBCAPCD guidelines for determining the significance of construction impacts.

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

<u>Maximum Emissions (lbs/day)</u>	ROC	NO_x	CO	PM₁₀	PM_{2.5}
	86.7	94.6	71.3	11.4	7.4

Notes:

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

Site Preparation and Grading phases includes adherence to the conditions listed above that are required by SBCAPCD to reduce fugitive dust.

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

<u>Maximum Emissions (tons/year)</u>	ROC	NO_x	CO	PM₁₀	PM_{2.5}
	14.4	15.7	11.8	1.9	1.2
<u>Threshold</u>	25	25	<i>None</i>	<i>None</i>	<i>None</i>
<u>Threshold Exceeded?</u>	No	No	No	No	No

Notes:

All calculations were made using CalEEMod results and assuming that daily emissions would be equal to the maximum daily emissions calculated in CalEEMod. See Appendix for calculations. Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.

Site Preparation and Grading phases includes adherence to the conditions listed above that are required by SBCAPCD to reduce fugitive dust.

As shown in Table 2, construction emissions would not exceed the SBCAPCD guidelines for determining the significance of construction impacts for ROC or NO_x. In addition, the SBCAPCD requires implementation of dust and emission control measures for all projects involving earthmoving activities. According to SBCAPCD, implementation of standard dust and emission control measures would reduce temporary construction impacts to a less than significant level. SBCAPCD Rule 345 regulates fugitive dust for any activity associated with construction or demolition of structures. The proposed project would be required as a condition of approval to comply with Rule 345, as described below, which would ensure that construction emissions would remain *less than significant*.

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

- *Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.*
- *All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.*
- *Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.*
- *Diesel powered equipment should be replaced by electric equipment whenever feasible.*
- *If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.*
- *Catalytic converters shall be installed on gasoline-powered equipment, if feasible.*
- *All construction equipment shall be maintained in tune per the manufacturer's specifications.*
- *The engine size of construction equipment shall be the minimum practical size.*
- *The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.*
- *Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.*

Operational Emissions. Potential operational emissions were estimated using CalEEMod. Table 3 summarizes the estimated emissions associated with operation of the proposed project. This includes emissions generated by vehicles traveling to and from the site, as well as emissions associated with energy use (natural gas), and long-term, low-level architectural coating emissions as the proposed structures are repainted over the life of the project (area sources)

**Table 3
Project Operational Emissions (lbs/day)**

Emission Source	ROC	NO_x	CO	PM₁₀	PM_{2.5}
Mobile	2.7	4.6	22.3	2.3	0.7
Energy (Natural Gas and electricity)	0.1	0.8	0.6	0.1	0.1
Area (Consumer Products and Architectural Coating)	2.7	< 0.1	< 0.1	< 0.1	< 0.1

Total Emissions	5.4	5.4	23.0	2.4	0.7
<i>Threshold: Total Emissions (Transportation and On-Site/Area Sources)</i>	240	240	None	80	None
Threshold Exceeded?	No	No	n/a	No	n/a
<i>Threshold: Total Emissions (Transportation Sources Only)</i>	25	25	None	None	None
Threshold Exceeded?	No	No	n/a	No	n/a

Source: See Air Quality Study Appendix for CalEEMod output. (On file at Buellton Planning Department.)

As shown in Table 3, the majority of project-related operational emissions would be due to vehicle trips to and from the site. Operational emissions from the project would be below applicable SBCAPCD thresholds for all applicable criteria pollutants.

Based on the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (Updated March 2014), carbon monoxide “hotspot” analyses are no longer required. Based on the number of average daily trips (ADT) that would be generated by the project (800 ADT), the project would not be expected to result in a local exceedance of federal or State ambient air quality standards for CO. Therefore, the project would have a *less than significant impact* related to localized CO concentrations.

d) Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential uses are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. The project is located in commercial setting and approximately 450 feet from U.S. Highway 101. None of the adjacent land uses are known to include uses that would result in substantial emissions of toxic air contaminants (TACs). There are no sensitive receptors within or adjacent to the project site. Nearby sensitive receptors to the proposed project site include residences, which would be located approximately 950 feet west of the project site, along Central Avenue. These sensitive receptors would not be exposed to substantial TAC emissions, since the project would only involve minor releases of air contaminants during construction and operation. Therefore, a health risk assessment is not required and the health risk public notification thresholds would not apply to the proposed project. No impacts on users of the proposed project from TAC emissions are anticipated. In addition, the proposed project would not result in an exceedance of applicable SBCAPCD thresholds for operational emissions. Therefore, impacts to sensitive receptors would be *less than significant*.

e) The uses proposed for the project would not be expected to result in substantial objectionable odors. The hotel would offer food and include a kitchen, which may result in odors related to food preparation. The nearest sensitive receptors are residences located approximately 950 feet

west of the proposed project site, along Central Avenue. These receptors are located at a sufficient distance that they would not be expected to be impacted by any odors associated with food preparation. Therefore, this impact would be *less than significant*.

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

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

a. - c. The project site is currently undeveloped and is surrounded by a mix of vacant land and existing development to the north and south, with the Highway 101 freeway in close proximity to the west. The site is designated for urban/commercial uses under the General Plan. The Zaca Creek drainage is channelized in sections and runs in an underground culvert beyond the northwest corner of the site. While some limited amounts of riparian habitat are located along sections of Zaca Creek, this habitat has already been impacted and fragmented by urban development, and does not extend onto the project site. The habitat type found on the project site is described as scattered oaks, non-native annual grassland and urban landscape. Due to the limited and fragmented amounts of undisturbed native habitat, there is little potential for occurrences of special-status species on the site.

Grading and development of the site will not affect riparian habitat associated with Zaca Creek. All ground disturbance will be limited to the site, and no fill will be introduced to the creek. Onsite drainage during construction will implement erosion control and other water quality and stormwater run-off best management practices as outlined in their required Storm Water Pollution Prevention Plan (SWPPP).

d. There are no wildlife movement corridors across the site. The Zaca Creek drainage, located

nearby, provides a wildlife corridor of limited quality due to surrounding urban development, channelization into underground culverts, and the close proximity of Highway 101. Runoff from the site is not expected to impact the creek or any habitat associated with the creek. Impacts would be less than significant.

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

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
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. There are no existing structures on the site, so no impacts to historic resources would occur.

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

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

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

CR – 1: Halt Work Order for Archaeological Resources. If cultural resources are exposed during construction of the Project, all earth disturbing work within the vicinity of the find must be temporarily suspended until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A representative should monitor any mitigation excavation associated with Native American materials.

Monitoring:

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

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

The following analysis of geological resources is based on the City’s Safety Element of the General Plan and the Geotechnical Engineering Report that was prepared for the project.

a. Geologic Hazards:

i) *Fault Rupture:* There are no known active fault lines within the City. No impacts would occur.

ii) *Groundshaking:* The San Andreas Fault, located approximately 74 kilometers east Buellton, dominates both the geologic structure and seismicity of the project area. 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 (Purissima 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-

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.

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 and implementation of the recommendations on foundation and structural design contained in the above referenced soils investigation. Less than significant impacts would result.

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

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

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

c., d. Unstable/Expansive Soils, Liquefaction, Settlement:

While the site is suitable, from a geotechnical engineering standpoint, for construction of the proposed project, the Geotechnical Engineering Report (March 2014) by Earth Systems Pacific concluded that there may be some potential for settlement, soil expansion, instability during excavation/grading, and soil corrosivity. The Report described specific mitigation measures that are recommended to be incorporated into project design and construction documents and related procedures.

Based upon the borings and analysis performed as part of the Geotechnical Engineering Report, it was concluded that: there is a very low potential for liquefaction to occur at the site due to the lack of groundwater and the presence of relatively shallow bedrock; and the potential for seismically induced settlement is also considered to be very low. Therefore, no impacts would occur, and no special measures with respect to liquefaction are considered necessary for this project.

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: Potential impacts resulting from settlement, soil expansion, instability during excavation/grading, and soil corrosivity are considered less than significant with the incorporation of the following mitigation measure:

GEO – 1: Geotechnical Engineering. Project-specific design considerations and related recommendations set forth in the Geotechnical Engineering Report (March 2014) prepared by Earth Systems Pacific shall be incorporated into construction documents and related procedures.

Monitoring:

The Public Works Department/City Engineer will verify that the final project design incorporates any design recommendations set forth in the Geotechnical Engineering Report prior to issuing grading permits.

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

The greenhouse gas emissions section has been prepared by Rincon Consultants on contract to the City of Buellton. All data used in the creation of this section is on file at the Buellton Planning Department and is hereby incorporated by reference into this Initial Study.

Setting

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

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented AB 32, the “California Global Warming Solutions Act of 2006.” AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels), and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in CEQA documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

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

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

The significance of project GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). Neither the City of Buellton nor the SBCAPCD has developed or adopted GHG significance thresholds; however, Santa Barbara County recommends the use of San Luis Obispo Air Pollution Control District (SLOAPCD) Greenhouse Gas Thresholds, as adopted in April 2012 (SLOAPCD, 2012). SLOAPCD GHG thresholds are summarized in Table 4.

**Table 4
SLOAPCD GHG Significance Determination Criteria**

GHG Emission Source Category	Operational Emissions
Residential and Commercial Projects	Compliance with Qualified GHG Reduction Strategy OR Bright-Line Threshold of 1,150 MT of CO ₂ e/yr OR Efficiency Threshold of 4.9 MT CO ₂ e/SP*/yr
(Industrial) Stationary Sources	10,000 MT of CO ₂ e/yr

**SP = Service Population (residents + employees)*

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

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

and the proposed project would have a potentially significant contribution to GHG emissions if it would result in emissions in excess of 1,150 metric tons of CO₂E per year.

Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO₂, CH₄, and N₂O because these comprise 98.9% of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, because the project is a hotel development, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Emissions of all GHGs are converted into their equivalent weight in CO₂ (CO₂E). Minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted, but these other GHG emissions would not substantially add to the calculated CO₂E amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (January 2008) and include the use of the California Climate Action Registry (CCAR) General Reporting Protocol (January 2009).

Impact Analysis

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

Construction Emissions. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately addresses impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, “more study is needed to make this assessment or to develop separate thresholds for construction activity” (CAPCOA, 2008). Nevertheless, air pollution control districts such as the SLOAPCD have recommended amortizing construction-related emissions for commercial projects over a 25-year period in conjunction with the proposed project’s operational emissions.

Construction of the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Construction activity is assumed to occur over a period of approximately 10 months based on the proposed construction schedule. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. For the proposed project, site grading would involve 4,000 cubic yards (cy) of cut and 6,500 cy of fill; therefore, import of 2,500 cy of fill would be required. Emissions associated with the construction period were estimated using the California Emissions Estimator Model (CalEEMod) Version 2013.2.2, based on the CalEEMod default projections for the amount of equipment that would be used onsite at one time. Complete results from CalEEMod and assumptions can be viewed in the Appendix (on file at City Planning Department.)

Table 5
Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent (CO₂E))
Total Estimated Construction Emissions	351.4 metric tons
Amortized over 25 years	14.1 metric tons per year

See Appendix XX for CalEEMod Results.

As shown in Table 5, construction activity associated with the project would generate an estimated 351 metric tons of CO₂E. Amortized over a 25-year period (the assumed life of the project), construction of the proposed project would generate an estimated 14.1 metric tons of CO₂E per year.

On-Site Operational Emissions. Operational emissions from energy use (electricity and natural gas use) for the proposed project were estimated using CalEEMod (see Appendix for calculations). The default values on which the CalEEMod computer program are based include the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. CalEEMod provides operational emissions of CO₂, N₂O, and CH₄. This methodology has been subjected to peer review by numerous public and private stakeholders, and in particular by the CEC. It is also recommended by CAPCOA (January 2008).

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating, were calculated in CalEEMod based on standard emission rates from the California Air Resources Board (ARB), USEPA, and emission factor values provided by SBCAPCD (CalEEMod User's Guide, 2013).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User's Guide, 2013). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

Direct Emissions from Mobile Combustion. Emissions from vehicles driving to and from the site were based on the standard Institute of Transportation Engineers (ITE) vehicle trip rates. Emissions of CO₂ and CH₄ from transportation sources were quantified using CalEEMod. Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (refer to Appendix for calculations). Emission rates for N₂O emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.

Combined Annual Construction, Operational, and Mobile GHG Emissions. Table 6 combines the construction and operational GHG emissions associated with development for the proposed project. As described above, emissions associated with construction activity (approximately 351.4 metric tons CO₂E) are amortized over 25 years (the anticipated lifetime of the project).

**Table 6
Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions
Construction	14.1 metric tons CO ₂ E
Operational	
Area	<0.1 metric tons CO ₂ E
Energy	313.4 metric tons CO ₂ E
Solid Waste	15.4 metric tons CO ₂ E
Water	6.1 metric tons CO ₂ E
Mobile	452.5 metric tons CO ₂ E
Total	791.5 metric tons CO₂E

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

As shown in Table 6, the combined annual emissions would total approximately 792 metric tons per year of CO₂E. These emissions do not exceed the applicable threshold of 1,150 metric tons per year. Therefore, impacts resulting from GHG emissions would be *less than significant*.

b) Neither the City of Buellton nor the County of Santa Barbara has adopted a Climate Action Plan. Therefore, consistency with other greenhouse gas emissions plans, policies, and regulations are discussed here.

CalEPA’s Climate Action Team (CAT) published the 2006 CAT Report which includes GHG emissions reduction strategies intended for projects emitting less than 10,000 tons CO₂E/year. In addition, the California Attorney General’s Office has developed Global Warming Measures (2008) and OPR’s CEQA and Climate Change (CAPCOA, 2008) document includes greenhouse gas reduction measures intended to reduce GHG emissions in order to achieve statewide emissions reduction goals. All of these measures aim to curb the GHG emissions through suggestions pertaining to land use, transportation, renewable energy, and energy efficiency. Several of these actions are already required by California regulations, such as:

- AB 1493 (Pavley) requires the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks.
- In 2004, ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.
- The Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989) established a 50% waste diversion mandate for California.
- Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).
- California’s Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 33 percent of retail electricity sales from renewable energy sources by 2020, within certain cost constraints.

- Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels.

The proposed project would not conflict with state and local regulations intended to reduce GHG emissions from new development. Consistency with these state regulations and goals illustrates that the project would not conflict with the state’s greenhouse gas-related legislation and would not contribute to the inability to meet reduction goals. Therefore, the project would not conflict with any applicable plan, policy or regulation intended to reduce GHG emissions, and impacts would be *less than significant*.

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

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

b. Hazardous Materials Releases: Refer to the discussion in Section a. above.

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

d. Hazardous Materials Sites: The project site is vacant, and there is no visible evidence of past underground storage tanks or soil contamination. No impacts are anticipated.

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

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

h. Wildland Fire Hazards: The proposed project is an urban infill site, on the edge of existing development at the easterly boundary of the City. The topography, climate and vegetation (grasslands and oak woodlands) outside of the City limits are conducive to the spread of wildland fires in the region. The project site is in a wildland fire hazard area as identified in the Safety Element of the Buellton General Plan. The proposed project is a hotel which, by its nature, provides only temporary lodging; thus, there would be no permanent residents on the property. The proposed access and internal circulation system would ensure adequate emergency vehicle access to all portions of the site. Fire safety issues would be addressed through standard project conditioning including, but not limited to, the requirement for automatic sprinklers, alarm system, roadway and emergency access, fire flow, fire hydrants, fire extinguishers, fire breaks and/or fire resistant vegetation consistent with Fire Department requirements for the fire hazard severity of the site. Therefore, the impacts are considered less than significant.

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

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

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

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

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

c. and d. Drainage Patterns: Based on the Flood Study provided by Penfield & Smith, the proposed project will not substantially alter existing drainage patterns, including the course of a stream, either on-site or in the project area. On-site run-off and flood control requirements will be met through the use of disconnected impervious areas and a bio-retention/detention basin. The development will require fill to raise the grade so the finished floor elevation is 2 feet above the base flood elevation level. The improvements will not significantly alter the drainage.

The project will also be required to comply with the City's 2013 Stormwater Ordinance.

By law, 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.

e. Runoff/Stormwater Drainage System Capacity: See items b. and d.

f. Substantially Degrade Water Quality: Increase in potential erosion and sedimentation to drainages is expected with grading activities, which could impact water quality. However, compliance with the NPDES and Regional Water Quality Control Board Resolution R3-2013-0032 (Adopted July 12, 2013, which addresses Post-Construction Stormwater Management

Requirements for development projects, essentially updating previous SWPPP regulations) would result in less than significant impacts. Also see items b. and d.

g. Housing within Floodplains: Although a portion of the site is within the 100-year flood plain, the proposed development is not a housing project. No impacts to housing would occur.

h. Flood Hazards: A portion of the site, approximately the western third, is within the 100-year flood plain. The project would introduce fill on the site to raise structures above the flood plain, which could alter the extent of the floodplain upstream of the site. In all, an estimated net 2,500 cubic yards of fill would be introduced to the site, which would raise the building finish floor elevation (outside the floodway) by roughly 2 feet on average over the current base flood elevation, in compliance with the City’s floodplain ordinance.

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

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

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

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

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

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

GENERAL PLAN POLICY CONSISTENCY

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

Land Use Element

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

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

Policy L-11: New development shall incorporate a balanced circulation network that provides safe, multi-route access for vehicles, bicycles and pedestrians to neighborhood centers, greenbelts, other parts of the neighborhood and adjacent circulation routes.

Consistent: The project will: include bike racks to encourage bicycle use and promote ridership on the existing Class 2 Bikeway along McMurray Road and the potential future enhanced bicycle connections between the McMurray Road area and the Avenue of Flags; provide an enhanced pedestrian path for direct access to the front door of the hotel from the public sidewalk along McMurray Road, thereby encouraging pedestrian activity when accessing nearby neighborhood commercial centers to the south; and install crosswalk safety striping and other required features at the intersection of Damassa and McMurray Roads, thereby providing enhanced pedestrian and bicycle access to nearby commercial areas (new Crossroads Center to the south, Firestone Walker Restaurant-Brewery to the north, Avenue of Flags commercial area to the west.)

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

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

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

Consistent: The project is a new hotel use that will cater to both leisure and business travelers, as well as groups focusing on weddings.

Circulation Element

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

Consistent: The project will: include bike racks to encourage bicycle use and promote ridership on the existing Class 2 Bikeway along McMurray Road and the potential future enhanced bicycle connections between the McMurray Road area and the Avenue of Flags; provide an enhanced pedestrian path for direct access to the front door of the hotel from the public sidewalk along McMurray Road, thereby encouraging pedestrian activity when accessing nearby commercial centers; and install crosswalk safety striping and other required features at the intersection of Damassa and McMurray Roads, thereby providing enhanced pedestrian and bicycle access to nearby commercial areas (new Crossroads Center to the south, Firestone Walker Restaurant-Brewery to the north, Avenue of Flags commercial area to the west.)

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

Consistent: Based on the traffic study prepared for the project, all roads and intersections would 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-16: The City shall require the provision of adequate off-street parking in conjunction with all new development. Parking shall be located convenient to new development and shall be easily accessible from the street.

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

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

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

Consistent: Public improvements are proposed in McMurray Road, including widening of the paved area by approximately 18 feet as well as installation of storm drainage facilities, curb, gutter and sidewalks. To facilitate these improvements, a 12’ right-of-way dedication is proposed which will increase the public right-of-way from 64 to 76 feet. The project will be conditioned to maintain the existing Class II bikeway along McMurray Road.

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 to encourage bicycle use and promote ridership on the existing Class 2 Bikeway along McMurray Road.

Conservation and Open Space Element

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

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

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

Consistent: Two large existing oak trees will be preserved as part of the project. All other on-site trees (non-native) that would be removed (primarily along McMurray Road to accommodate required street widening) will be replaced per Municipal Code requirements.

Economic Development Element

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

Consistent: The project is new hotel use that will cater to both leisure and business travelers, as well as groups focusing on weddings.

Noise Element

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

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

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

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

Public Facilities and Services Element

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

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

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

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

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

Consistent: The project's grading and drainage plan shows how the on-site drainage will be directed around the site via swales that discharge to the proposed on-site retention basin. Onsite drainage improvements, including disconnected impervious areas and a bio-retention/detention basin, will be constructed under the direction of the Public Works Department, and will be required to comply with all applicable regulations of the Regional Water Quality Control Board.

Safety Element

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

Consistent: Zaca Creek is culverted at least 50 feet beyond the project site property line. Therefore, there will be no direct disturbance resulting from the proposed project to Zaca Creek.

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

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

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

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

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

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

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

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

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

Consistent: The project incorporates many of the features called for in this policy, including permeable parking areas and landscaping. Storm water runoff will drain to an on-site bioretention/detention basin, which will minimize erosion potential.

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

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

Table 7. Project Consistency With CR Zoning District Standards

Development Feature	City Requirement	Proposed	Project Consistency
Minimum Lot Area	No minimum	3.53 acres	Consistent
Front Setback	None	118 feet	Consistent
Side Setback	None required, 3 feet minimum if setbacks proposed	123 feet	Consistent
Rear Setback	10% of lot depth, to 10 feet maximum	110 feet	Consistent
Landscaping	5% ; setback areas fronting on streets	26.8 <u>39.2</u> %	Consistent

Table 7. Project Consistency With CR Zoning District Standards

Development Feature	City Requirement	Proposed	Project Consistency
Site Coverage	No maximum	15.72%	Consistent
Height Limits	35 feet	Predominant = 35 feet Architectural Features = <41 feet 3 inches	Consistent Allowed with Development Plan Modification
Parking	1 space per guest room (99 spaces) 1 space per 5 employees (4 spaces) = 103 total, plus 1 loading	104 spaces (including 5 accessible) plus 1 loading	Consistent
Source: City of Buellton Municipal Code, Title 19, Zoning.			

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

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

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

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?				X

Setting

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

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Project Site Setting. U.S. Highway 101 runs parallel, approximately 300 feet to the west of the project site boundary, and is the primary transportation noise source on the project site. Existing industrial and commercial uses are located approximately 500 feet or more from the site and are not significant sources of noise. According to the City of Buellton General Plan, roughly the western half of the project site is located within the existing 65dB noise level contour, with the remainder of the site located within the 60 dB noise level contour.

Sensitive Receptors. Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of these uses. The City of Buellton 2025 General Plan Noise Element identifies a variety of land use and development types as noise sensitive. These include residences, hospitals, schools, guest lodging, libraries, and parks. The project use is considered a sensitive receptor. There are no other sensitive receptors near the project site.

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

developments, exterior noise up to 70 dBA CNEL is normally acceptable, noise between 71-80 dBA CNEL is normally unacceptable, and noise above 80 dBA is clearly unacceptable.

Impact Analysis

a., c. The proposed project would introduce a new hotel and on the site. The hotel use is considered a sensitive receptor, and is not anticipated to be a source of substantial future noise. The City of Buellton 2025 General Plan Noise Element provides noise contours derived from monitoring major sources of noise in the region, including noise traffic from Highways 101 and 246, as well as from the Avenue of the Flags. Noise contours define areas of equal noise exposure and have been estimated using information about both current and projected future land uses and traffic volumes. As depicted in the Noise Element maps for 2005 and 2025, approximately half of the proposed project site is located within an existing (60 dB) noise contour, with the remaining portion of the site being within the 65 dB noise contour; future projected noise contours for 2025 place almost the entire site within the 65 dB noise contour. The recommended exterior noise ranges for hotel use developments are up to 70 dB, thus the proposed project is consistent with type of land use that is suitable for the project site.

The primary source of noise in the project site vicinity is motor vehicle traffic (e.g., automobiles, buses, trucks, and motorcycles) on nearby roadways, including U.S. Highway 101. Motor vehicle noise is characterized by a high number of individual events, which create a sustained noise level. There are no sensitive noise receptors located on McMurray Road, the access road to the proposed project site, and there are no residential receptors in close proximity. Therefore, project impacts would be less than significant.

b., d. Construction noise is not expected to significantly impact noise sensitive receptors. Assuming onsite construction equipment may temporarily generate noise levels up to 88 dBA at 50 feet from the equipment, and assuming that point source noise attenuates at a rate of 6dB per doubling of distance, it is anticipated that the maximum noise levels experienced would be about 64 dB within 800 feet, and 58 dBA at 1,600 feet from the noise source. This does not account for any barrier attenuation from intervening buildings and terrain. Even without attenuation, noise levels from this source would not exceed the City's one-hour standard of 65 dBA. Impacts would be less than significant.

e., f. The project is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. *No impacts* would occur.

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

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

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

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

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

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

a. Fire Services: The project area is served by Station 31 of the Santa Barbara County Fire Department located at 168 West Highway 246. The station is located just over 0.5 miles of the project site and is within the 5-minute response time of the station. 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/industrial and would not generate students and thereby impact school services. No impacts would occur.

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

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

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

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

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

b. Construction of Recreational Facilities: The project includes a swimming pool, spa and bocce ball court, which would provide recreational opportunities visitors and guests of the hotel. No adverse impacts would occur.

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

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

a, b. Traffic Congestion: A Traffic and Circulation Study (September 9, 2014) has been prepared by MNS Engineers (MNS) for the project. The analysis focuses on the peak hour operations of the intersections located adjacent to the project site. An analysis of the site access

and circulation system is also provided. The Traffic Study is summarized below and is hereby incorporated by reference into this initial study. The complete traffic study is available for review at the Buellton Planning Department, 107 West Highway 246, Buellton.

Project Generated Traffic

Trip generation estimates were calculated for the project using rates presented in the Institute of Transportation Engineers (ITE), *Trip Generation* (8th Edition) for “Hotel” (Land Use Code #310). Table 8 summarizes the average daily trips (ADT) and P.M. peak hour generation estimates for the project.

Table 8. Project Trip Generation

ITE LAND USE & CODE	PROJECT LAND USE	DENSITY	DAILY RATE (AM / PM)	DAILY TOTAL	AM PEAK HOUR VOLUMES			PM PEAK HOUR VOLUMES		
					IN	OUT	TOTAL	IN	OUT	TOTAL
310 HOTEL	HOTEL ROOMS	99	0.56 / 0.59	809	34 (61%)	22 (39%)	55	31 (53%)	27 (47%)	58
SUBTOTAL PROPOSED PROJECT				809	34	22	55	31	27	58

As shown in Table 8, the project is expected to generate between 55 and 58 vehicle trips under peak hour conditions. The majority of this traffic will be in the form of new traffic being drawn into area as destination trips.

The project generated trips are distributed based on the existing traffic patterns from U.S. Highway off-ramps/via Avenue of Flags and Damassa Road, McMurray Road from the South, McMurray Road from the North, see Figure 1 on following page. The primary traffic generated by the project is by both leisure and business travelers, groups focused as weddings, and by employees and special service providers for events.

Figure 1 - Trip Distribution



Potential Traffic Impacts

An analysis of future conditions, projected year 2019, with the additional planned developments in the project vicinity along with the proposed project (Build condition), was performed to evaluate the impact of additional background traffic expected over the five years.

The data represented in Table 9 indicate that, with the addition of the project generated trips with the cumulative conditions, the intersection of Damassa Road at McMurray, with the addition of the forth leg of Hampton Inn driveway, will continue to operate in the level of service (LOS) “B” for the overall intersection. Slight increases to the delay (seconds per vehicle) occur at each approach, approximately 0.3 to 1.0 range.

The proposed project would cause a slight impact to the road network overall capacity and contributes to the need for recommended intersection improvements described below (see Site Access and Circulation).

**Table 9 - Unsignalized Intersection Capacity Analysis Summary
Cumulative Conditions vs. Cumulative + Project Condition**

	Cumulative Condition		Cumulative + Project Condition	
	Delay_a	LOS^b	Delay_a	LOS^b
Weekday Morning / Evening peak hour				
<u>Hampton Inn Driveway</u>				
Westbound	N/A	N/A	8.7 / 9.6	A / A
<u>Damassa Road</u>				
Eastbound	10.4 / 11.9	B / B	11.1 / 13.0	B / B
<u>McMurray (From North)</u>				
Southbound	8.7 / 11.5	A / B	9.0 / 12.4	A / B
<u>McMurray (From South)</u>				
Northbound	11.4 / 12.7	B / B	12.1 / 13.7	B / B
<u>Intersection Summary</u>				
Overall	10.6 / 12.0	B / B	11.2 / 12.9	B / B

Site Access and Circulation

As part of this project, access and egress to the site will be improved through the proposed site driveway at the far northern end of the site’s frontage on the abutting roadway, adding an additional approach leg to the intersection of Damassa Road at McMurray Road. MNS’s Traffic Study indicates that sufficient sight lines are provided at the driveway, and that entering and exiting traffic will function with acceptable delays. In order to ensure a safe driveway access to the project site and an orderly transition to adjacent roadways, the design considerations summarized below are recommended by the Traffic Study:

- Extend the proposed driveway (approximately 6 feet to the south, driveway width total 36 feet, and hold the northern edge) to better align/oppose vehicles on Damassa Road, and reduce the lateral offset through the intersection.

- Provide pedestrian/ADA access ramps and crosswalk improvements for pedestrian connectivity.
- Modify the intersection to be an all-way stop controlled intersection (e.g. signs) as required per CA-MUTCD; provide Stop bar, pavement legend and signing on the driveway leg as required.
- Re-stripe or provide new limit lines, stop markings, and yellow centerline striping (all four approaches).
- Provide modifications to the existing dirt shoulder to the north of the driveway.
- Other recommendations as detailed in the Traffic Study.

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

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

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

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

g. Alternative Transportation: The project design does not inhibit the use of bicycles, and in fact provides bike racks and onsite walkways.

Findings and Mitigation: The project results in a slight increase to the cumulative operational traffic impacts. The project also contributes to the need for site-specific intersection improvements; applicable project design considerations will be required. The City has adopted a Traffic Improvement Fee Program to address impacts to the local street and intersection network within the City of Buellton. The project is consistent with the City General Plan and would be required to pay the Traffic Improvement Fee.

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

- | | |
|------------|---|
| T-1 | Traffic Improvement Fee. Payment of the Buellton Traffic Improvement Fee shall be paid prior to issuance of the occupancy permit. Said fee shall be in the rate that is in effect at the time building permits are issued. |
| T-2 | McMurray Road and Damassa Road Intersection Improvements. Incorporate design recommendations from the Traffic Study in final construction and improvement plans prior to permit issuance. |

Monitoring:

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

The Public Works Department/City Engineer will verify that the final project design incorporates any applicable design recommendations from the Traffic Study prior to issuing grading and improvement permits.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>XVII. 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 is required by City ordinance. Impacts would be less than significant.

b., e. Water and Wastewater Facility Construction: The General Plan already accounts for development of the intensity proposed as part of the project. Therefore, its water consumption and wastewater generation characteristics are already accounted for in the General Plan and associated Environmental Impact Report. There would be no residents at the site, and water use would be limited to serving hotel guest patrons and related food preparation. Based on standard duty factors for hotel establishments (150 gallons per room per day—Source: Laguna County Sanitation District. Sewer Collection System Master Plan, June 2009), it is estimated that the 99-room hotel and ancillary uses (food service, meeting facilities, grounds) could generate about 14,850 gallons of wastewater per day. The City's wastewater treatment plant has a total capacity of 650,000 gallons per day, and has a current average daily flow of approximately 480,000 gallons per day. The project generation will increase the current average daily flow by less than 1 percent. The existing wastewater treatment plant and sewer mains have sufficient capacity to accommodate the project's flows. Impacts would be less than significant.

c. Storm Drain Construction: The project would include on-site drainage, including an on-site retention basin sized and designed to accommodate flows from the development project. 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. The project will be required to connect to and extend the city's water lines for service. Impacts would be less than significant.

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

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

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

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

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

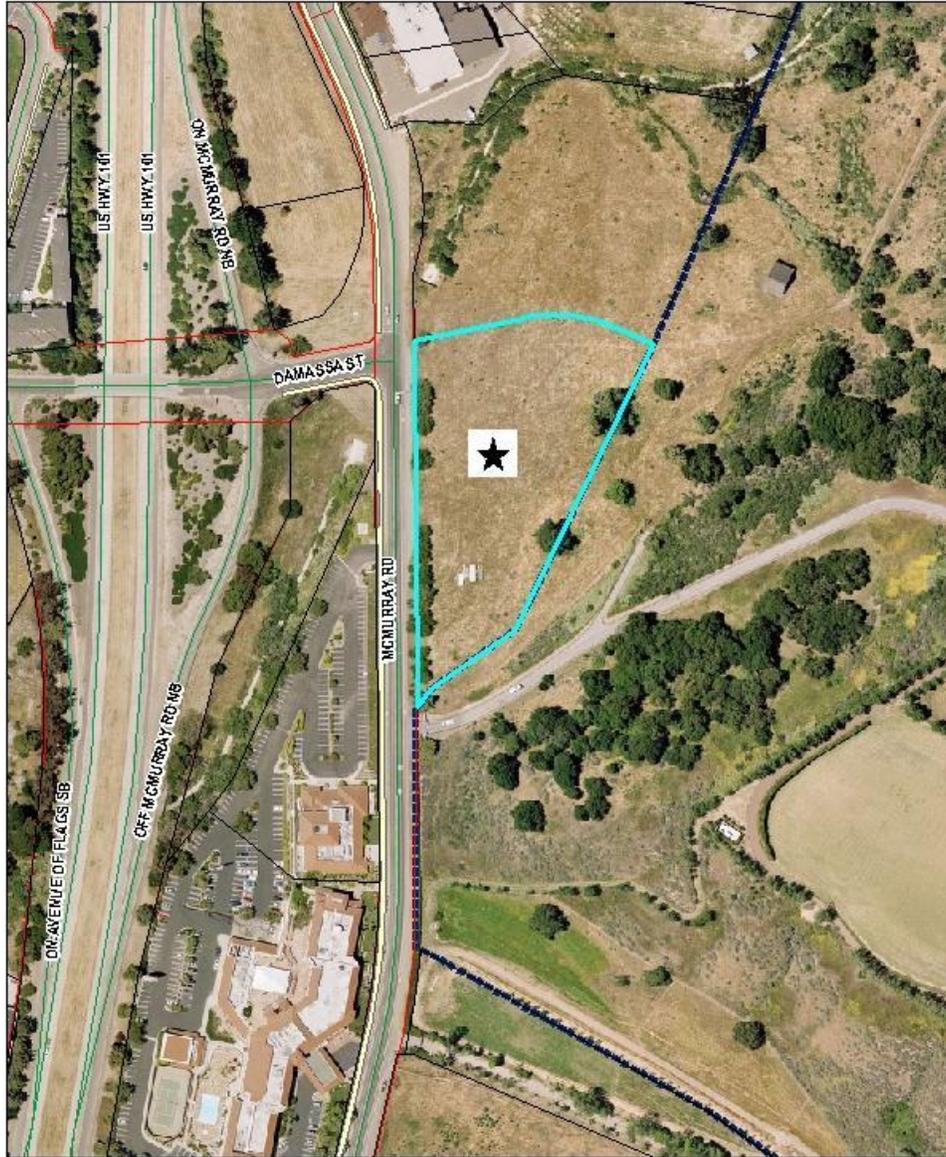
c. The incorporation of required mitigation measures and adherence to General Plan policies would reduce all impacts that have the potential to affect human beings to a less than significant level. Mitigation measures are required for the following issues: cultural resources, geology/soils and transportation/traffic.

Appendix A

Project Vicinity Map



Vicinity Map



Legend

 City Limits

 Subject Property - Hampton Inn

0 140 280 560
| Feet



Appendix B

Project Plans