Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Live Oak Lanes

Lead Agency: City of Buellton
Contact Person: Andrea Keefer
Mailing Address: P.O. Box 1819
Phone: (805) 688-7474
City: Buellton
Zip: 93427
County: Santa Barbara

Project Location: County: Santa Barbara
City/Nearest Community: Buellton
Cross Streets: East Highway 246
Zip Code: 93427
Longitude/Latitude (degrees, minutes and seconds): 34 ° 36 ′ 31.3 ″ N / 120 ° 11 ′ 11.9 ″ W
Total Acres: 10.35
Assessor's Parcel No.: 137-200-078
Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: Hwy 246 and Hwy 101
Waterways: Santa Ynez River and Zaca Creek
Airports: None
Railways: None
Schools: Oak Valley and Jonata

Document Type:

CEQA:
- ☐ NOP
- ☐ Early Cons
- ☐ Neg Dec
- ☒ Mit Neg Dec
- ☐ Draft EIR
- ☐ Supplement/Subsequent EIR (Prior SCH No.) ____
- Other: ____

NEPA:
- ☐ NOI
- ☐ EA
- ☐ Draft EIS
- ☐ FONSI

Other:
- ☐ Joint Document
- ☐ Final Document
- ☐ Other: ____

Local Action Type:

- ☐ General Plan Update
- ☐ General Plan Amendment
- ☐ General Plan Element
- ☐ Community Plan
- ☐ Specific Plan
- ☐ Master Plan
- ☐ Planned Unit Development
- ☒ Site Plan
- ☐ Rezone
- ☐ Prezone
- ☒ Use Permit
- ☐ Land Division (Subdivision, etc.)
- ☐ Annexation
- ☐ Redevelopment
- ☐ Coastal Permit
- ☐ Other: ____

Development Type:

- ☐ Residential: Units ____ Acres ____
- ☐ Office: Sq.ft. ____ Acres ____ Employees ____
- ☒ Commercial: Sq.ft. 34,439 Acres 3.05 Employees 15
- ☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
- ☐ Educational: ____
- ☒ Recreational: Bowling Alley
- ☐ Water Facilities: Type ____ MGD ____
- ☐ Transportation: Type ____
- ☐ Mining: Mineral ____
- ☐ Power: Type ____ MW ____
- ☐ Waste Treatment: Type ____ MGD ____
- ☐ Hazardous Waste: Type ____
- ☐ Other: ____

Project Issues Discussed in Document:

- ☒ Aesthetic/Visual
- ☒ Agricultural Land
- ☒ Air Quality
- ☒ Archeological/Historical
- ☒ Biological Resources
- ☐ Coastal Zone
- ☐ Drainage/Absorption
- ☐ Economic/Jobs
- ☐ Fiscal
- ☒ Flood Plain/Flooding
- ☐ Forest Land/Fire Hazard
- ☒ Geologic/Seismic
- ☒ Minerals
- ☒ Noise
- ☒ Population/Housing Balance
- ☒ Public Services/Facilities
- ☒ Recreation/Parks
- ☐ Schools/Universities
- ☐ Septic Systems
- ☐ Sewer Capacity
- ☐ Soil Erosion/Compaction/Grading
- ☐ Solid Waste
- ☒ Toxic/Hazardous
- ☒ Traffic/Circulation
- ☐ Vegetation
- ☒ Water Quality
- ☒ Water Supply/Groundwater
- ☐ Wetland/Riparian
- ☐ Growth Inducement
- ☒ Land Use
- ☐ Cumulative Effects
- ☒ Other: Greenhouse Gas

Present Land Use/Zoning/General Plan Designation:

Genereal Commercial (CR) and Open Space (OS)

Project Description: *(please use a separate page if necessary)*

The proposed project consists of a Final Development Plan (16-FDP-03) and Conditional Use Permit (16-CUP-01) for a 34,439 square foot Family Entertainment Center , which will consist of 18-lane bowling alley, restaurant/bar, part and meeting rooms, game area, arcade, office space, and restrooms, and parking and landscaping in support of those facilities. Approximately 3.05 acres will be developed. A Conditional Use Permit is required for the outdoor patio area, which contains three bocce ball courts. The 10.26-acre property is located along East Highway 246, south of Highway 246, and includes one parcel (Assessor's Parcel Number 137-200-078). The property is currently vacant.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

____	Air Resources Board	____	Office of Historic Preservation
____	Boating & Waterways, Department of	____	Office of Public School Construction
____	California Emergency Management Agency	____	Parks & Recreation, Department of
____	California Highway Patrol	____	Pesticide Regulation, Department of
S	Caltrans District # 5	____	Public Utilities Commission
____	Caltrans Division of Aeronautics	S	Regional WQCB # 3
____	Caltrans Planning	____	Resources Agency
____	Central Valley Flood Protection Board	____	Resources Recycling and Recovery, Department of
____	Coachella Valley Mtns. Conservancy	____	S.F. Bay Conservation & Development Comm.
____	Coastal Commission	____	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____	Colorado River Board	____	San Joaquin River Conservancy
____	Conservation, Department of	____	Santa Monica Mtns. Conservancy
____	Corrections, Department of	____	State Lands Commission
____	Delta Protection Commission	____	SWRCB: Clean Water Grants
____	Education, Department of	____	SWRCB: Water Quality
____	Energy Commission	____	SWRCB: Water Rights
____	Fish & Game Region # ____	____	Tahoe Regional Planning Agency
____	Food & Agriculture, Department of	____	Toxic Substances Control, Department of
____	Forestry and Fire Protection, Department of	____	Water Resources, Department of
____	General Services, Department of		
____	Health Services, Department of	____	Other: ____
____	Housing & Community Development	____	Other: ____
S	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date March 6, 2017 Ending Date April 4, 2016

Lead Agency (Complete if applicable):

Consulting Firm: ____
Address: ____
City/State/Zip: ____
Contact: ____
Phone: ____

Applicant: Carol Lesher-Peterson
Address: 980 Old Ranch Road
City/State/Zip: Solvang, CA 93463
Phone: (805) 689-9631

Signature of Lead Agency Representative: [signature] **Date:** 3-3-2017

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

PUBLIC NOTICE OF AVAILABILITY OF ENVIRONMENTAL DOCUMENT
DRAFT MITIGATED NEGATIVE DECLARATION
CITY OF BUELLTON

Notice is hereby given that a draft Mitigated Negative Declaration has been prepared for the below described project in accordance with the provisions of the California Environmental Quality Act of 1970, as set forth in the Public Resources Code, Sections 21000 et. seq., as amended. As a result of the project, no significant environmental impacts have been identified.

1. Environmental Document No: 16-MND-02

2. Applicant: Carol Peterson (property owner) and Sid Goldstien (agent)

3. Project Description:

   A. Project Title: Live Oak Lanes (16-FDP-03, 16-CUP-01)

   B. Assessor's Parcel Number: 137-200-078

   C. Location: 290 East Highway 246, Buellton, CA

   D. Project Description:

   The proposed Project consists of a Final Development Plan (16-FDP-03) and Conditional Use Permit (16-CUP-01) for the construction of 45,633 square-foot two-story building containing 18 bowling lanes, a restaurant/bar, party rooms, meeting rooms, video arcade, offices, restrooms and associated uses. Additionally, there is a 750 square foot second floor balcony and outdoor space will be provided for patio dining/lounging, bocce ball, parking and landscaping. The 10.26 acre parcel is currently undeveloped with one single family residential home located along the southern portion of the proposed development. This home is proposed to be removed as part of the project. Development is proposed to occur on approximately 3.05 acres of the site, with the remainder of the site left as open space.

The draft Mitigated Negative Declaration and all referenced documents may be reviewed beginning on March 6, 2017 at the City of Buellton Planning Department, 107 W. Highway 246, Buellton, CA 93427, Phone No. (805) 688-7474, FAX No. (805) 686-1729; at the Buellton Public Library, 140 West Highway 246, Buellton, CA 93427; and on the City's website, www.cityofbuellton.com . Written comments on the draft Mitigated Negative Declaration will be accepted during the period from **March 6, 2017 through April 4, 2017.** Please submit comments on or before 5:00 p.m. on April 4, 2017, the close of the written public comment period. The project is scheduled for a Planning Commission **public hearing on April 6, 2017.**

Marc P. Bierdzinski
Planning Director
Newspaper Publish Date: March 2, 2017

Draft
Initial Study/Mitigated Negative Declaration for the Live Oak Lanes Project 16-MND-02

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

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

March 2017

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Appendix A – Project Vicinity Map
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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

Live Oak Lanes – 290 East Highway 246, Buellton – APN 137-200-078
Final Development Plan (16-FDP-03), Conditional Use Permit (16-CUP-01) and Mitigated Negative Declaration (16-MND-02)

LEAD AGENCY and CONTACT PERSON

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

PROJECT APPLICANT AND OWNER

Applicant/Agent:
Sid Goldstien, Civil Engineer
650 Alamo Pintado #302
Solvang, CA 93463

Owner:
Carol Lesher-Peterson
980 Old Ranch Road
Solvang, CA 93463

PROJECT SITE CHARACTERISTICS

Location and Surrounding Land Uses: The 10.26-acre property is located along East Highway 246, south of the Highway, and east of the existing Albertson's shopping center. Approximately 3.05 acres of the property will be developed. The property consists of one parcel (Assessor's Parcel Number 137-200-078). The property is currently vacant. Existing commercial uses in the CR zone are located to the north and east of the site. A self-storage facility is located to the east of the site. Open space is located to the south, within the floodplain of the Santa Ynez River. The river flows generally from east to west, south of project site. See Appendix A for a map showing the project location.

Existing General Plan Designation (Land Use Category) and Zoning: The northern two-thirds of the site has a General Plan designation of General Commercial, while the southern third of the site is designated Open Space, Parks and Recreation.

PROJECT DESCRIPTION

The proposed project consists of a Final Development Plan (16-FDP-03) and Conditional Use Permit (16-CUP-01) for a 34,439 square foot Family Entertainment Center (which includes a bowling alley and other amenities as described below), and parking and landscaping in support of those facilities. A Conditional Use Permit is required for the outdoor patio area, which contains three bocce ball courts. The 10.26-acre property is located along East Highway 246, south of Highway 246, and includes one parcel (Assessor's Parcel Number 137-200-078). The property is currently vacant.

Each major project component is described in more detail below.

Family Entertainment Center (Live Oak Lanes)

The 34,439 square foot Family Entertainment Center will be built on the northernmost portion of the site, and will cover an area of approximately 3.05 acres in size. The Family Entertainment Center will include the following functions:

- An 18-lane bowling alley (Live Oak Lanes) with 4 lanes separated from the main bowling alley to allow for private parties.
- Restaurant/bar
- Party and meeting rooms
- Game area on first floor, arcade on second floor
- Office space, with additional offices provided on a second floor mezzanine
- Restrooms

In addition to the indoor uses, the development includes an outdoor patio area with three bocce ball courts and an outdoor dining area attached to the restaurant. There is also landscaping around the entire property. An underground detention chamber system is proposed in the development area. Parking is proposed to be provided adjacent to the building in a paved lot that surrounds the building to the north, east and west. Access from the parking area to the building is at the northwest corner of the building.

Hours of operation for the entertainment center will be approximately 9 AM to 12 midnight, Monday through Thursday, and 9 AM to 1 AM on Friday and Saturday. It is expected that 15 full-time and 30 part-time employees will be needed.

The project would require the following entitlements from the City:

- Conditional Use Permit (16-CUP-01)
- Final Development Plan (16-FDP-03)

Reduced copies of the project plans are attached as Appendix B.

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;
- December 2016 Air Quality Analysis from Rincon Consultants;
- August 10, 2016 Soils Report. Braun & Associates, Inc.
- *Preliminary Drainage Report for Live Oak Lanes 16-FDP-03*. Sid Goldstien, Civil Engineer. October 2016.
- Departmental and Public Agency Consultations
- Associated Transportation Engineers. *Trip Generation and Trip Distribution Analysis for the Live Oak Lanes Project.* February 9, 2017. The full report can be found at http://www.cityofbuellton.com/files/Environmental%20Documents/ATE%20Traffic%20Study%20-%20w%20change%202-9-17.pdf
- State Water Resources Control Board. *Revenue Programs Guideline Appendix G.* 1998.

The Air Quality and Greenhouse Gas analyses in the Initial Study were prepared by Rincon Consultants, and were based on the following reference materials:

- Associated Transportation Engineers. Live Oak Lanes Project Traffic and Circulation Study. November 28, 2016.

- California Air Resources Board. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Accessed at https://www.arb.ca.gov/ch/handbook.pdf

- County of Santa Barbara Planning and Development. Environmental Thresholds and Guidelines Manual. Revised July 2015. http://www.sbcountyplanning.org/permitting/ldpp/auth_reg/documents/Environmental%20Thresholds%20October%202008%20(Amended%20July%202015).pdf

- Santa Barbara County Air Pollution Control District (SBCAPCD). *Clean Air Plan.* March 2015. Available at: https://www.ourair.org/clean-air/plans/

- SBCAPCD. *Environmental Review Guidelines.* April 2015a. https://www.ourair.org/wp-content/uploads/APCDCEQAGuidelinesApr2015.pdf

- SBCAPCD. Scope and Content of Air Quality Sections in Environmental Documents. April 2015b. https://www.ourair.org/wp-content/uploads/ScopeContentApril2015.pdf

- SBCAPCD. Meeting Air Quality Standards. Accessed November 2016. https://www.ourair.org/air-quality-standards/

- U.S. Climate Data. 2016. Climate Santa Ynez – California. http://www.usclimatedata.com/climate/santa-ynez/california/united-states/usca1526

- Associated Transportation Engineers. Live Oak Lanes Project Traffic and Circulation Study. November 2016.

- 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

- Climate Policy Initiative. California Carbon Dashboard. Accessed December 2016. Accessed at http://calcarbondash.org/

- County of Santa Barbara Planning and Development. Environmental Thresholds and Guidelines Manual. July 2015. 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.

- San Luis Obispo Air Pollution Control District. Greenhouse Gas Thresholds and Supporting Evidence. March 28, 2012. http://www.slocleanair.org/images/cms/upload/files/Greenhouse%20Gas%20Thresholds%20and%20Supporting%20Evidence%204-2-2012.pdf

- Santa Barbara County Air Pollution Control District. Environmental Review Guidelines. Revised April 30, 2015. https://www.ourair.org/wp-content/uploads/APCDCEQAGuidelinesApr2015.pdf

- Santa Barbara, County of. County of Santa Barbara Energy and Climate Action Plan. May 2015. http://longrange.sbcountyplanning.org/programs/climateactionstrategy/docs/BOS051915/Attachment%20B_ECAP.pdf

The Biological Resources analysis in the Initial Study was prepared by Rincon Consultants and was based on the following reference materials:

- Baldwin, B.G., D.H. Goldman, D.J. Keil, R. Patterson, T.J. Rosatti, and D.H. Wilken, editors. 2012. *The Jepson Manual: Vascular Plants of California, second edition.* University of California Press, Berkeley, CA.

- California Department of Fish and Wildlife. 2016a. California Natural Diversity Database (CNDDB), Rarefind 5 (online). Commercial Version.

- California Department of Fish and Wildlife. 2016b. *Biogeographic Information and Observation System (BIOS)*. Available at: http://bios.dfg.ca.gov

- California Native Plant Society. 2016. Inventory of Rare and Endangered Plants. Online Edition, v8-02. Available at www.rareplants.cnps.org.

- Google Earth. 2016. Available at: http://earth.google.com/

- Holland, Robert F. 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. California Department of Fish and Wildlife, Nongame Heritage Program. 156 pgs.

- Sawyer, J. O., T. Keeler-Wolf, and J.M. Evens. 2009. A Manual of California Vegetation, Second Edition. California Native Plant Society, Sacramento, California.

- United States Department of Agricultural, Natural Resources Conservation Service. 2016. *Web Soil Survey*. Soil Data version 8. Accessed November 8, 2016. Available at: http://websoilsurvey.nrcs.usda.gov/app/.

- United States Fish and Wildlife Service. 1973. The Endangered Species Act of 1973, as amended (16 U.S.C 1531 et seq.).

- United States Fish and Wildlife Service. 2002. *Recovery plan for the California red-legged frog* (*Rana aurora draytonii*). US Fish and Wildlife Service, Portland, OR.

- United States Fish and Wildlife Service. 2005. *Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog*.

- United States Fish and Wildlife Service. 2010. California Tiger Salamander Habitat Map.

- United States Fish and Wildlife Service. 2015a. Critical Habitat Portal. Available at: http://criticalhabitat.fws.gov

- United States Fish and Wildlife Service. 2015b. Information, Planning, and Conservation System. Available at: http://ecos.fws.gov/ipac/

ENVIRONMENTAL DETERMINATION

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

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☒ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☐ Utilities / Service Systems	☐ Tribal Cultural Resources	☒ Greenhouse Gas Emiss.
☒ Mandatory Findings of Significance		

On the basis of this initial evaluation:

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

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

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

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

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

Marc P. Bierdzinski
Environmental Officer
City of Buellton

3-3-2017
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) "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses and references are discussed at the end of the checklist.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The analysis of each issue should identify:
   a) the significance criteria or threshold used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance

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

a., b. Scenic Vistas/Resources: No roadways in the project area are designated as state or local scenic highways. No scenic aspects are associated with the property and development of the project would not block any scenic vistas from other properties since it is an infill project located adjacent to existing commercial development. No impacts would result.

c. Visual Quality: Development of the project site would result in a new building, parking areas, and landscaping that would replace a vacant parcel bounded on the north, east and west by existing commercial uses. The architecture of the proposed project is considered Contemporary Ranch as defined in the City's Community Design Guidelines.

The proposed project intends to reduce the potential effects of a monolithic building front through the use of awnings, lighting, and other architectural features that provide some degree of articulation.

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 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 part of the proposed project, outdoor lighting is proposed for the outdoor dining patio and bocce ball courts at the southern end of the development, which associated activities may occur during nighttime hours. The project includes a photometric lighting plan, which shows onsite fixtures and the intensity of lighting at the site boundaries. Implementation of the proposed project would result in additional lighting that could be visible from the nearby commercial uses, Highway 101 and other local roadways.

The project would be required to adhere to Zoning Ordinance requirements for Dark Sky Compliant lighting. The project would include a variety of downward directed light poles, bollards, and wall-mounted fixtures in the parking lot, on building faces, and surrounding the outdoor dining patio. Downward directed light poles are also proposed for the area surrounding the bocce ball courts, String lights are proposed at the outdoor patio area and bocce ball courts that will be attached to proposed shade structures. The string lights will not affect the lighting levels at the property line as indicated on the Photometric Lighting Plan. All specified lighting is indicated to be energy

efficient, and parking lot lighting is shown to be decorative in nature. Lighting intensity at the western property line would not exceed 0.3 foot-candles, which is within City requirements, and would not adversely affect the existing residents to the west of the site or those using adjacent commercial buildings. Lighting intensities at the southern portion of the site, at the edge of development, would produce 0.0 foot candles, meaning that there would be no light intrusion into the Santa Ynez River. The maximum foot candles produced at the northern property line would be 1.0, which is within City requirements and would not adversely affect the existing commercial development located to the north. Parking lot lighting at the east property line would not result in intensities greater than 0.2 foot-candles. 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) Conflict with existing zoning for, or cause rezoning of, forest land (per Public Resources Code § 12220(g), timberland (Public Resources Code § 4526, or timberland zoned Timberland Production (per Govt Code §51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a. through e. Farmland, Forest Land, Timberland: The site is an urban infill site and is not designated as farmland in the City's General Plan, or Zoning Ordinance. The property is not in a Williamson Act contract.

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY - Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY - Would the project:				
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (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. Table numbers shown are in correspondence to the original Air Quality Report prepared by Rincon Consultants.

Setting

The federal and state governments have been empowered by the federal and state clean Air Acts (42 United States Code §7401 *et seq.* and the California Health and Safety Code §40910, *et seq.*) to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (EPA) is the federal agency designated to administer federal air quality regulation, while the California Air Resources Board (ARB) is the state equivalent and operates under the auspices of the California Environmental Protection Agency (CalEPA). Local control in air quality management is provided by the ARB through county-level or regional (multi-county) air pollution control districts. The ARB establishes statewide air quality standards and is responsible for enforcing standards and regulating stationary sources. The ARB has established 15 air basins statewide.

The City of 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). The climate of SCAAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific. With a Mediterranean-type

climate, the area is characterized by warm, dry summers and cool winters with occasional rainy periods. Annual precipitation averaged 22 inches per year between 1981 and 2010, with most rainfall between November and March. Average monthly temperatures range from a high of 92 degrees Fahrenheit (°F) in August to a low of 38°F in December (U.S. Climate Data, 2016). Federal and state standards have been established for six criteria pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb). California air quality standards are identical to or stricter than federal standards for all criteria pollutants.

The SBCAPCD monitors air pollutant levels and develops strategies to ensure that air quality standards are met. Depending on whether or not the standards are met or exceeded, Santa Barbara County is classified as being in "attainment" or as "non-attainment." Santa Barbara County is in non-attainment for the state eight-hour and one-hour ozone standard and the state standard for PM_{10} (SBCAPCD, 2015). The County is unclassified (meaning there is insufficient data to designate the area or designations have yet to be made) for the state $PM_{2.5}$ standard. The County is in attainment for all other standards.

Appendix G of the CEQA Guidelines indicates that where available, the significance criteria established by the applicable air quality management district or APCD may be relied upon to determine whether the Project would have a significant impact on air quality. As described in the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (April 2015b), a project will not have a significant air quality effect on the environment if operation of the project will:

- *Emit (from all project sources, both stationary and mobile) less than the daily trigger for offsets or Air Quality Impact Analysis set in the APCD New Source Review Rule[1], for any pollutant (i.e., 240 pounds/day for ROC or NO_X; and 80 lbs/day for PM_{10}. There is no daily operational threshold for CO; it is an attainment pollutant[2]); and*
- *Emit less than 25 lbs/day of NO_X or ROC from motor vehicle trips only; and*
- *Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and*
- *Not 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 one (1.0) for non-cancer risk; and*
- *Be consistent with the latest adopted federal and state air quality plans for Santa Barbara County.*

The SBCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. However, according to the SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (April 2015b), construction-related NO_X, reactive organic compounds (ROC), PM_{10}, and $PM_{2.5}$ emissions from diesel and

[1] The APCD New Source Review Rule as it existed at the time the APCD Environmental Review Guidelines were adopted in (October, 1995).

[2] Due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with congested intersections are not expected to exceed the CO health-related air quality standards. Therefore, CO "Hotspot" analyses are not required anymore.

gasoline powered equipment, paving, and other activities, should be quantified. SBCAPCD uses 25 tons per year for all pollutants except CO as a guideline for determining the significance of construction impacts. In addition, standard dust control measures must be implemented for any discretionary project involving earth-moving activities, regardless of size or duration. According to the SBCAPCD, proper implementation of these required measures reduces fugitive dust emissions to a level that is less than significant (SBCAPCD, April 2015b). Therefore, all construction activity would be required to incorporate the SBCAPCD requirements pertaining to minimizing construction-related emissions and demolition of existing structures.

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, the 2013 CAP, was adopted in 2015.

In order to be consistent with the CAP, all projects involving earthmoving activities must implement SBCAPCD's standard dust control measures (SBCAPCD, April 2015b). By definition, consistency with the CAP means that direct and indirect emissions associated with the project are accounted for in the CAP's emissions growth assumptions and the project is consistent with policies adopted in the CAP (SBCAPCD, April 2015a). The CAP relies primarily on the land use and population projections provided by the Santa Barbara County Association of Governments (SBCAG) and the ARB on-road emissions forecast as a basis for vehicle emission forecasting. The 2014 CAP utilized SBCAG's Regional Growth Forecast 2010-2040, adopted December 2012, to project population growth and associated air pollutant emissions for all of the Santa Barbara County incorporated and unincorporated areas.

According to SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (April 2015b), a commercial projects would be consistent with the CAP if they are consistent with APCD rules and regulations. The project would not involve any land use changes. The project site is zoned for general commercial development. Under this zoning designation commercial facilities with outdoor activities are permitted. In addition, mixed-use development is permitted in the general commercial zone, including development of residential multi-family, neighborhood commercial, and manufacturing. The project would not include development not compatible with the allowed mix of uses permitted in the Buellton Municipal Code §19.18.016 Allowable Mix of Uses. The proposed project would be required to comply with all APCD rules and regulations, including standard dust reduction measures, as discussed below. The proposed project does not involve residential uses, therefore it would not increase population in the City and would therefore be consistent with the population forecasts contained in the 2013 Clean Air Plan. Impacts would be *less than significant.*

b, c) Air pollutant emissions associated with the project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.1. To provide a conservative calculation of air pollutant emissions, modeling does not take into account compliance with SBCAPCD Rule 329 (Cutback and Emulsified Asphalt Paving Materials), which restricts the percent by volume of ROCs in asphalt material, Rule 323 (Architectural Coatings), which

restricts percent by volume of ROCs in architectural coatings, or Rule 345, which regulates fugitive dust for any activity associated with construction or demolition of structures. CalEEMod assumptions took into account energy reductions from LED lighting, water efficient landscaping, and increased land use diversity. In order to model the project use as a bowling alley with restaurant and outdoor recreational facilities, the CalEEMod land uses of movie-theater, casual restaurant, and city park were used a proxies to best represent the use and emissions of the project.

Construction Emissions. Construction of the project would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} 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. These emissions would be reduced through implementation of the required SBCAPCD dust and emissions control measures.

Construction would generally consist of site preparation, grading, construction of the proposed bowling alley, restaurant, and outdoor entertainment area, as well as paving, and architectural coating. Architectural coatings were assumed to be applied to the interiors and exteriors of all proposed buildings.

Project construction was assumed to begin in 2017 and take approximately 18 months from the beginning of construction until occupancy. Net export of 1,238 cubic yards (cy) was used based on project grading plans. The CalEEMod calculations are available in Appendix A. Table 1 summarizes the estimated maximum daily construction emissions of ROC, NO_X, CO, PM_{10}, and $PM_{2.5}$. Table 2 summarizes these emissions relative to the SBCAPCD significance thresholds in tons per year.

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

Year	ROC	NO_X	CO	PM_{10}	$PM_{2.5}$
2017	5.0	52.4	24.1	21.1	12.6
2018	20.5	26.6	20.7	2.1	1.6

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

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

Year	ROC	NO_X	CO	PM_{10}	$PM_{2.5}$
2017	0.5	4.1	2.8	0.5	0.4
2018	0.7	1.6	1.2	0.1	0.1
Maximum Emissions (tons/year)	0.7	4.1	2.8	0.5	0.4

Threshold	*25*	*25*	*None*	*25*	*25*
Threshold Exceeded?	**No**	**No**	**n/a**	**No**	**No**

Notes: See Appendix A for calculations. Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.

As shown in Table 2, construction emissions would not exceed the recommended thresholds for any criteria pollutant.

Nonetheless, the SBCAPCD recommends implementation of dust control requirements for all projects involving earthmoving activities. According to SBCAPCD, implementation of standard dust control measures would further reduce temporary construction emissions. SBCAPCD Rule 345 regulates fugitive dust for any activity associated with construction or demolition of structures. The proposed project would be required to comply with Rule 345, as described below, which would ensure that construction emissions would be *less than significant*.

No person shall engage in any construction or demolition activity or earth moving activities subject to this rule in a manner that causes discharge into the atmosphere beyond the property line visible dust emissions of 20% opacity or greater for a period or periods aggregating more than 3 minutes in any 60 minute period.

No person, including facility or site owner or operator of source, shall load or allow the loading of bulk materials or soil onto outbound trucks unless at least one of the following dust prevention techniques is utilized:

- *Use properly secured tarps or cargo covering that covers the entire surface area of the load or use a container-type enclosure.*
- *Maintain a minimum of 6 inches of freeboard below the rim of the truck bed where the load touches the sides of the cargo area and ensure that the park of the load does not extend above any part of the upper edge of the cargo area.*
- *Water or otherwise treat the bulk material to minimize loss of material to wind or spillage.*
- *Other effective dust prevention control measures approved in writing by the Control Officer.*

Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall be controlled as outlined below:

- *Visible roadway dust shall be minimized by the use of any of the following track-out/carry-out and erosion control measures that apply to the project or operations: trac-out grates of gravel beds at each egress point, wheel-washing at each egress point during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and*
- *Visible roadway dust shall be removed at the conclusion of each work day when bulk material removal ceases, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only a PM_{10}-Efficient Street Sweeper shall be used. The use of blowers for removal of track-out/carry-out is prohibited.*

On-Site Operational Emissions. The majority of project-related operational emissions would be due to vehicle trips to and from the site. Potential operational emissions were estimated using CalEEMod and are based on trip generation rates from the Traffic and Circulation Study prepared for the project by Associated Transportation Engineers (November 2016). Table 3 summarizes the projected emissions associated with operation of the proposed project. This includes emissions generated by vehicles traveling to and from the site, as well as emissions due to 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). The project's use of high efficiency LED lighting and water efficient landscaping was taken into account in CalEEMod. In addition, the project would increase land use diversity in the vicinity of the project site by introducing a mix of recreational and restaurant uses near residential areas, reducing vehicle trips and vehicle miles traveled (VMT) from local residents leaving the city to access similar amenities elsewhere; this reduction in VMT through land use diversity was taken into account in CalEEMod. Therefore, the adjusted emissions from the CalEEMod results are reported herein. As shown in Table 3, operational emissions from the project would be below applicable SBCAPCD thresholds for ROC and NO_X. The project's long-term regional air quality impacts would be *less than significant*.

Table 3
Project Operational Emissions (lbs/day)

Emission Source	**ROC**	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Mobile	4.0	12.4	37.4	5.7	1.6
Energy (Natural Gas and electricity)	< 0.1	0.4	0.4	< 0.1	< 0.1
Area (Consumer Products and Architectural Coating)	1.3	< 0.1	< 0.1	< 0.1	< 0.1
Total Mobile + Area Emissions	**5.3**	**12.4**	**37.4**	**5.7**	**1.6**
Threshold: Total Emissions (Mobile and Area Sources)	*240*	*240*	*None*	*80*	*None*
Threshold Exceeded?	**No**	**No**	**n/a**	**No**	**n/a**
Threshold: Total Emissions (Mobile Sources Only)	*25*	*25*	*None*	*None*	*None*
Threshold Exceeded?	**No**	**No**	**n/a**	**No**	**n/a**

Source: See Appendix A for CalEEMod output.

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. Nearby sensitive

receptors to the proposed project site include residences 75 feet southeast of the project site. These sensitive receptors would not be exposed to any substantial pollutant emissions, since the project's construction and operational emissions are below recommended thresholds. Furthermore, commercial development like a bowling alley is not listed in ARB's *Air Quality and Land Use Handbook* as a source of air pollutants (2005). Lastly, due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with congested intersections would not exceed the CO health-related air quality standards. Therefore, impacts to sensitive receptors would be *less than significant.*

e) The uses proposed for the project would not result in substantial objectionable odors. The project would include a bowling alley and restaurant that would offer food and include a kitchen, which may result in odors related to food preparation. The nearest sensitive receptors are residences located approximately 75 feet southeast of the project site and over 150 feet from the location of the proposed building. These receptors are located a sufficient distance away that they would not be expected to be significantly impacted by any odors produced by the kitchen. In addition, the restaurant space would be required to comply with Santa Barbara County Environmental Health Services' requirements and guidelines for food establishments, including mechanical exhaust ventilation requirements to remove cooking odors, smoke, steam, grease, and vapors from kitchen exhaust (Health and Safety Code 114149). Therefore, this impact would be *less than significant.*

Findings and Mitigation: All impacts, with the inclusion of the conditions of approval related to fugitive dust, would be less than significant without mitigation.

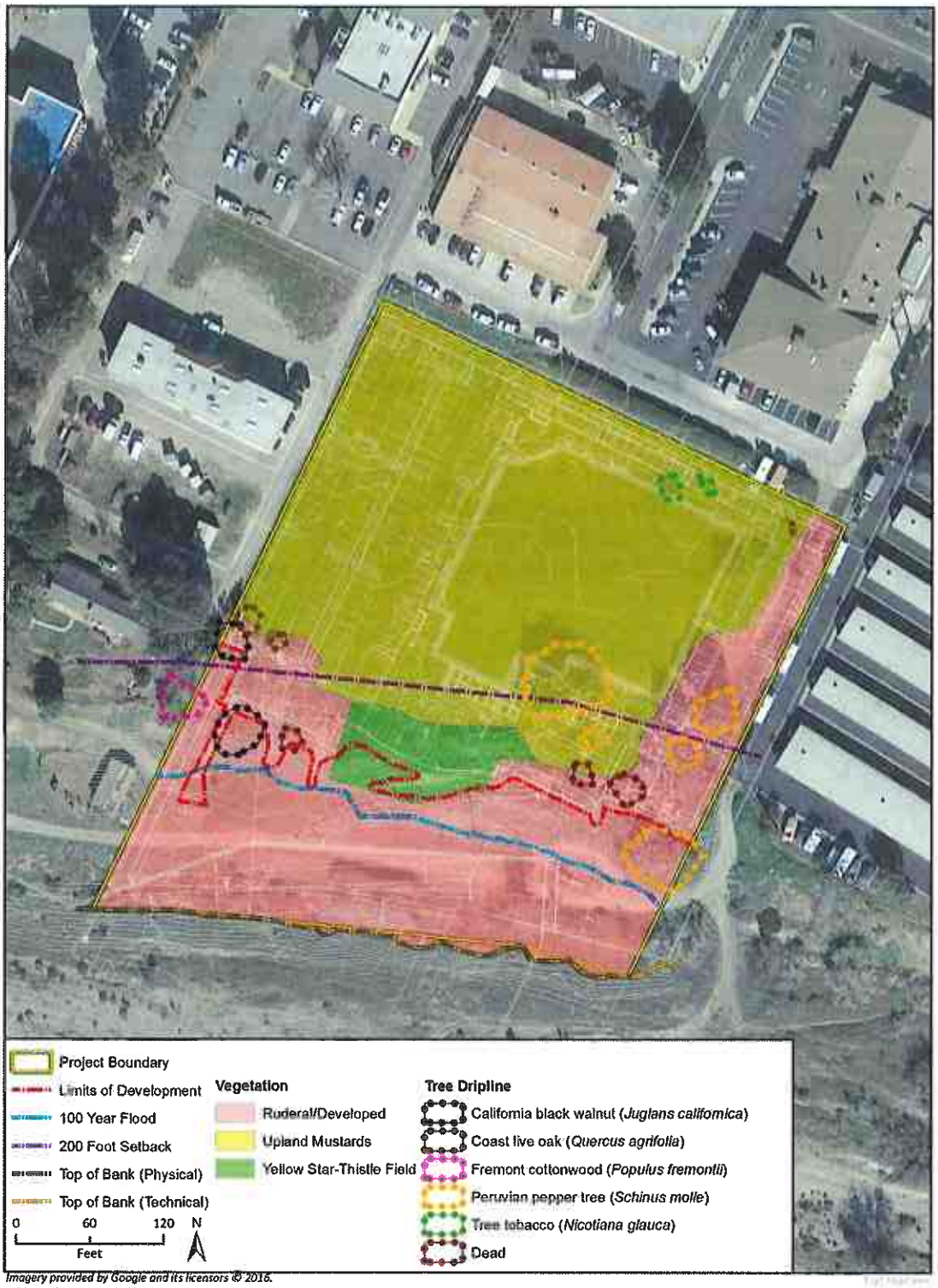
	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
IV. BIOLOGICAL RESOURCES – Would the project result in:				
a) Have a substantial adverse effect on any species identified as a candidate, sensitive, or special status 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 effect 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 effect on federally protected wetlands as defined by Section 404			X	

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project result in:				
of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
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 native 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 Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

The Biological Resources section has been prepared by Rincon Consultants on contract to the City of Buellton. The Biological Resources Assessment considered the entire 10.26 acre property and their analysis is included below. 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. Table and figure numbers shown in this section are in correspondence to the original Biological Resources Report prepared by Rincon Consultants.

Setting

The analysis of biological resources within the 2.6-acre project site is based on a search of available biological databases, review of aerial photographs and topographic maps, and review of multiple literature resources. In addition, a reconnaissance-level biological survey of the project site was conducted by a Rincon biologist on November 1, 2016 to evaluate the site's existing conditions and the site's potential to support special status species and vegetation communities. Three terrestrial vegetation communities or land cover types occur within the project site: Upland Mustards, Yellow Star-thistle Field, and Ruderal/Developed (Figure 1). The site is highly disturbed and contains Metz loamy sand, 0 to 2 percent slopes and Mocho fine sandy loam, 0 to 2 percent slopes.

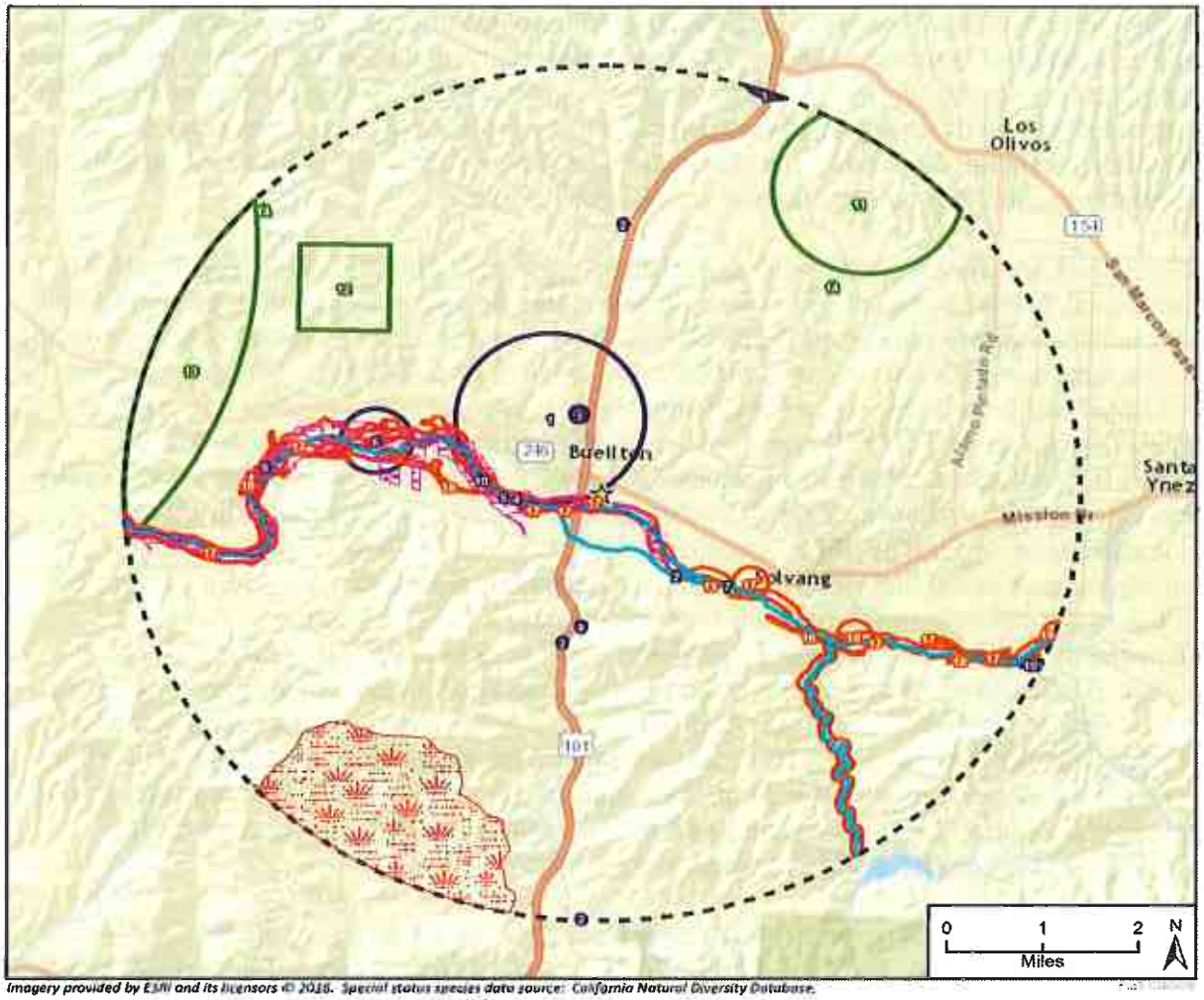


Imagery provided by Google and its licensors © 2016.
Additional data provided by Sid Goldstien Civil Engineer, Inc., 2016.

Figure 1 – Vegetation Communities

The project site is located in southern Santa Barbara County, where the climate is moderate and typifies a Mediterranean coastal climate throughout the year. The majority of rainfall occurs during the winter months and the summers are cool with frequent coastal fog and onshore breezes. On average, temperatures typically range from 45 to 77 degrees Fahrenheit. The majority of the project site consists of flat terrain with elevations ranging from approximately 355 feet above mean sea level (msl) to 334 feet above msl. The project site is within the South Coast Ranges (SCoR) geographic subregion of California. Within this subregion, the project site occurs within the Outer South Coast Range (SCoRO) district. The SCoR subregion is a component of the larger Central Western California geographic region, which occurs within the even larger California Floristic Province (Baldwin et al., 2012). The project site lies within the Santa Ynez River watershed but does not contain any named streams. No drainages are present on site that would be subject to federal and/or state agency jurisdiction(s); the Santa Ynez River is adjacent to the project site but does not extend onto the property and no project elements are proposed for the bed or banks of the river.

a. California Natural Diversity Database (CNDDB) occurrences of special status plants, wildlife, sensitive natural communities (California Department of Fish and Wildlife [CDFW], 2016), and designated critical habitats from the United States Fish and Wildlife Service (USFWS) Critical Habitat Portal (2016) from within five miles of the project site are illustrated on Figure 2.



Imagery provided by ESRI and its licensors © 2016. Special status species data source: California Natural Diversity Database, November, 2016. For more information please contact the Department of Fish and Game. Critical habitat data source: U.S. Fish and Wildlife Service, June, 2016. Final critical habitat acquired via the USFWS Critical Habitat Portal. It is only a general representation of the data and does not include all designated critical habitat. Contact USFWS for more specific data.

- Project Location
- 5 Mile Buffer

CNDDB

- Animals
- Plants
- Natural Communities

Critical Habitat

- California red-legged frog
- Southwestern willow flycatcher
- Steelhead

1 - American badger
2 - California red-legged frog
3 - ferruginous hawk
4 - least Bell's vireo
5 - pallid bat
6 - southwestern willow flycatcher
7 - steelhead - southern California DPS
8 - Townsend's big-eared bat
9 - two-striped gartersnake
10 - western pond turtle
11 - Hoover's bent grass
12 - Miles' milk-vetch
13 - Santa Ynez groundstar
14 - southern curly-leaved monardella
15 - Southern California Steelhead Stream
16 - Southern Coast Live Oak Riparian Forest
17 - Southern Cottonwood Willow Riparian Forest
18 - Southern Willow Scrub

Figure 2

Habitat is marginal for special status plant species due to the high level of previous disturbance and abundance of non-native species; however, a seasonally timed botanical survey has not been completed on the project site. Therefore, the potential for sensitive plants to occur on the project site cannot be ruled out. Impacts to special status plant species may occur from ground-disturbing activities associated with construction of project components in this area. Appropriate measures to avoid this potential impact are described below.

The project site was assessed for the potential to support the California red-legged frog (CRLF) based on the habitats present within and adjacent to the site, occurrences within 1.5 miles of the site, and the condition of the site during the field survey as specified in *Revised Guidance on Site Assessment and Field Surveys for California Red-legged Frogs* (USFWS, 2005). The project site is located within the known range of CRLF in Santa Barbara County based upon the current range depicted in the USFWS Recovery Plan for the California Red-legged Frog (USFWS, 2002). Federally designated critical habitat for the CRLF has also been identified in the vicinity and is located approximately about 3.5 miles southwest of the site (Figure 2). The closest documented occurrence of CRLF (Occurrence #1028) by the CNDDB is approximately 1.15 miles southeast of the site within a landfill pond adjacent to the Santa Ynez River. The project site does not currently contain suitable breeding habitat for CRLF. Currently, no areas of potential pooling of standing water of sufficient depth to support CRLF breeding are present within or adjacent to the project site. All dispersing individuals are expected to occur below the top of bank of the Santa Ynez River; however, dispersing individuals have a low potential to occur within the 100-year floodplain following rain events where the granite trail and overflow outlet are proposed. Thus, potential impacts to this species would occur only if individuals were to be present during construction and be exposed to vehicle and heavy equipment traffic. Appropriate measures to avoid this potential impact are described below.

No suitable habitat or burrowing refuges were identified within the project site for California tiger salamander (CTS). The site is highly disturbed and outside the range of this species in Santa Barbara County (USFWS, 2010). The nearest known or potential breeding ponds are also outside the dispersal distance of this species and are located approximately 3.3 miles northwest (ZACR-10) and 3.90 miles west (SARO-1). This species is not expected to occur within the project site.

The project site is not within identified critical habitat for federally listed species known to occur in the region, such as the CRLF, southern California coast steelhead Distinct Population Segment, CTS, and least Bell's vireo (LBVI). The nearest CRLF Critical Habitat Unit, STB 5, is located about 3.5 miles southwest of the site, and would not be affected by the proposed project (Figure 2). Although designated critical habitat for steelhead and southwestern willow flycatcher is located along the Santa Ynez River south of the site, project related disturbance will occur well outside the top of bank and the critical habitat boundaries for these species. In addition, no impacts to this habitat would occur as a result of project site disturbance and development. The project site has no value as habitat for endangered, rare or threatened species.

Suitable nesting habitat for birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC) occurs in vegetation on site as well as on structures within and adjacent to the project site. Development on the project site may result in direct

impacts to nesting bird species, should active nests be present within the project site at the time of vegetation clearance and structure removal activities.

In addition, potentially suitable nesting habitat for a wide range of birds, including the southwestern willow flycatcher and least Bell's vireo are within 500 feet of the site. No direct impacts to nesting birds or their habitat, including southwestern willow flycatcher and least bell's vireo, outside of the site are expected. Development within the site may result in indirect effects to birds nesting in the vicinity; for example, behavioral changes due to construction noise leading to failure of a nest if birds are actively nesting in the vicinity of areas of disturbance at the time of construction. Therefore, *impacts would be potentially significant unless mitigation is incorporated.*

b. The project site is currently undeveloped, but it is bordered by developed habitat to the north, east, and west, and the Santa Ynez River to the south. Three terrestrial vegetation communities or land cover types occur within the project site: Upland Mustards, Yellow Star-thistle Field, and Ruderal/Developed. All the vegetation communities within the project site are highly disturbed and none of them are considered sensitive or protected habitat types. No riparian or other sensitive resource habitat is present within the project site. The southern portion of the site is adjacent to the Santa Ynez River. The river supports Central Coast Arroyo Willow Riparian Scrub habitat, but this does not extend onto the project site. Therefore, *impacts would be less than significant.*

c. A review of the USFWS National Wetlands Inventory indicates that no federally protected wetlands are present within the project site. In addition, no wetlands or vernal pools were observed within the project site during the reconnaissance survey conducted on November 1, 2016. All project-related work will occur outside the Santa Ynez River's ordinary high water mark (OHWM) and top of bank, and the project would not impact riparian vegetation associated with Santa Ynez River because riparian vegetation is all below top of bank at this location along the river. The project would include bio-filtration beds, which would be connected to infiltration chambers to allow water on-site to slowly percolate into the underlying soil. The beds and chambers would have a 25-year storm capacity. Any additional rain water would be transported down the site's natural grade through the chamber's outlet control structure. At the base of the overflow outlet an un-grouted rip-rap dissipater would be provided to reduce any potential erosion. All water would then flow via over-land sheet flow onto the 100-year floodway and eventually into the Santa Ynez River streambed. The project would not result in impacts to wetlands or streams through direct removal, filling, or hydrologic interruption. Therefore, *impacts would be less than significant.*

d. There are no major wildlife movement corridors across the site, since it is bordered on three sides by existing development. The Santa Ynez River borders the south side of the project site, and is considered an important wildlife dispersal and migration corridor for a variety of wildlife species. The river is designated by the CDFW as a Southern California Steelhead Stream, is designated steelhead critical habitat, and as such provides habitat for steelhead during times when the river is flowing. However, as noted above, no project activities are proposed within the river; all activities are outside top of bank, and any potential runoff from the site is not expected

to have a substantial effect on the river or any habitat associated with the river. Thus, the project would not substantially alter the ability of wildlife to use the river as a movement corridor. Therefore, *impacts would be less than significant.*

e. The Safety Element of the City of Buellton General Plan 2025 (General Plan) requires a setback from the Santa Ynez River. Specifically, Policy S-1 of the element states "new development (habitable structures including commercial and industrial buildings) shall be set back at least 200 feet from the bank of the Santa Ynez River. A lesser setback may be allowed if a hydro-geologic study by a qualified professional can certify that a lesser setback will provide an adequate margin of safety from erosion and flooding due to the composition of the underlying geologic unit, to the satisfaction of the County Flood Control District, and a lesser setback will not adversely impact sensitive riparian corridors or associated plant and animal habitats, as determined by a qualified biologist, or planned trail corridors. Passive use trails may be allowed within setback areas."

The limits of development associated with the proposed project are located outside of the 200-foot setback area of the Santa Ynez River. The project includes a six-foot wide decomposed granite trail within the 200-foot setback area; however, as previously indicated, passive use trails may be allowed in setback areas.

Three native tree species were documented either within or immediately adjacent to areas of proposed disturbance within the project site: coast live oak (*Quercus agrifolia*), Fremont cottonwood (*Populus fremontii*), and California black walnut (*Juglans californica*) (Figure 1). All three tree species are large enough to qualify for the *Native Tree Protection Ordinance* described below.

Chapter 12.32 of the City of Buellton Municipal Code contains *The Native Tree Protection Ordinance*. This ordinance applies to natively-occurring (not planted) coast live oak, cottonwood, and sycamore trees that are eight inches or greater in trunk diameter at breast height for a single trunk tree, as well as native trees of these species with multiple stems with the cumulative total of the stem diameters at breast height summing to 12 inches or greater. The *Native Tree Protection Ordinance* outlines preservation and removal standards as well as replacement standards for removed natively-occurring trees. Standards for replacement of removed trees based on the ordinance include a replacement ratio of three oak trees planted for every oak tree removed, and a ratio of two cottonwood or sycamore trees planted for every cottonwood or sycamore tree removed. Tree replacements are also required to be nurtured for five years, the last two without supplemental water. At the end of the five-year monitoring period, all replacement trees must be alive, in good health as determined by the arborist, and capable of surviving without nurturing and protection.

Two native coast live oak trees with trunks eight inches or greater in trunk diameter at breast height would be removed as a result of the proposed project. Chapter 12.32 of the City of Buellton Municipal Code would apply to both of these trees. No cottonwoods would be removed, and the project site does not contain any sycamores. In addition, heavy machinery would operate in the immediate vicinity of a Fremont cottonwood which would meet the protected tree status as

defined in 12.32.050, specifically in the southwest corner of the project site. There is potential for root compaction, attrition, and death of the protected tree depending on the degree of disturbance. This would be a potentially significant impact. Therefore, *impacts would be potentially significant unless mitigation is incorporated.*

f. The proposed project does not conflict with an adopted or approved Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, there would be *no impact.*

Findings and Mitigation: The following mitigation measures are required to be incorporated into the project to mitigate potential impacts to a less than significant level:

BIO-1(a) **Special Status Plant Species Surveys.** Prior to the start of on-site construction activities and when special status plants are in a phenological stage conducive to positive identification (i.e., usually during the blooming period for the species), the applicant shall ensure an approved biologist will conduct surveys for special status plant species throughout suitable habitat within the project site.

BIO-1(b) **Special Status Plant Species Avoidance**. If special status plant species are discovered within the study area, the applicant shall ensure an approved biologist will flag and fence these locations before construction activities start to avoid impacts.

BIO-1(c) **Restoration Plan.** If avoidance is not feasible; the applicant shall ensure all impacts be mitigated at a minimum ratio of 2:1 (number of acres/individuals restored to number of acres/individuals impacted) for each special status plant species that is impacted as a component of habitat restoration. The applicant shall prepare and submit a restoration plan to the City of Buellton for approval. The restoration plan shall include, at a minimum, the following components:

- Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type);
- Goal(s) of the compensatory mitigation project [type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved];
- Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values);
- Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan [including species to be used, container sizes, seeding rates, etc.]);
- Maintenance activities during the monitoring period, including weed removal and irrigation as appropriate (activities, responsible parties, schedule);

- Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year, along with performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, and annual monitoring reports to be submitted to the City for a maximum of five years;
- Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 percent survival of container plants and 30 percent relative cover by vegetation type;
- An adaptive management program and remedial measures to address any shortcomings in meeting success criteria;
- Notification of completion of compensatory mitigation and agency confirmation; and
- Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism).

BIO-2 **Pre-construction Survey.** A pre-construction survey for California red-legged frog shall be conducted of the project site within the 100-year floodplain by a qualified biologist within 30 days of the start of construction of the granite trail and overflow outlet. A report documenting results of the survey shall be provided to the City of Buellton prior to the issuance of any building permits. In the event any life stage of any sensitive species is encountered, measures in BIO-4 below shall be implemented.

BIO-3 **Construction Practices to Minimize Effects**. The following measures shall be implemented during construction to minimize the potential for inadvertent or indirect effects on sensitive species:

- If construction occurs between November 1 and April 30, the qualified biologist should conduct a pre- activity clearance sweep prior to start of project activities within 48 hours after any rain events of 0.1 inch or greater.
- If trenches are not closed nightly, then adequate means of escape shall be provided (i.e. earthen ramps not more than 2:1 slope, wooden boards, etc.). Trenches shall be inspected daily for wildlife and shall be inspected immediately prior to backfilling.
- Before any activities begin within the 100-year floodplain, an approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the CRLF and its habitat. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

BIO-4 **Procedures for Sensitive Species, if Encountered.** In the event the pre-construction survey identifies the presence of California Red-legged frog, the applicant shall stop work and comply with all relevant requirements of the federal Endangered Species Act, including obtaining the appropriate clearances or permits from the USFWS, prior to re-initiating activities.

BIO-5 **Native/Breeding Native Bird Protection.** To avoid impacts to nesting birds, including birds protected under the Migratory Bird Treaty Act and CFGC, all initial ground disturbing activities, including tree and structure removal, should be limited to the time period between August 16 and January 31 (i.e., outside the nesting season) if feasible. If initial site disturbance, grading, and vegetation removal cannot be conducted during this time period, a pre-construction survey for active nests within the project site shall be conducted by a qualified biologist at the site no more than two weeks prior to any construction activities. If an active bird nest is located, the nest site shall be fenced at a distance commensurate with the particular species and in consultation with CDFW until juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area. The project proponent shall record the results of the recommended protective measures described above to document compliance with applicable state and federal laws pertaining to protection of native birds.

BIO-6 **Native Tree Removal.** Protected trees shall not be removed without prior authorized consent from the planning director. Prior to the removal of any protected tree, the applicant shall submit an application, on a form authorized by the city, along with the applicable fee, to the planning department of the city for determination by the planning director. Replacement standards shall include the following:

- All oak trees of sizes defined as protected in the Native Tree Ordinance shall be replaced at a ratio of three oak trees planted for every oak tree removed.
- Prior to removal of any protected trees, a tree replanting schedule, site plan, and long term maintenance plan shall be submitted and approved.
- Replacement oak trees that are planted must come from nursery stock grown from locally-sourced acorns, or use acorns gathered locally, preferably from the same watershed in which they are planted.
- Replacement oak trees shall be established in a location suitable for their growth and survival as determined by an arborist, no closer than twenty (20) feet from each other or from existing oak trees and no farther than one hundred sixty-five (165) to one hundred eighty (180) feet from each other or existing oak trees unless otherwise approved by the arborist.
- The replacement trees shall be nurtured for five years, the last two without supplemental watering. At the end of the five years, all replacement trees must be alive, in good health as determined by the arborist, and capable of surviving without nurturing and protection

- Each replacement tree must be protected against damage from ground disturbance, soil compaction, or over-irrigation within the dripline. It must be fenced to protect it from browsing by animals both below and above ground until it has reached a minimum of eight feet in height.

BIO-7 **Native Tree Protection.** Existing protected trees on and adjacent to the project site shall be avoided through setbacks and installation of protective fencing to the extent feasible during demolition and construction. All fencing must be installed prior to the beginning of construction activities.

Plan Requirements and Timing. The applicant shall provide pre-construction survey results in measure BIO-1 prior to final approval of building permits by the City. On-going measures required by BIO-2 shall be accomplished by the applicant during construction. In the event California Red-legged frog or any other sensitive species is identified on the project site, the applicant shall coordinate with the USFWS, CDFW and/or City as appropriate and implement measure BIO-3 described above.

Monitoring. City staff will review any pre-construction survey report, and will perform on-site inspections as necessary during construction. If measures in BIO-3 are necessary, City staff will monitor activities between the applicant/owner, City, CDFW and/or USFWS, as appropriate.

Effectiveness of Mitigation Measures. Potentially significant impacts to special status plants, CRLF, nesting birds, protected trees, and other sensitive species would be feasibly mitigated to a less than significant level with implementation of the above measures.

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 historic resources located on the site, so no impacts to historic resources would occur.

b., c. The project site is undeveloped and vacant. A portion of the project site is located within the 100-year flood boundary of the Santa Ynez River. No known artifacts have been found on this site, therefore the potential for future discoveries is extremely unlikely. Any artifacts located on this property would have been removed or destroyed through past flood events. In the

unlikely event that previously unidentified cultural resources are encountered during site grading activities, state laws related to the protection of cultural resources would apply. Less than significant impacts are anticipated.

d. Since no known cemetery uses or pre-historic burial sites are located on or adjacent to the site, the proposed project would result in no impacts to human remains. If human remains are discovered, Health and Safety Code sections 7050.5 and 5097.98 contain protocols that must be followed.

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 unanticipated cultural resources are exposed during construction of a 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 the 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.

a. Geologic Hazards:

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

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

The largest upper level earthquake (ULE) in Buellton would be an approximate 7.8 moment magnitude earthquake on the San Andreas Fault. Such an event could produce peak horizontal ground acceleration on the order of 0.16g[3]. Due to the relative location of the Los Alamos-Baseline (approximately 8 kilometers south), Santa Ynez (approximately 10 kilometers northeast), and North Channel Slope (approximately 25 kilometers east) faults to Buellton, higher ULE accelerations may be expected from these faults. Although higher accelerations may be experienced in Buellton from these faults, compared to events on the San Andreas Fault, the recurrence interval for such events is much longer than for an event on the active San Andreas Fault Zone. Seismic safety issues would be addressed through the California Building Code and implementation of the recommendations on foundation and structural design contained in the geotechnical investigation. Less than significant impacts would result.

Seismic Ground Failure: Liquefaction is the phenomenon in which soil temporarily loses strength due to a buildup of excess pore-water pressure caused by seismic shaking. The primary factors influencing liquefaction potential include depth of groundwater, soil type, relative density of sandy soils, overburden pressure, fines content and the intensity and duration of ground shaking. Liquefaction potential is greatest in saturated, loose, poorly graded fine sands with grain size (D50) in the range of 0.1 to 0.5 millimeters. A review of boring logs reveals that the bulk of the soils encountered on the project site are cohesionless sands and gravels. Based on this the potential for liquefaction should be considered low due to the high blow counts encountered (Braun & Associates Inc, 2016).

General Plan Safety Element Policy S-1 requires that new development (habitable structures including commercial and industrial buildings) be set back at least 200 feet from the bank of the Santa Ynez River. The nearest inhabited structure (the bowling alley) would be setback 200 feet from the river. The project would be consistent with this policy in this respect, which will

[3] 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.

minimize liquefaction hazards.

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

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.

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 bowling alley structure and related improvements. Cutting and filling may result in increased erosion. 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: While the site is suitable from a geotechnical engineering standpoint, for the construction of the proposed project, the Soils Investigation (August 2016) by Braun and Associates provided specific recommendations for project design and construction. These project design recommendations related to grading, building foundation, driveway and parking area construction, etc. will be included as conditions of approval for the project.

Based upon the borings and analysis performed as part of Soils Investigation, it was concluded that: There is a low potential for liquefaction to occur on the site due to due to the high blow counts encountered. Therefore, less than significant impacts would occur with respect to liquefaction. A similar conclusion was made regarding the potential for lateral spreading. The report concludes that the potential for lateral spreading is low due to the presence of cohesive dense soils.

The soil conditions of the project site consist of topsoil to approximately 2 feet below the ground surface. Below the topsoil, Flood Plain Deposits were encountered to a depth of 30 feet below the ground surface. Moisture contents varied between 2.1% and 26%. The Soil Report (2016) concluded that, in general, these soils were found to have a low expansion index. Therefore, there is a less than significant impact related to expansive soils for the project site.

As a result of the soils investigation conducted by Braun & Associates, fill material was present on the site in certain locations due to previous usage of the parcel. Re-grading will be necessary to remove and re-compact the loose topsoil and any uncertified fills. Additionally, the recommendations included in the Soils Investigation by Braun and Associates (2016) will be included as conditions of approval to be incorporated into the project design and construction to ensure that impacts are less than significant.

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

Findings and Mitigation: All development of the site must follow standard California Building Code requirements. Compliance with these regulations and requirements and the recommendations contained in the Soils Investigation would result in less than significant geology related impacts. The Public Works Department/City Engineer will verify that the final project design incorporates any design recommendations from an approved project-specific geologic study prior to issuing grading permits.

	Potentially Significant Impact	Potentially Significant Unless 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	

Setting

Project implementation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to global 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 percent reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. Furthermore, on September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, which requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 extends AB 32, directing the California Air Resources Board (ARB) to ensure that GHGs are reduced to 40 percent below the 1990 level by 2030.

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. According to the adopted CEQA Guidelines, impacts related to GHG emissions from the proposed project would be significant if the project would:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or*
- *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

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 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). The SBCAPCD has developed GHG thresholds for stationary projects, which include equipment, processes, and operations that require an APCD permit to operate. Neither the City of Buellton nor the SBCAPCD has developed or adopted GHG significance thresholds for residential and commercial projects; 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 GHG thresholds are summarized in Table 1.

Table 1
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_2e/yr OR Efficiency Threshold of 4.9 MT CO_2e/SP*/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

thresholds 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 CO_2E per year.

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these comprise 98.9 percent 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 SF_6, were also considered for the analysis. However, because the project is a small recreational and restaurant 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 CO_2 (CO_2e). 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 CO_2e 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 address 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 over a 50-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. 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 cut and fill, with a net export of 1,238 cubic yards (cy). Default CalEEMod haul trip lengths were assumed for export. Emissions associated with the construction period were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1, based on an estimated construction schedule of 18 months and

the CalEEMod default projects for the equipment used during construction. Complete results from CalEEMod and assumptions can be viewed in Appendix A.

As shown in Table 2, construction activity associated with the project would generate an estimated 629 metric tons of CO_2e units. Amortized over a 50-year period (the assumed life of the project), construction of the proposed project would generate an estimated 12.6 metric tons of CO_2e per year.

Table 2
Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent (CO_2E)
Total Estimated Construction Emissions	629.2 metric tons
Amortized over 50 years	12.6 metric tons per year

See Appendix A for CalEEMod Results.

On-Site Operational Emissions. Operational emissions from use of the proposed project were also estimated using CalEEMod (see Appendix A for calculations). Operational impacts include emissions from energy and natural gas; area sources including consumer products landscape maintenance, and architectural coatings; waste generations; water and wastewater usage; and mobile combustion. The project's use of high efficiency LED lighting and water efficient landscaping was taken into account in CalEEMod; therefore, the mitigated emissions from the CalEEMod results are reported herein.

Direct Emissions from Mobile Combustion. Emissions from vehicles driving to and from the site were based on the Traffic and Circulation Study conducted by the Associated Transportation Engineers (2016). Emissions of CO_2 and CH_4 from transportation sources were quantified using CalEEMod. The project would increase land use diversity in the vicinity of the project site by introducing a mix of recreational and restaurant uses near residential areas, reducing vehicle trips and vehicle miles traveled (VMT) from local residents leaving the city to access similar amenities elsewhere. The project site is also less than 0.1 mile east of a Santa Ynez Valley Transit stop. Furthermore, the project is expected to require 15 full-time and 30 part-time employees or 30 full time equivalents, which would increase job density on the currently vacant site. Reductions in VMT from land use diversity, increased job density, and transit accessibility were taken into account in the CalEEMod results reported herein. Because CalEEMod does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (refer to Appendix A for calculations). Emission rates for N_2O 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 3 combines the construction and operational GHG emissions associated with development for the proposed project. As described above, emissions associated with construction activity (approximately 629 metric tons CO_2e) are amortized over 50 years (the anticipated lifetime of the project).

Table 3
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Construction	12.6 metric tons CO_2e
Operational	
Area	<0.1 metric tons CO_2e
Energy	212.9 metric tons CO_2e
Solid Waste	122.4 metric tons CO_2e
Water	41.0 metric tons CO_2e
Mobile	
From CO_2 and CH_4	1,116.3 metric tons CO_2e
From N_2O	55.7 metric tons CO_2e
Total	**1,560.9 metric tons CO_2e**
Threshold	*1,150 metric tons CO_2e*
Threshold Exceeded?	**Yes**

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

As shown in Table 3, the combined annual emissions would total approximately 1,561 metric tons per year of CO_2e. These emissions exceed the applicable threshold of 1,150 metric tons per year. Therefore, impacts resulting from GHG emissions would be *potentially significant unless mitigation is incorporated.*

Mitigation Measures

Implementation of the following mitigation measure would be required to reduce impacts to a less than significant level.

GHG-1 **GHG Reduction Plan.** The project shall reduce operational GHG emissions through implementation of one or more of the following measures:

A. Prior to permit issuance, develop a project GHG Reduction Plan that reduces annual GHG emissions from the project by a minimum of 411 MT CO_2e per year over the operational life of the project. The plan will be implemented on site by the project

applicant and may include, but is not be limited to, the following components:

1. Charging stations for alternative fuel vehicles
2. Energy and water efficient equipment, appliances, heating and cooling
3. Energy efficient lighting
4. Green building and roofs
5. Water conservation and recycling
6. Renewable energy production
7. Trip reduction (e.g., employee ridesharing, vanpool/shuttle)
8. Carbon sequestration
9. Recycling and composting of solid waste

B. If GHG emissions cannot be fully reduced by a minimum of 411 MT CO_2e per year over the operational life of the project through compliance with a project GHG Reduction Plan, purchase carbon offsets to reduce GHG emissions below threshold levels.

Plan Requirements and Timing. Applicable elements of the project GHG Reduction Plan shall be reflected on project site plans prior to permit approval. If GHG emissions cannot be reduced through compliance with such a plan, purchased carbon offsets shall be approved by Planning Department staff prior to permit approval. **Monitoring**: Condition compliance shall monitor and verify implementation of measures included in the GHG Reduction Plan to ensure implementation of mitigation measures included in the plan.

Mitigation Measure GHG-1 would feasibly reduce GHG-related impacts to a less than significant level. As demonstrated in Table 4, although the GHG Reduction Plan could include a mix of options, implementing renewable energy production like solar panels on site to provide 80% of energy needs, implementing a trip reduction program and ride sharing program, installing low flow toilets and faucets, reducing solid waste disposal by 75 percent, and purchasing 90 metric tons of carbon offsets annually[4] would reduce the project's GHG emissions to the threshold level of 1,150 metric tons of CO_2e per year.

[4] A carbon offset is a credit for GHG reductions achieved by an activity outside the capped sectors of industrial, transportation fuels and natural gas, and electric power (Climate Policy Initiate website, accessed December 2016). Under the California Cap and Trade Program, each compliance offset credit is equal to 1 MT of CO2e. As of December 8, 2016 the price of one carbon credit was approximately $12.95 per MT of CO_2e.

Table 4
Combined Annual Emissions of Greenhouse Gases with Mitigation Measure GHG-1

Emission Source	Annual Emissions
Construction	12.6 metric tons CO_2e
Operational	
Area	<0.1 metric tons CO_2e
Energy	83.2 metric tons CO_2e
Solid Waste	30.6 metric tons CO_2e
Water	34.8 metric tons CO_2e
Mobile	
From CO_2 and CH_4	1,028.2 metric tons CO_2e
From N_2O	50.8 metric tons CO_2e
Purchased Carbon Offsets	90.2 metric tons CO_2e
Total	**1,150 metric tons CO_2e**
Threshold	*1,150 metric tons CO_2e*
Threshold Exceeded?	**No**

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

b) The City of Buellton has not adopted a Climate Action Plan. The County of Santa Barbara Planning Commission adopted the Energy and Climate Action Plan (ECAP) for the County of Santa Barbara in May 2015 (County of Santa Barbara 2015). However, this plan applies to unincorporated areas of Santa Barbara County and not incorporated cities such as Buellton. SBCAG has incorporated sustainable community strategy into its Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) plan, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2040 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS sets forth goals and objectives related to mixed-use development and the jobs-housing imbalance. The RTP/SCS includes an objective to "encourage affordable and workforce housing and mixed-use development within urban boundaries." In addition, the RTP/SCS looks to increase jobs within the City of Buellton, in order to bring the jobs-housing ratio in Buellton up from 1.08 to closer to the ideal ratio of 1.5. The project is consistent with the mixed-use objective through the creation of recreation and retail uses near existing residential areas and would create job opportunities within Buellton to increase the jobs-housing ratio.

In addition, the project would be required to comply with existing State regulations, which include increased energy conservation measures and other actions adopted to achieve the overall GHG emissions reduction goals identified in AB 32. Because there is no locally adopted GHG Reduction Plan to reduce emissions from new development, the project would be consistent with the applicable land use and zoning designations, and the project would not conflict with any State regulations intended to reduce GHG emissions statewide, the project would be consistent

with applicable plans and programs designed to reduce GHG emissions. Therefore, 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 bowling alley, restaurant and family entertainment 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 school is Zaca Pre-School and After School, which is about 0.9 miles west of the site. No impacts are anticipated.

d. Hazardous Materials Sites: The project site is vacant, and it is not anticipated that there will be any evidence of past underground storage tanks or soil contamination. However, no Environmental Site Assessment was conducted for the project to verify that the site is not included on the list pursuant to Government Code Section 65962.5. Therefore, the potential for contaminated soil on the project site exists. A Mitigation Measure is included to provide a Phase I Environmental Site Assessment prior to issuance of building permits. This would ensure that the impact would be less than significant.

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 located on an infill site surrounded by existing commercial development at the southern edge of the City. The site is located within a wildland fire hazard area as identified in the Safety Element of the Buellton General Plan. The proposed project is a bowling alley, restaurant and family entertainment center. Thus, there will be no permanent residents on the property, as there is no residential component to the project. 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. Therefore, impacts are considered less than significant.

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

HAZ-1 **Phase I Environmental Site Assessment.** Prior to issuance of building permits, a Phase I Environmental Site Assessment prepared in accordance with the standards for such assessments promulgated by the EPA shall be conducted by a qualified professional to determine the potential for onsite soil contamination, and the recommendations of that report (if any) shall be followed.

Monitoring:
The Planning Department will verify that the Phase I ESA has been completed, and that its recommendations are followed prior to issuance of building permits.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

a. RWQCB Standards: The proposed project would discharge wastewater directly to the public sewer system, including passing through a grease interceptor per City ordinance for 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 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. Runoff/Erosion and Siltation: The project proposes to collect runoff through the construction of several depressed bioretention facilities in the area of new development. The facilities will treat storm water runoff, as well as retain on-site stormwater runoff in a gravel bed constructed below the soil mix. The Preliminary Drainage Report conducted by Sid Goldstien Civil Engineer, Inc. has concluded that with the inclusion of the proposed bioretention facilities, there will be a reduction in the flow leaving the project site in a 10-year storm event. Additionally, a Flood Study will be required prior to issuance of permits to ensure that there will be no adverse impacts to upstream properties. Therefore, less than a significant impact would result.

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.

d. Alter Drainage Pattern: The existing drainage pattern of the site flows southerly as sheet flow to the Santa Ynez River. The drainage pattern would not change as a result of this project, and in fact may improve from an erosion perspective, since drainage will be regulated to flow into the proposed bioretention facility and underground detention chamber to regulate the flow to the river. Impacts are considered less than significant.

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: A portion of the parcel which the project is located on is within the 100-year flood plain, however, the area where development will occur is not within the 100-year flood plain, and no housing is proposed as part of the project. No impacts to housing would occur.

h. Flood Hazards: The portion of the site which the structure will be located is not within the 100-year flood plain. As a condition of approval, the Public Works Department is requiring a hydraulic and hydrologic study from the applicant that must demonstrate there will be no adverse impact to upstream properties. Once the recommendations of this study are implemented, the project is not expected to significantly impact existing development along the river upstream.

i. Flooding and Dam Failure: The project site is located in a dam failure inundation hazard area. However, as this is a commercial project with limited patronage at any one time, the impacts are not considered significant.

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

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation 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, on the edge of existing development in a commercial portion of the City. 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 will maintain access to an existing easement along the Santa Ynez River, which is planned to accommodate a future multi-purpose trail under the City's 2012 Bicycle and Pedestrian Master Plan.

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

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

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 will maintain access to an existing easement along the Santa Ynez River, which is planned to accommodate a future multi-purpose trail under the City's 2012 Bicycle and Pedestrian Master Plan.

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

Consistent: Based on the traffic study prepared for the project, all roads and intersections would operate at LOS "C" or better, with the exception of the P.M. peak hour for the intersection and Highway 246 and McMurray Road. As set forth in the City's General Plan, programmatic improvements to the State Route 246/ McMurray Road intersection (lane additions) would return the LOS to acceptable level over time. New development projects in the City are required to pay into the Traffic Improvement Fee Program, with such payments representing a fair share cost of identified improvements to mitigate incremental project impacts.

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-9: The number of new driveways on Highway 246 should be minimized.

Consistent: Access to the project site will be provided through an existing driveway along Highway 246.

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-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 will maintain access to an existing easement along the Santa Ynez River, which is planned to accommodate a future multi-purpose trail under the City's 2012 Bicycle and Pedestrian Master Plan.

Conservation and Open Space Element

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

Consistent: Development must follow all applicable regulations set forth by the Regional Water Quality Control Board and City of Buellton standards.

Noise Element

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

Consistent: The project is in a commercially-zoned area, surrounded by mostly commercial uses. The majority of the activities associated with the project will occur inside an enclosed building. However, the project includes an outdoor patio and three bocce ball courts. There are two existing non-conforming residential units to the south west of the project site. Two 10-foot tall wind walls will be constructed at the southwest portion of the project site, which will minimize the noise impact to the nearby existing residences.

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: A portion of the project site is within the 100-year floodplain of the Santa Ynez River, however no development is proposed to occur within the floodplain, with the exception of a passive trail, a small portion of the paved parking lot, outdoor patio area and wind walls, and bocce ball courts. The project's grading and drainage plan shows how runoff from the site will be directed to a proposed underground detention chamber system. Onsite improvements 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-1: New development (habitable structures including commercial and industrial buildings) shall be set back at least 200 feet from the bank of the Santa Ynez River. A lesser setback may be allowed if a hydro-geologic study by a qualified professional can certify that a lesser setback will provide an adequate margin of safety from erosion and flooding due to the composition of the underlying geologic unit, to the satisfaction of the County Flood Control District, and a lesser setback will not adversely impact sensitive riparian corridors or associated plant and animal habitats, as determined by a qualified biologist, or planned trail corridors. Passive use trails may be allowed within setback areas.

Consistent: The proposed building within the project area is setback at least 200 feet from the river bank. A small portion of the paved parking lot, outdoor patio area and wind walls, and bocce ball courts will be located within the floodplain. These types of amenities are permitted

within the floodplain. A proposed trail connection will also be located in the setback area. No other uses will be located in within the 200-foot setback area.

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.

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 investigation has been prepared for the project and the project is subject to the California Building Code. A Final Soils Report will be required that incorporates the design requirements and recommendations listed in the preliminary Soils Investigation conducted by Braun & Associates.

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

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

Consistent: The project incorporates features called for in this policy, including a bio-filtration system to treat and capture stormwater on-site. This will minimize erosion potential.

Table 1. Project Consistency With CR Zoning District Standards

Development Feature	City Requirement	Proposed	Project Consistency
Minimum Lot Area	No minimum	10.26 acres	Consistent
Front Setback	None	45.5 feet (7.5 feet to parking)	Consistent
Side Setback	None, 3 feet minimum if proposed	132.66 feet (6.66 feet to parking)	Consistent
Rear Setback	10 feet	200 feet from top of bank	Consistent
Landscaping	5% Minimum	17%	Consistent
Site Coverage	No Maximum	26.5%	Consistent
Height Limits	35 feet	38 feet 5 inches	Development Plan Modification Required
Parking	Bowling Alley: 8 per lane (144 spaces for 18 lanes) 1 loading space per building (1 space) 1 per 5 employees = 152 total, plus 1 loading	186 spaces (including 6 accessible and 4 compact spaces) plus 1 loading	Consistent

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

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 Incorporation	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. Highway 246 runs parallel, approximately 550 feet to the north of the project site boundary, and Highway 101 is located approximately 900 feet to the west of the project site. While residual noise may be experienced from Highway 246, Highway 101 is the primary transportation noise source on the project site. Existing commercial uses are located in the immediate vicinity of the project site. According to the City of Buellton General Plan, roughly three quarters of the project site is located within the existing 60 dB noise level contour, with the remainder of the site with noise contours less than 60dB.

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. Sensitive receptors near the project site include two existing non-conforming residences located approximately 100 feet south west of the project site, and a residential neighborhood located approximately 650 feet north of the site in the Thumbelina neighborhood. The project site is located in an existing commercial area, and other existing commercial uses are located in closer proximity to the Thumbelina neighborhood.

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 business commercial developments, exterior noise up to 65 dBA CNEL is clearly acceptable, noise between 66-75 dBA CNEL is normally acceptable, and noise levels from 76 -80 dBA is normally unacceptable. Anything above 80 dBA is clearly unacceptable.

Impact Analysis

a., c. The proposed project would introduce a new bowling alley and family entertainment center, as well as an outdoor patio area with bocce ball courts. Operational noise concerns associated with the proposed project would be limited to noise generated from deliveries, parking lot use, and patrons using the outdoor patio and bocce ball courts. The majority of the activity associated with the project would occur inside the building. Noise generated from the outdoor patio and bocce ball courts will be partially blocked by wind walls that will be located on the south west side of the building. These walls will block some of the noise that may result from the outdoor uses from the two existing residential homes located to the south west of the site. Therefore, the project would result in a *less than significant impact* on area receptors from noise resulting from the proposed outdoor uses. In addition, the potential for noise from traffic is also addressed below.

Traffic 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. The contours assist in setting land use policy and establishing development standards. The majority of the project site is located within the 60 dB existing or future noise contour depicted on the City of Buellton 2025 General Plan Noise Element maps for 2005 and 2025. The existing noise contours include approximately three quarters of the project site in the 60 dB noise contour, with the remainder in noise contours less than 60 dB. The future noise contours for 2025 show the majority of the project site in the 60 dB noise contour, with a small portion of the project site at the southwest corner in the 65 dB noise contour. However, no portion of the area proposed to be developed on the project site is located

within the 65 dB noise contour. Therefore, the existing exposure from Highways 101 and 246, as well as the Avenue of the Flags is 60 dB or less at the proposed 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 State Highway 246 (SR 246) and U.S. Highway 101 and noise associated with existing commercial uses in the immediate vicinity of the project site. Motor vehicle noise is characterized by a high number of individual events, which create a sustained noise level. This project is located in an existing commercial development with existing motor vehicle traffic utilizing the private access road for access to other existing business in the commercial development.

There are two sensitive noise receptors (single family residential homes) located immediately to the south of the private access road leading to the project site. There are residential receptors located along Highway 246, the Thumbelina neighborhood. However, State Route 246 intersects the proposed project site and the Thumbelina neighborhood. Due to the high level of traffic that currently exists along Highway 246, the proposed project would not generate excessive noise along SR 246 beyond what currently exists. Therefore, the project would result in a *less than significant* impact on area receptors from traffic noise.

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 any barrier attenuation from intervening buildings. The nearest residential neighborhood is roughly 650 feet away in the Thumbelina neighborhood, but are partially blocked by intervening development. Highway 246 separates the project site from the residential neighborhood to the north. The two existing non-conforming residential homes located approximately 100 feet south west of the project site would be exposed to construction noise due to their proximity to the project site. Policy N-7 of the Noise element of the General Plan requires that 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. *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: Impacts would be less than significant, therefore no mitigation is required.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 commercial development.

b, c. Displacement: The otherwise vacant site consists of one single family residence. The existing residence is a legal non-conforming structure on a property zoned General Commercial (CR). The structure will be removed as part of the project. The person(s) residing in the existing residence will be displaced; however, this amount of displacement will not require construction of replacement housing.

Findings and Mitigation: A less than significant impact 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 within 1.0 mile of the project site and is within the 5-minute response time of the station. Fire protection impacts are considered less than significant.

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

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

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

b. Construction of Recreational Facilities: The project includes a bowling alley and outdoor bocce ball courts, which would provide commercial recreational opportunities to serve the community. No adverse impacts would occur.

Findings and Mitigation: No impacts would occur, so 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 study (December 22, 2016 and updated on February 9, 2017) has been prepared by Associated Transportation Engineers (ATE) 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. Table numbers are in correspondence with the original Traffic and Circulation Study. Prepared by Associated Transportation Engineers. The complete traffic study is available for review at the Buellton Planning Department, 107 West Highway 246, Buellton and on the City of Buellton website.

Project Generated Traffic

Trip generation estimates were calculated for the Live Oak Lanes project using rates presented in the Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition for Bowling Alley (Land-Use Code #437). Table 2 summarizes the average daily trips (ADT), and P.M. peak hour generation estimates for the project.

Table 2. Project Trip Generation

Land Use	Size	ADT		P.M. Peak Hour	
		Rate	Trips	Rate	Trips
Bowling Alley	18 lanes	33.33	1,521	1.71	78 (48/30)

The data presented in Table 2 shows that the Live Oak Lanes project would generate 1,521 average daily trips and 78 P.M. peak hour trips. The peak hour trips are 48 inbound and 30 outbound. The project will generally serve the local Buellton area, with a small portion of trips coming from other areas of Santa Barbara County. Therefore, the distribution is expected to be 20% eastbound and 45% westbound on Highway 246, 10% of trips generated using Highway 101 and 25% generated from local residential roads in Buellton near the project site. At the Highway 246/private access road intersection, the projected added P.M. peak hour trips would be:

- 6 EB right
- 24 WB left
- 38 SB right
- 10 SB left

Potential Traffic Impacts

Project Specific Impacts

Traffic flow on urban arterials is most constrained at intersections. Therefore, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. Existing levels of service for the study-area intersections were calculated using the Highway Capacity Manual (HCM) signalized and unsignalized intersection methodologies as required by the City of Buellton. In rating an intersection's operating condition, "Level of Service" (LOS) "A" through "F" are used. Level of Service "C" or better traffic conditions shall generally be 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, which over time would return the LOS to acceptable levels. Table 1 shows existing P.M. peak hour levels of service. The table shows that all intersections are currently operating at Level of Service "C" or better.

Table 1
Existing P.M. Peak Hour Levels of Service

Intersection	Control Type	P.M. Peak Delay/LOS
State Route 246/Project Driveway	Signal	6.0 sec./LOS A
State Route 246/Freear Dr.	Signal	11.8 sec./LOS B
State Route 246/Mc Murray Rd	Signal	27.5 sec./LOS C
U.S. Highway 101 NB Ramps/State Route 246	Signal	18.4 sec./LOS B
U.S. Highway 101 SB Ramps/State Route 246	Signal	15.3 sec./LOS B

As indicated in Table 4, the addition of project-generated traffic at the study-area intersections will continue to operate in the LOS "A" – "C" range during the P.M. peak hour period. Based on the City of Buellton impact threshold criteria, the project would not have a significant impact to the study area intersections at the project-specific level.

Table 4
Existing +Project P.M. Peak Hour Intersection Levels of Service

Intersection	P.M. Peak Hour			
	Existing		Existing + Project	
	Delay	LOS	Delay	LOS
State Route 246/Project Driveway	6.0 sec./veh.	LOS A	6.4 sec./veh.	LOS A
State Route 246/Freear Dr.	11.8 sec./veh.	LOS B	14.1 sec./veh.	LOS B
State Route 246/Mc Murray Rd.	27.5 sec./veh.	LOS C	30.1 sec./veh.[a]	LOS C
U.S. Highway 101 NB Ramps/State Route 246	18.4 sec./veh.	LOS A	18.6 sec./veh.	LOS B
U.S. Highway 101 SB Ramps/State Route 246	15.3 sec./veh.	LOS B	15.5 sec./veh.	LOS B

Note: (a) Protected left-turn phasing on all approaches.

Cumulative and Project Impacts

Cumulative and project traffic volumes were forecast for the study-area intersections assuming development of the approved and pending projects proposed within the City of Buellton. A complete list of approved and pending projects can be found in the full report (ATE, 2016). As a result of development of the approved and pending projects in the City of Buellton, the SR 246/McMurray Road intersection would operate in the LOS "D" range during the P.M. peak hour period (Table 6 below). Based on the City of Buellton impact threshold criteria, the project would have a cumulative impact to the State Route 246/McMurray Road intersection.

Table 6
Cumulative + Project P.M. Peak Hour Intersection Levels of Service

Intersection	P.M. Peak Hour			
	Cumulative		Cumulative + Project	
	Delay	LOS	Delay	LOS
State Route 246/Project Driveway	5.8 sec./veh.	LOS A	6.5 sec./veh.	LOS A
State Route 246/Freear Dr.	14.5 sec./veh.	LOS B	19.0 sec./veh.	LOS B
State Route 246/Mc Murray Rd.	41.5 sec./veh.	LOS D	45.0 sec./veh.[a]	LOS D
U.S. Highway 101 NB Ramps/State Route 246	18.6 sec./veh.	LOS B	18.6 sec./veh.	LOS B
U.S. Highway 101 SB Ramps/State Route 246	17.7 sec./veh.	LOS B	17.9 sec./veh.	LOS B

Note: (a) Protected left-turn phasing on all approaches.

As set forth in the City's General Plan, programmatic improvements to the State Route 246/McMurray Road intersection (lane additions) would return the LOS to an acceptable level over time. Additionally, new development projects in the City are required to pay into the Traffic Improvement Fee Program, with such payments representing a fair share of the cost of identified improvements to mitigate incremental project impacts. The project will be required to pay the City's traffic fee to address cumulative impacts to the City's local street and intersection network, including the intersection of State Route 246/McMurray Road. Mitigation Measure T-1 below would reduce the potential cumulative traffic impact to a less than significant level.

Congestion Management Program Analysis

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impact of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion management Program (CMP) roadway system. Potential intersection impacts and potential freeway impacts were analyzed based on these thresholds. Based on these thresholds, the Live Oak Lanes project would not significantly impact the CMP intersections in the study-area.

The Live Oak Lanes Project would add less than 100 peak hour trips to U.S. Highway 101 and State Route 246. Based on CMP criteria, the project would not significant impact the freeway segments within the study-area.

Site Access and Circulation

Access to the project will be provided by existing driveways on State Route 246. The project will share access from SR 246 with the existing commercial center that fronts the highway. No additional frontage or driveway improvements are required to accommodate project traffic.

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 proposed project would not create significant project related traffic impacts. The following required mitigation measure would reduce cumulative traffic impacts to a level of insignificance:

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

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

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

a. Tribal Cultural Resources. The property is an urban infill site with only an existing single family home currently present on the site. The site is highly disturbed as a result of past flooding events. Therefore, if any tribal cultural resources were present on the site in the past, it is highly unlikely that they would be present today. Additionally, Mitigation Measure CR-1 in the Cultural Resources section includes a Halt Work Order requirement in the unlikely event that any cultural resources are discovered. The procedures laid out in this mitigation measure would be followed in the event any cultural resources are discovered.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS - 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 patrons and food preparation. Based on standards established by the State Water Resources Control Board Revenue Guidelines for bowling alleys, and assuming that 90 percent of water becomes wastewater, the project is anticipated to generate an average daily flow of 3,240 gallons of wastewater per day (Revenue Program Guidelines, Appendix G, 1998). The City's wastewater treatment plant has a total capacity of 650,000 gallons per day, and has a current average daily flow of approximately 450,000 gallons per day. The 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 convey drainage to proposed on-site depressed bio-infiltration facilities located underground on the project site. No additional impacts are anticipated. The impacts would be less than significant.

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

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

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

XIX. 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 and water quality were determined to be less than significant. Compliance with stormwater and other water quality regulations ensures that the project's impacts are not cumulatively considerable. Potential impacts related to biological resources and cultural resources were identified, however the appropriate mitigation measures have been included to mitigate these impacts to a less than significant level and ensure that there are no cumulatively considerable impacts. The project is also required to comply with federal, state and local laws that address biological resources. Standard conditions of approval would also apply. There are no important examples of major period of California history or prehistory that will be impacted by this project.

b. Potential cumulative impacts with mitigation required related to greenhouse gases and transportation and traffic were determined. The appropriate mitigation measures have been included to lessen these potential impacts to a less than cumulatively considerable level.

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: hazards and hazardous materials, greenhouse gas emissions, and transportation/traffic.

Appendix A

Project Vicinity Map

Appendix 1 - Vicinity Map

Legend

City Parcels

Project Location

N

0 120 240 480 Feet

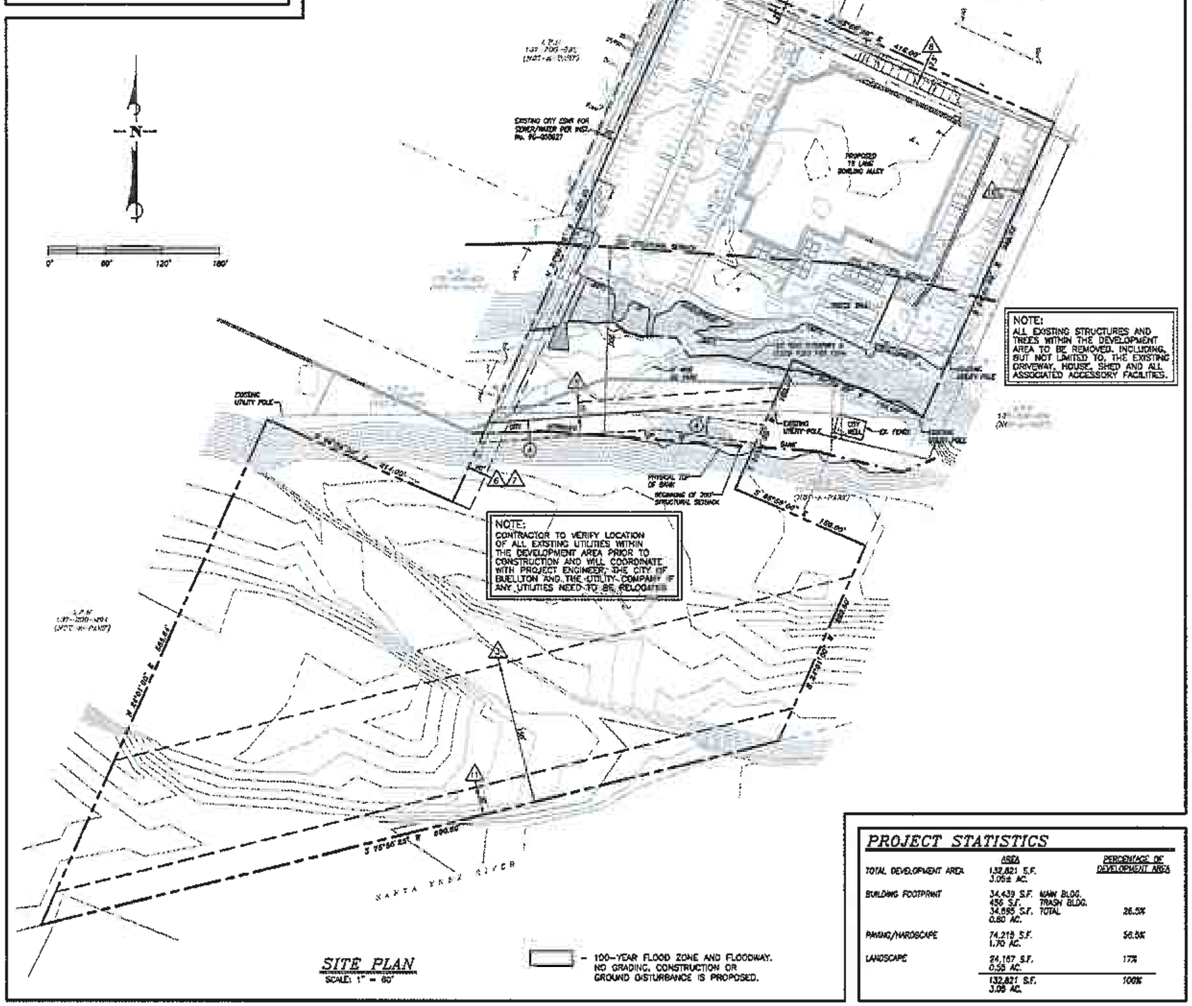
Appendix B

Project Plans

PROJECT DESCRIPTION

DEVELOPMENT OF APPROXIMATELY 3.05± ACRES, CURRENTLY VACANT, ON APN 137-200-078. THE WORK INCLUDES:

- 34,439 S.F. 16 LANE BOWLING ALLEY (GROUND FLOOR)
- EXTERIOR PATIO AREAS WITH 3 BOCCE BALL COURTS, PATIO DINING
- 186 PARKING SPACES (6 ACCESSIBLE) PLUS 1 LOADING & 13 BICYCLE
- BIO-FILTRATION LANDSCAPE AREAS WITH DRAINAGE INTO ONSITE UNDERGROUND DETENTION CHAMBERS.
- INFRASTRUCTURE



SITE PLAN
SCALE: 1" = 60'

EASEMENTS

PER FIRST AMERICAN TITLE COMPANY PRELIMINARY REPORT NUMBER 4205-0040[illegible], DATED OCTOBER 30, 2015

3. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "MEMORANDUM OF AGREEMENT" RECORDED JANUARY 17, 1910 IN BOOK 123 OF DEEDS, PAGE 443.

   AN EASEMENT AS CONTAINED IN THE ABOVE DOCUMENT.
   FOR: FREE FLOW OF THE SANTA YNEZ RIVER AND INCIDENTAL PURPOSES.

4. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "GRANTING AND CREATING PARKING EASEMENTS" RECORDED JUNE 22, 1966 AS INSTRUMENT No. 20344 IN BOOK 2155, PAGE 608 OF OFFICIAL RECORDS.

   DOCUMENT RE-RECORDED JULY 5, 1966 AS INSTRUMENT No. 21710 IN BOOK 2157, PAGE 53 OF OFFICIAL RECORDS.

   NOT PLOTTABLE

5. AN EASEMENT FOR INGRESS AND EGRESS, WATER PIPE LINES, PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 27, 1978 AS INSTRUMENT No. 78-13353 OF OFFICIAL RECORDS.
   IN FAVOR OF: BUELLTON COMMUNITY SERVICES DISTRICT
   AFFECTS: AS DESCRIBED THEREIN

6. AN EASEMENT FOR WATER PIPELINES AND INCIDENTAL PURPOSES, RECORDED MARCH 10, 1982 AS INSTRUMENT No. 82-9305 OF OFFICIAL RECORDS.
   IN FAVOR OF: BUELLTON COMMUNITY SERVICES DISTRICT
   AFFECTS: AS DESCRIBED THEREIN

7. AN EASEMENT FOR STORM DRAIN, PIPELINES AND INCIDENTAL PURPOSES, RECORDED MARCH 10, 1982 AS INSTRUMENT No. 82-9306 OF OFFICIAL RECORDS.
   IN FAVOR OF: HARRIS SHERLINE
   AFFECTS: AS DESCRIBED THEREIN

8. AN EASEMENT FOR INGRESS AND EGRESS, PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 17, 1986 AS INSTRUMENT No. 1986-043417 OF OFFICIAL RECORDS.
   IN FAVOR OF: BUELLTON COMMUNITY SERVICES DISTRICT
   AFFECTS: AS DESCRIBED THEREIN

9. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF RECIPROCAL EASEMENTS" RECORDED MARCH 16, 1987 AS INSTRUMENT No. 87-19056 OF OFFICIAL RECORDS.

10. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 11, 1996 AS INSTRUMENT No. 96-42149 OF OFFICIAL RECORDS.
   IN FAVOR OF: PACIFIC GAS AND ELECTRIC Co.
   AFFECTS: AS DESCRIBED THEREIN

11. AN EASEMENT FOR ROAD AND INCIDENTAL PURPOSES, RECORDED DECEMBER 26, 2012 AS INSTRUMENT No. 2012-0080747 OF OFFICIAL RECORDS.
   IN FAVOR OF: NIELSEN HOLDINGS, A CALIFORNIA CORPORATION
   AFFECTS: AS DESCRIBED THEREIN

   AT THE DATE OF RECORDING OF THE DOCUMENT, THE PARTIES THERETO HAD NO RECORD INTEREST ON THE LAND.

13. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED AGREEMENT FOR CONSTRUCTION AND SHARED USE OF ACCESS WAYS AND GRANT OF RECIPROCAL EASEMENTS RECORDED SEPTEMBER 10, 2014 AS INSTRUMENT No. 2014-41228 OF OFFICIAL RECORDS.

   NOT SHOWN ON PLAN, AFFECTS MULTIPLE PARCELS

PROPOSED EASEMENTS

(A) 20' PROPOSED TRAIL EASEMENT TO CITY OF BUELLTON, FINAL LOCATION TO BE DETERMINED BY CITY PRIOR TO DEDICATION.

PRELIMINARY ESTIMATE OF GRADING QUANTITIES

DESCRIPTION		CUT/FILL
ROUGH CUT	=	1,815± C.Y.
ROUGH FILL	=	577± C.Y.
IMPORT/EXPORT	=	1,238± C.Y. EXPORT

THE ABOVE VOLUMES ARE CALCULATED TO FINISHED GRADES AND ARE PRELIMINARY. ACTUAL QUANTITIES WILL VARY BASED ON FINAL DESIGN AND REQUIREMENTS TO COMPLETE THE PROJECT AS APPROVED.

PARKING

REQUIREMENTS:

BOWLING ALLEY PARKING: (9'x16.5' STANDARD) 8 SPACES REQUIRED PER LANE	= 144
LOADING SPACES: 1 SPACE REQUIRED	= 1
BICYCLE PARKING: TO BE DETERMINED	= 13

TOTAL REQUIRED = 144 + 1 LOADING + 13 BICYCLE

PROVIDED:

BOWLING ALLEY PARKING: (INCLUDING 6 ACCESSIBLE PARKING STALLS AND 4 COMPACT SPACES)	= 186
LOADING SPACES:	= 1
BICYCLE PARKING: (INCLUDING LOCKING DEVICES)	= 13

TOTAL PROVIDED = 186 + 1 LOADING + 13 BICYCLE

PROJECT STATISTICS

	AREA		PERCENTAGE OF DEVELOPMENT AREA
TOTAL DEVELOPMENT AREA	132,821 S.F. 3.05± AC.		
BUILDING FOOTPRINT	34,439 S.F.	MAIN BLDG.	
	456 S.F.	TRASH BLDG.	
	34,895 S.F. 0.80 AC.	TOTAL	26.5%
PAVING/HARDSCAPE	74,215 S.F. 1.70 AC.		56.5%
LANDSCAPE	24,167 S.F. 0.55 AC.		17%
	132,821 S.F. 3.05 AC.		100%

VICINITY MAP

FAX: (805) 688-6582

GENERAL INFORMATION

APPLICANT	MICHAEL L. PETERSON AND AND CAROLYN LESHER PETERSON 950 OLD RANCH ROAD SOLVANG, CA. 93463 tel: (805) 689-9631
OWNER	ROGER NIELSEN, TRUSTEE 606 ALAMO PINTADO ROAD SOLVANG, CA. 93463 tel: (805) 688-3236
SITE ADDRESS	290 EAST HIGHWAY 246 BUELLTON, CA 93427
AGENT/ENGINEER	SID GOLDSTIEN CIVIL ENGINEER, INC. 650 ALAMO PINTADO RD, SUITE 302 SOLVANG, CA 93463 tel: (805) 688-1526 fax: (805) 688-6582 email: sid@sjgce.com
ARCHITECT	DAVID GOLDSTIEN & ASSOCIATES 650 ALAMO PINTADO ROAD SUITE 303 SOLVANG, CA 93463 tel: (805) 688-1530 fax: (805) 688-8881 email: dga@silcom.com
A.P.N.	137-200-078
LEGAL DESCRIPTION	A PORTION OF TRACT 6 OF THE RANCHO SAN CARLOS DE JONATA IN THE COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA, RECORDED IN BOOK 5, PAGES 51 AND 56.
PARCEL SIZE	±10.35 AC. GROSS & NET
ZONING	GENERAL COMMERCIAL and OPEN SPACE
SETBACKS	FRONT: NONE REAR: NONE SIDE: NONE
GENERAL PLAN	GENERAL COMMERCIAL and OPEN SPACE, PARKS & RECREATION
UTILITIES:	
WATER	CITY OF BUELLTON
SEWER	CITY OF BUELLTON
GAS	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC	PG&E
CABLE TELEVISION	COMCAST CABLEVISION
TELEPHONE	VERIZON
TRASH	MARBORG INDUSTRIES

SHEET INDEX

SHEET	DESCRIPTION
CE-01	TITLE SHEET / NOTES
CE-02	PRELIMINARY GRADING AND DRAINAGE
CE-03	PRELIMINARY GRADING DRAINAGE DETAILS

FLOODPLAIN ELEVATIONS

DATUM: NAVD 88

FIRM PANELS - 1052 & 1056, DATED: DECEMBER 4, 2012

100 YR. WATER SURFACE ELEVATION IN BUILDING AREA = 340.00'

MINIMUM FINISHED FLOORS TO BE 342.00'
(2.0' ABOVE 100 YR. WATER SURFACE ELEVATION.)

16-FDP-03
16-CUP-01
16-MUP-02
16-EXP-01

TITLE SHEET

REGISTERED PROFESSIONAL ENGINEER SIDNEY J. GOLDSTIEN No. C 33042 CIVIL STATE OF CALIFORNIA

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

DATE:	REVISIONS

REVIEWED BY:

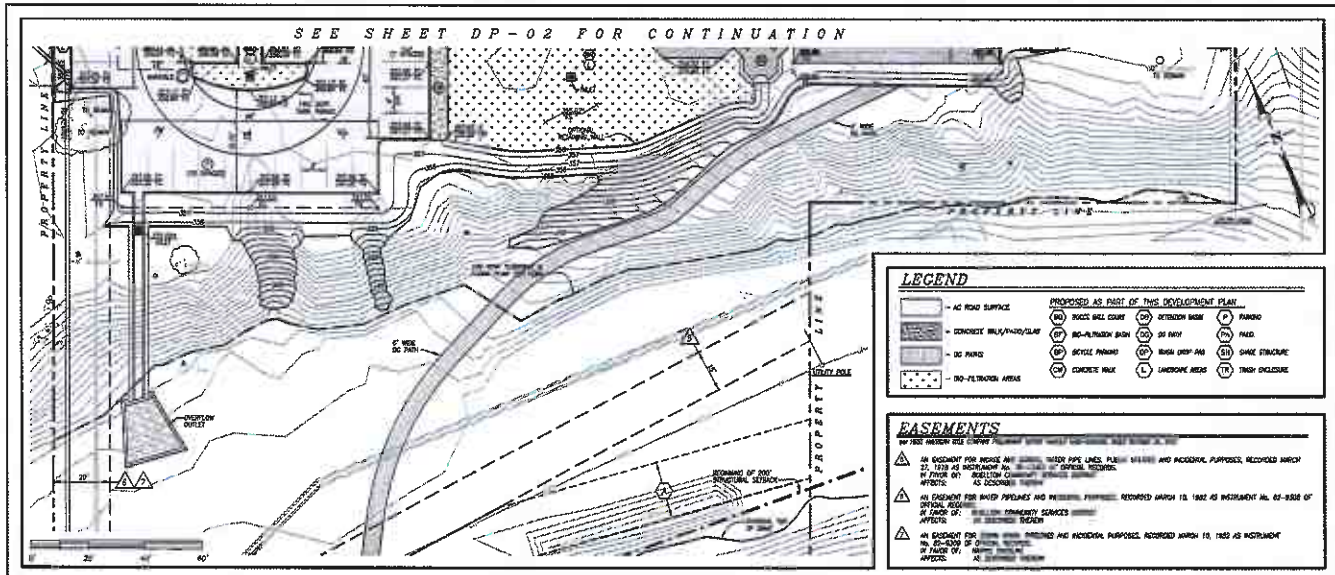
REVIEWED BY:

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

DRAWN BY:	DATE:	SCALE:
AMP	10/10/16	AS SHOWN
DESIGNER: SJG	SID GOLDSTIEN R.C.E. 33,042 (expires 6-30-18)	

LIVE OAK LANES
DEVELOPMENT PLAN
290 EAST HIGHWAY 246
BUELLTON, CA. 93427
APN 137-200-078

SHEET NO. DP-01
FILE NO. 15-11-100



LEGEND

PROPOSED AS PART OF THIS DEVELOPMENT PLAN

- AC ROAD SURFACE
- CONCRETE WALK/PATIO/CURB
- DG PATHS
- BIO-FILTRATION AREAS

(WC) BOCCE BALL COURT (DR) DETENTION BASIN (P) PARKING
(BF) BIO-FILTRATION BASIN (DG) DG PATH (PA) PATIO
(BP) BICYCLE PARKING (DP) BUGGY DROP PAD (SH) GARAGE STRUCTURE
(CW) CONCRETE WALK (L) LANDSCAPE AREAS (TR) TRASH ENCLOSURE

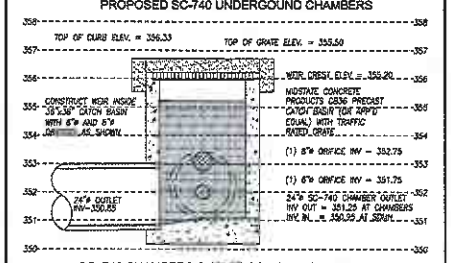
EASEMENTS

(1) AN EASEMENT FOR [illegible] WATER PIPE LINES, PUBLIC [illegible] AND INCIDENTAL PURPOSES, RECORDED MARCH 27, 1958 AS INSTRUMENT No. [illegible] OF OFFICIAL RECORDS.
IN FAVOR OF: BUELLTON COMMUNITY SERVICES DISTRICT
AFFECTS: AS DESCRIBED THEREIN

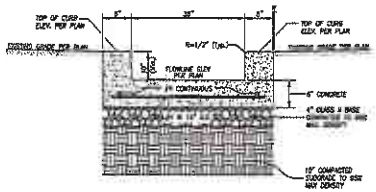
(2) AN EASEMENT FOR WATER PIPELINES AND INCIDENTAL PURPOSES, RECORDED MARCH 19, 1982 AS INSTRUMENT No. 82-5516 OF OFFICIAL RECORDS.
IN FAVOR OF: BUELLTON COMMUNITY SERVICES DISTRICT
AFFECTS: AS DESCRIBED THEREIN

(3) AN EASEMENT FOR [illegible] PIPELINES AND INCIDENTAL PURPOSES, RECORDED MARCH 19, 1982 AS INSTRUMENT No. 82-5509 OF OFFICIAL RECORDS.
IN FAVOR OF: [illegible]
AFFECTS: AS DESCRIBED THEREIN

LIVE OAK LANES - 290 E. HWY 246
PROPOSED SC-740 UNDERGOUND CHAMBERS

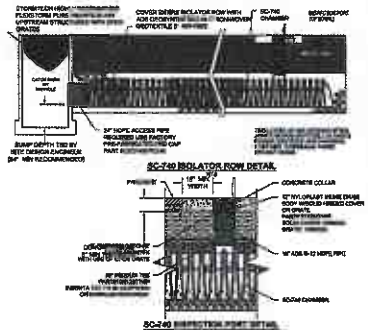


SC=740 CHAMBERS OUTLET CONTROL STRUCTURE
SCALE: 1" = 2'



SC=740 CHAMBERS CONCRETE OVERFLOW CHANNEL SECTION
SCALE: 1" = 10'

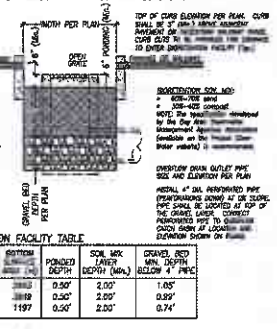
LIVE OAK LANES - 290 E. HWY 246
PROPOSED SC-740 UNDERGOUND CHAMBERS



INSPECTION & MAINTENANCE

NOTES

PCRs for LIVE OAK LANES - 290 E. HWY 246
PROPOSED BIORETENTION FACILITIES

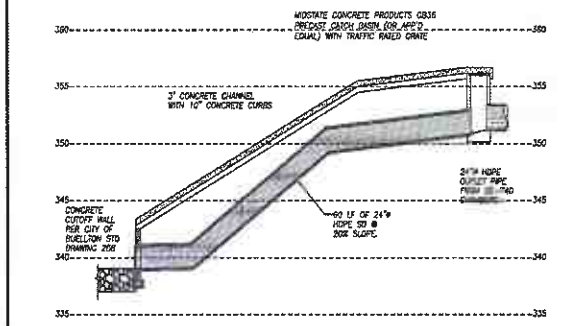


BIORETENTION FACILITY TABLE

STORMWATER CONTROL MEASURE, TOP	BOTTOM ELEV. (ft)	PONDED DEPTH	SOIL MIX LAYER DEPTH (Min.)	GRAVEL BED MIN. DEPTH BELOW 4" PIPE
FACILITY "A"	[illegible]	0.50'	2.00'	1.05'
FACILITY "B"	[illegible]	0.50'	2.00'	0.99'
FACILITY "C"	1197	0.50'	2.00'	0.74'

BIORETENTION FACILITY DETAIL
NOT TO SCALE

LIVE OAK LANES - 290 E. HWY 246
PROPOSED SC-740 UNDERGOUND CHAMBERS

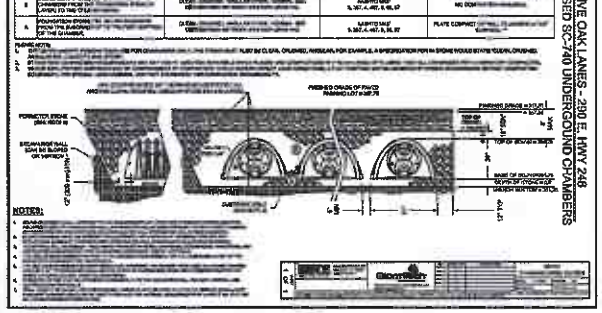


SC=740 CHAMBERS CONCRETE OVERFLOW CHANNEL PROFILE
SCALE: 1" = 10' (VERT)
SCALE: 1" = 5' (VERT)

ACCEPTABLE FILL MATERIALS: STORMTECH SC-740 CHAMBER SYSTEMS

MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION/DENSITY REQUIREMENT
D	[illegible]	N/A	[illegible]
C	[illegible]	AASHTO M145 A-1, A-2, A-3 OR AASHTO M43 [illegible]	[illegible]
B	[illegible]	AASHTO M43 [illegible]	NO COMPACTION REQUIRED
A	[illegible]	AASHTO M43 [illegible]	PLATE COMPACT [illegible]

PLACING NOTE:



NOTES:

PROPOSED EASEMENTS

(1) [illegible] LOCATION TO BE DETERMINED BY [illegible]

REGISTERED PROFESSIONAL ENGINEER SIDNEY J. GOLDSTIEN C 33042 10/10/16 CIVIL STATE OF CALIFORNIA

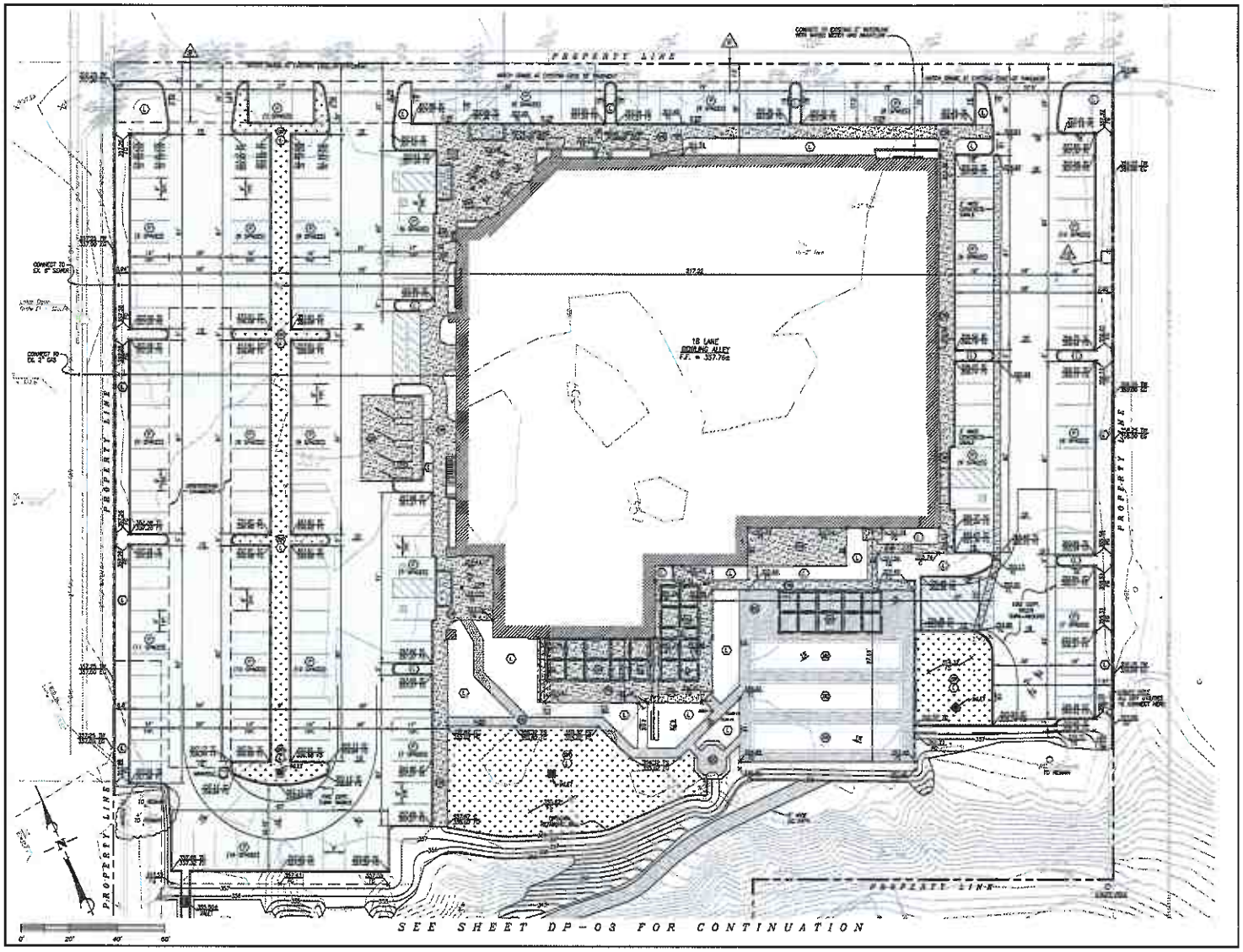
PRELIMINARY GRADING DRAINAGE DETAILS

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

DATE: REVISIONS | REVIEWED BY: | REVIEWED BY:

SID GOLDSTIEN-CIVIL ENGINEER, INC.
PLANNING • DESIGN • STUDIES • RESIDENTIAL/COMMERCIAL DEVELOPMENT
650 ALAMO PINTADO ROAD, SUITE 302, SOLVANG, CA 93463
email: sjc@sjce.com web: www.sjce.com
(805) 688-1026 FAX: (805) 688-6582

DRAWN BY:	DATE:	SCALE:	LIVE OAK LANES DEVELOPMENT PLAN	SHEET NO.
AMP	10/10/16	1" = 20'	290 EAST HIGHWAY 246 BUELLTON, CA. 93427 APN 137-200-078	DP-03
DESIGNER: SJC	SID GOLDSTIEN R.C.E. 33,042 (expires 6-30-18)			FILE NO. 15-11-100



LEGEND

- AC ROAD SURFACE
- CONCRETE WALK / PATIO / SLAB
- DG PATHS
- BIO-RETENTION AREAS

PROPOSED AS PART OF THIS DEVELOPMENT PLAN

- BBC BOCCE BALL COURT
- BR BIO-RETENTION BASIN
- BP BICYCLE PARKING
- CW CONCRETE WALK
- DB DETENTION BASIN
- DG DG PATH
- DP TRASH DROP PAD
- L LANDSCAPE AREAS
- P PARKING
- PA PATIO
- SS SHADE STRUCTURE
- TE TRASH ENCLOSURE

2:1	2' HORIZONTAL TO 1' VERTICAL
(.xx/xx)	SPOT ELEVATION
%	PERCENT OF GRADE
B.V.C.	BEGIN VERTICAL CURVE
℄	CENTERLINE
C.L.R.	CLEAR, CLEARANCE
C	CONCRETE
S.Y.	SAND YARD
ELEV.	ELEVATION
E.P.	EDGE OF PAVEMENT
EASMT.	EASEMENT
EX/EXIST.	EXISTING
F.F.	FINISHED FLOOR
F.G.	FINISHED GRADE
F.H.	FIRE HYDRANT
F.L.	FLOWLINE
F.S.	FINISHED SURFACE
S.F.	SQUARE FEET
GRT.	GRATE INLET
HORIZ.	HORIZONTAL
H.P.	HIGH POINT
I.E.	PIPE INVERT ELEVATION
MAX.	MAXIMUM
M.H.	MANHOLE
MIN.	MINIMUM
R OR P/L	PROPERTY LINE
P.P.	POWER POLE
P.U.E.	PUBLIC UTILITY EASEMENT
R	RADIUS
RD	ROAD
R/W	RIGHT-OF WAY
SHT	SHEET
SF	SQUARE FOOT
STA.	STATION
STD	STANDARD
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MANHOLE
TC	TOP OF CURB
TW	TOP OF WALL
TYP	TYPICAL
W/L	WATERLINE
W.M.	WATER METER
W.V.	WATER VALVE

- EXISTING WATER LINE
- EXISTING SEWER
- EXISTING GAS LINE
- SANITARY SEWER CLEANOUT
- SANITARY SEWER MANHOLE
- GATE VALVE
- FIRE HYDRANT
- NEW WATER LINE
- NEW SEWER
- NEW GAS LINE
- EXISTING PAVED ROAD
- EXISTING DIRT ROAD
- EXISTING FENCE
- EXISTING CONTOUR (minor)
- EXISTING CONTOUR (major)
- PROPOSED CONTOUR LINE
- BOUNDARY

EASEMENTS

per FIRST AMERICAN TITLE COMPANY PRELIMINARY REPORT NUMBER 4202-3244038, DATED OCTOBER 20, 2015

1. AN EASEMENT FOR INGRESS AND EGRESS, PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 11, 1996 AS INSTRUMENT No. 1996-042417 OF OFFICIAL RECORDS.
   IN FAVOR OF: BUELLTON COMMUNITY SERVICES DISTRICT
   AFFECTS: AS DESCRIBED THEREIN
2. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF RECIPROCAL EASEMENTS" RECORDED MARCH 16, 1987 AS INSTRUMENT No. 87-19066 OF OFFICIAL RECORDS.
3. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 11, 1996 AS INSTRUMENT No. 96-42148 OF OFFICIAL RECORDS.
   IN FAVOR OF: PACIFIC GAS AND ELECTRIC CO.
   AFFECTS: AS DESCRIBED THEREIN

OFFSITE DRAINAGE

THIS PROJECT SITE DOES NOT DIRECT DRAINAGE ONTO ADJOINING PROPERTY. ADJOINING PROPERTY DOES NOT DRAIN ONTO THE PROJECT SITE.

REGISTERED PROFESSIONAL ENGINEER SIDNEY J. GOLDSTIEN C 33042 CIVIL STATE OF CALIFORNIA

PRELIMINARY GRADING AND DRAINAGE

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

DATE: REVISIONS

REVIEWED BY:

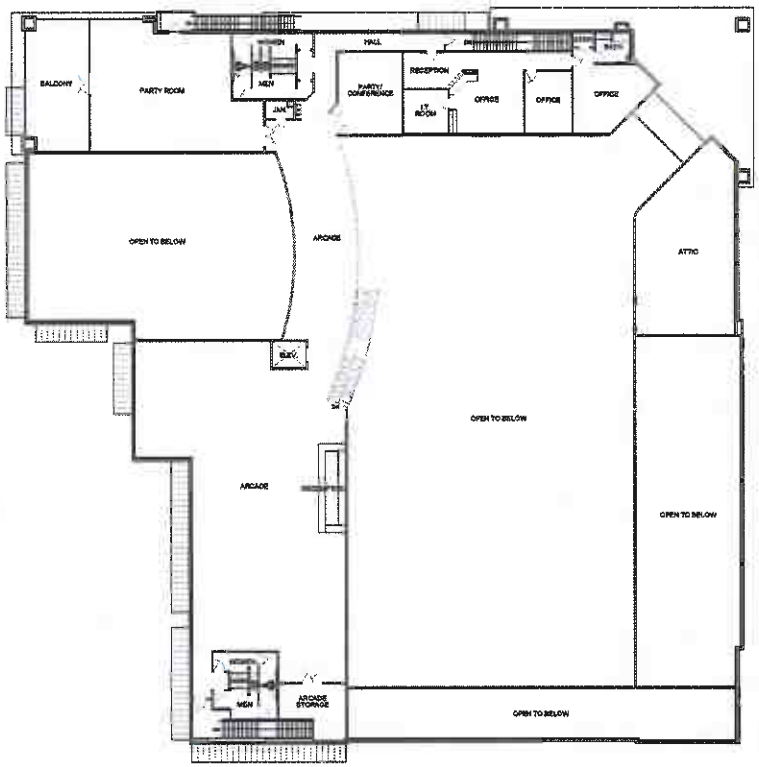
REVIEWED BY:

SID GOLDSTIEN-CIVIL ENGINEER, INC.
PLANNING • DESIGN • STUDIES • RESIDENTIAL/COMMERCIAL DEVELOPMENT
690 ALAMO PINTADO ROAD SUITE 302 SOLVANG, CA 93463
email: sid@sjgce.com web: www.sjgce.com
(805) 688-1528 FAX: (805) 688-6562

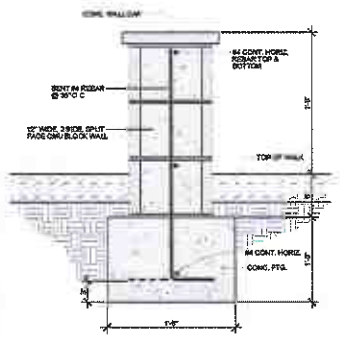
DRAWN BY: AMP
DESIGNER: SJC
DATE: 10/10/16
SID GOLDSTIEN R.C.E. 33,042 (expires 6-30-18)
SCALE: 1" = 20'

LIVE OAK LANES DEVELOPMENT PLAN
290 EAST HIGHWAY 246
BUELLTON, CA. 93427
APN 137-200-078

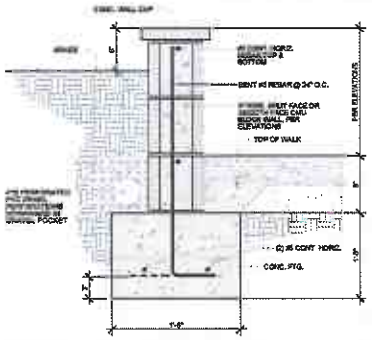
SHEET NO. DP-02
FILE NO. 15-11-100



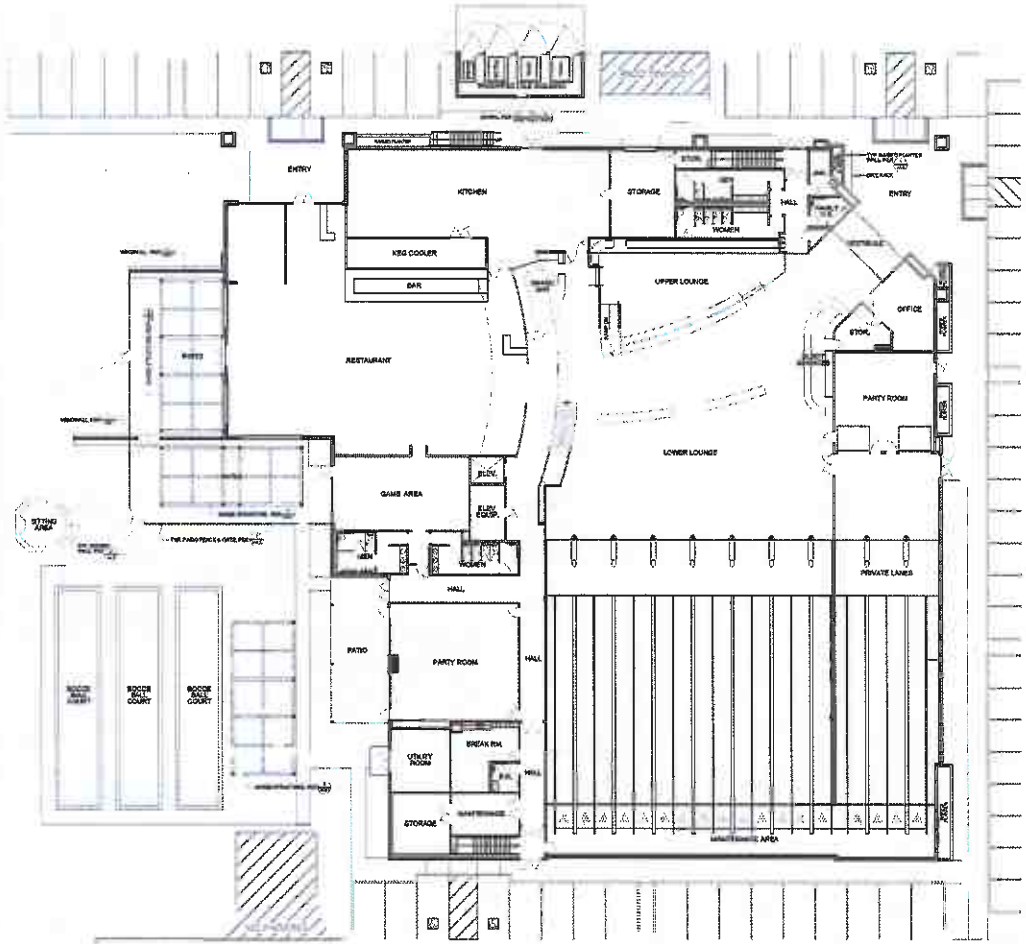
SECOND FLOOR PLAN
1" = 16'-0"



TYP. SITTING WALL DETAIL
1 1/2" = 1'-0"
2 A1.0



TYP. RAISED PLANTER WALL DETAIL
1 1/2" = 1'-0"
1 A1.0



FIRST FLOOR PLAN
1" = 16'-0"

DAVID GOLDSTEIN ARCHITECT
[illegible] Palmero
[illegible], CA 93401
805-[illegible]-1330

LIVE OAK LANES

290 E. HIGHWAY 246
BUELLTON, CA

LICENSED ARCHITECT
DAVID R. GOLDSTEIN
No. C-7834
APR. 30, 2017
STATE OF CALIFORNIA

02-13-17 DP REV.
10-10-16 DP
07-13-16 DP

PLOTTED 02-13-17
DRAWN RA
JOB 1302
SHEET A1.0

NORTH ELEVATION
3/32" = 1'-0"

WEST ELEVATION
3/32" = 1'-0"

LOOKING SOUTH WEST

LOOKING SOUTH EAST

MATERIAL & FINISH KEY

NOTES: SEE 'EXTERIOR COLORS & MATERIALS BOARD' FOR SAMPLES AND COLORS.

- A ROOFING & FASCIA - STANDING SEAM METAL ROOFING W/ CONCEALED FASTENERS, KYNAR 500 COLONIAL RED
- B MASONRY - SPLIT FACE CMU, AIR VOL BLOCK, DARK TAN #6086787
- C MASONRY - SPLIT FACE CMU, AIR VOL BLOCK, STANDARD GREY #60-101
- D1 MASONRY - SMOOTH FACE CMU, AIR VOL BLOCK, STANDARD GREY #60-101
- D2 MASONRY - SMOOTH FACE CMU, AIR VOL BLOCK, DARK TAN #6086787
- E1 STUCCO - SMOOTH LIGHT SAND FINISH, PAINTED, SW WORLDLY GRAY #7043
- E2 STUCCO - SMOOTH LIGHT SAND FINISH, PAINTED, SW BOSC PEAR #6390
- E3 STUCCO - SMOOTH LIGHT SAND FINISH, PAINTED, SW INTELLECTUAL GRAY #7045
- F METAL WOOD GRAIN SIDING - ALUMINUM, LIGHT FIR
- G AWNING: SEE 1/A2.0
  ROOFING - STANDING SEAM METAL ROOFING W/ CONCEALED FASTENERS, KYNAR 500 COLONIAL RED, FRAME - STEEL TUBE, SATIN BRONZETONE
- H ALUMINUM STOREFRONT (WINDOWS & DOORS) - KYNAR 500 COLONIAL RED, SEE 1/A2.0
- J HOLLOW METAL DOORS - STEEL, PAINTED TO MATCH ADJACENT WALL COLOR, SEE 1/A2.0
- K OVERHEAD ROLLING DOOR - STEEL, PAINTED TO MATCH ADJACENT WALL COLOR
- L OVERHEAD SECTIONAL DOORS - STEEL W/ GLASS PANELS, KYNAR 500 COLONIAL RED
- M GATES - STEEL, PAINTED TO MATCH WALLS, SEE 1/A2.0
- N STAIR, RAILINGS & LANDING - METAL, PAINTED, SW SATIN BRONZETONE, SEE 1/A2.0, 2/A2.0, 3/A2.0
- O SIGN LIGHT - WALL MOUNTED, BRONZE POWDER COAT FINISH
- P SIGN - RAISED INDIVIDUAL LETTERS, BY OTHERS
- Q SIGN - INTERIOR ILLUMINATED, BY OTHERS
- R WIND WALL: SEE 1/A2.0
  ROOF & FASCIA - STANDING SEAM METAL ROOFING W/ CONCEALED FASTENERS, KYNAR 500 COLONIAL RED
  WALLS - STUCCO - SMOOTH LIGHT SAND FINISH, PAINTED, SW BOSC PEAR #6390
  METAL FRAME - PAINTED, SW BOSC PEAR #6390
  WINDOWS & DOORS - ALUMINUM STORE FRONT, KYNAR 500 COLONIAL RED
- S SHADE STRUCTURE: SEE 1/A2.0
  STEEL FRAME - PAINTED SW SATIN BRONZE
  SHADE FABRIC - COMMERCIAL FR 300, TERRACOTTA 456771 & BEIGE 456796
- T DOOR & WINDOW TRIM - 5 5/4" HARDIE TRIM, PAINTED TO MATCH WALL
- U BIKE RACK - HEAVY DUTY 'WENDER' (13 BIKE CAPACITY), BLACK FACTORY FINISHED
- V BUILDING LIGHT - FIXTURE TYPE 'B4', BRONZE POWDER COAT FINISH
- W GUTTER AND DOWNSPOUTS - ALUMINUM, KYNAR 500 COLONIAL RED
- X1 BOARD & BATT SIDING - HARDIE PANEL VERTICAL SIDING "SMOOTH" W/ 3 5/4x1" HARDIE TRIM "5/4 SMOOTH" BATTS @ 2'-0" O.C., PAINTED, SW INTELLECTUAL GRAY #7045
- X2 BOARD & BATT SIDING - HARDIE PANEL VERTICAL SIDING "SMOOTH" W/ 3 5/4x1" HARDIE TRIM "5/4 SMOOTH" BATTS @ 2'-8" O.C., PAINTED, SW INTELLECTUAL GRAY #7045
- Z1 BOARD & BATT SIDING - HARDIE PANEL VERTICAL SIDING "SMOOTH" W/ 3 5/4x1" HARDIE TRIM "5/4 SMOOTH" BATTS @ 2'-0" O.C., PAINTED, SW PORTABELLO #6102
- Z2 BOARD & BATT SIDING - HARDIE PANEL VERTICAL SIDING "SMOOTH" W/ 3 5/4x1" HARDIE TRIM "5/4 SMOOTH" BATTS @ 2'-8" O.C., PAINTED, SW PORTABELLO #6102
- Z3 BOARD & BATT SIDING - HARDIE PANEL VERTICAL SIDING "SMOOTH" W/ 3 5/4x1" HARDIE TRIM "5/4 SMOOTH" BATTS @ 2'-8" O.C., PAINTED, SW BOSC PEAR #6390

DAVID GOLDSTIEN ARCHITECT
INC. AIA
450 Alamo Pintado
Suite 202
Solvang, CA 93463
805-688-1301

dga

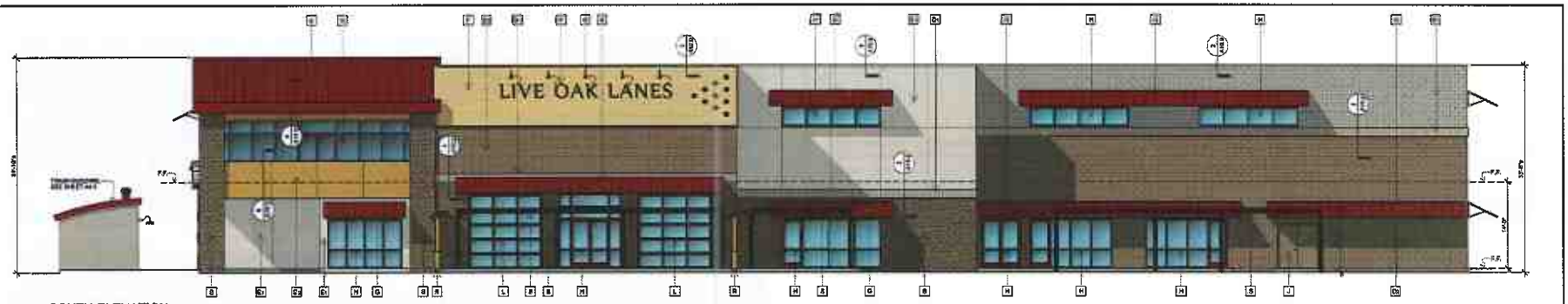
LIVE OAK LANES

290 E. HIGHWAY 246
BUELLTON, CA

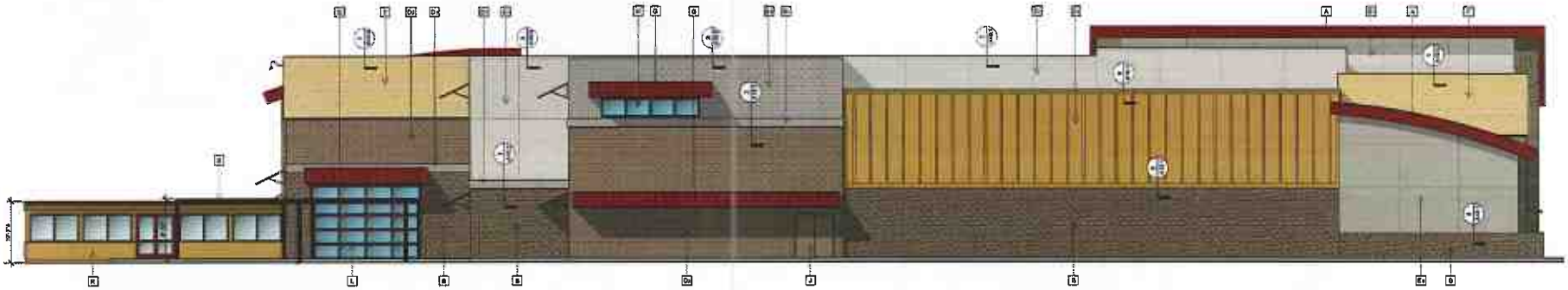
LICENSED ARCHITECT
DAVID R. GOLDSTIEN
No. C-7834
APR. 30, 2017
STATE OF CALIFORNIA

REVISIONS
2-13-17 DP REV.
11-22-16 DP REV.
11-1-16 DP REV.
10-10-16 DP
07-13-16 DP

PLOTTED 2-13-17
DRAWN RA
JOB 1302
SHEET A2.0



SOUTH ELEVATION



EAST ELEVATION

LOOKING NORTH EAST

LOOKING NORTH WEST

MATERIAL & FINISH KEY

NOTES: SEE 'EXTERIOR COLORS & MATERIALS BOARD' FOR SAMPLES AND COLORS.

- A ROOFING & FASCIA - STANDING SEAM METAL ROOFING W/ CONCEALED FASTENERS, KYNAR 500 COLONIAL RED
- B MASONRY - SPLIT FACE CMU, AIR VOL BLOCK, DARK TAN #60B0F7E7
- C MASONRY - SPLIT FACE CMU, AIR VOL BLOCK, STANDARD GREY #60-101
- D MASONRY - SMOOTH FACE CMU, AIR VOL BLOCK, STANDARD GREY #60-101
- D1 MASONRY - SMOOTH FACE CMU, AIR VOL BLOCK, DARK TAN #60B0F7E7
- E1 STUCCO - SMOOTH LIGHT SAND FINISH, PAINTED, SW WORLDLY GRAY #7043
- E2 STUCCO - SMOOTH LIGHT SAND FINISH, PAINTED, SW SOBC PEAR #6390
- E3 STUCCO - SMOOTH LIGHT SAND FINISH, PAINTED, SW INTELLECTUAL GRAY #7045
- F METAL WOOD GRAIN SIDING - ALUMINUM, LIGHT FIR
- G AWNING: SEE 3/DGA
  ROOFING - STANDING SEAM METAL ROOFING W/ CONCEALED FASTENERS, KYNAR 500 COLONIAL RED, FRAME - STEEL TUBE, SATIN BRONZETONE
- H ALUMINUM STOREFRONT (WINDOWS & DOORS) - KYNAR 500 COLONIAL RED. SEE 2/DGA
- J HOLLOW METAL DOORS - STEEL, PAINTED TO MATCH ADJACENT WALL COLOR, SEE 2/DGA
- K OVERHEAD ROLLING DOOR - STEEL, PAINTED TO MATCH ADJACENT WALL COLOR
- L OVERHEAD SECTIONAL DOORS - STEEL, W/ GLASS PANELS, KYNAR 500 COLONIAL RED
- M GATES - STEEL, PAINTED TO MATCH WALLS, SEE 1/DGA
- N STAIR, RAILINGS & LANDING - METAL, PAINTED, SW SATIN BRONZETONE. SEE 2/DGA, 3/DGA, 5/DGA
- O SIGN LIGHT - WALL MOUNTED, BRONZE POWDER COAT FINISH
- P SIGN - RAISED INDIVIDUAL LETTERS, BY OTHERS
- Q SIGN - ARCHITECTURAL ILLUMINATED, BY OTHERS
- R WINE WALL: SEE 1/DGA
  ROOF & FASCIA - STANDING SEAM METAL ROOFING W/ CONCEALED FASTENERS, KYNAR 500 COLONIAL RED
  WALLS - STUCCO - SMOOTH LIGHT SAND FINISH, PAINTED, SW SOBC PEAR #6390
  METAL FRAME - PAINTED, SW SOBC PEAR #6390
  WINDOWS & DOORS - ALUMINUM STORE FRONT, KYNAR 500 COLONIAL RED
- S SHADE STRUCTURE: SEE 1/DGA
  STEEL FRAME - PAINTED SW SATIN BRONZE
  SHADE FABRIC - SUNBRELLA, PR 300, TERRACOTTA #56771 & BEIGE #56796
- T WINDOW & WINDOW TRIM - 5 5/4" HARDIE TRIM, PAINTED TO MATCH WALL
- U BIKE RACK - HEAVY DUTY "INVERTED" (13 BIKE CAPACITY), BLACK FACTORY FINISHED
- V BUILDING LIGHT - FIXTURE TYPE 'G', BRONZE POWDER COAT FINISH
- W BUTTON AND DOWNSPOUTS - ALUMINUM, KYNAR 500 COLONIAL RED
- Z1 BOARD & BATT SIDING - HARDIE PANEL VERTICAL SIDING 'SMOOTH' W/ 3 5/4"x1" HARDIE TRIM '5/4 SMOOTH' BATTS @ 24" O.C., PAINTED, SW INTELLECTUAL GRAY #7045
- Z2 BOARD & BATT SIDING - HARDIE PANEL VERTICAL SIDING 'SMOOTH' W/ 3 5/4"x1" HARDIE TRIM '5/4 SMOOTH' BATTS @ 24" O.C., PAINTED, SW INTELLECTUAL GRAY #7045
- Z3 BOARD & BATT SIDING - HARDIE PANEL VERTICAL SIDING 'SMOOTH' W/ 3 5/4"x1" HARDIE TRIM '5/4 SMOOTH' BATTS @ 24" O.C., PAINTED, SW PORTABELLO #6102
- Z4 BOARD & BATT SIDING - HARDIE PANEL VERTICAL SIDING 'SMOOTH' W/ 3 5/4"x1" HARDIE TRIM '5/4 SMOOTH' BATTS @ 24" O.C., PAINTED, SW PORTABELLO #6102
- Z4 BOARD & BATT SIDING - HARDIE PANEL VERTICAL SIDING 'SMOOTH' W/ 3 5/4"x1" HARDIE TRIM '5/4 SMOOTH' BATTS @ 24" O.C., PAINTED, SW SOBC PEAR #6390

DAVID GOLDSTIEN ARCHITECT INC. A.I.A.
650 Alameda Pintado
Suite 301
Salinas, CA 93463
805-685-1530

dga

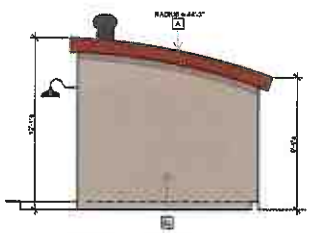
LIVE OAK LANES

290 E. HIGHWAY 246
BUELLTON, CA

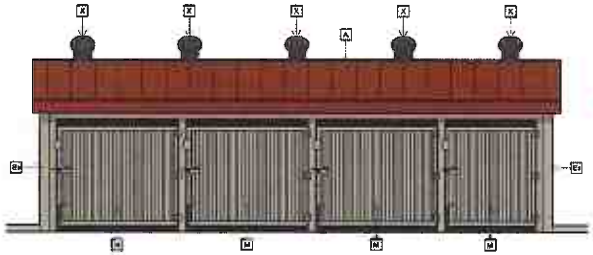
DAVID R. GOLDSTIEN ARCHITECT No. C-7934 APR. 30, 2017 STATE OF CALIFORNIA

02-13-17 DP REV.
11-22-16 DP REV.
11-1-16 DP REV.
10-10-16 DP
07-13-16 DP

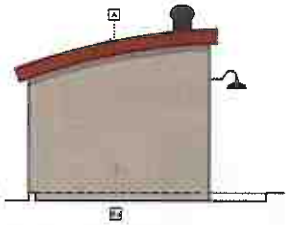
PLOTTED	02-13-17
DRAWN	RA
JOB	1302
SHEET	A3.0



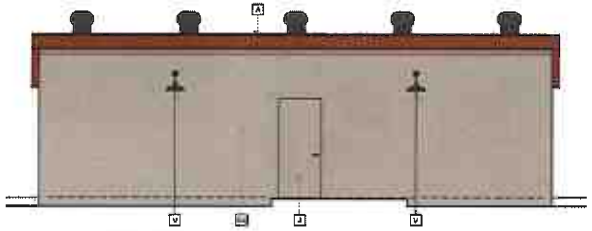
TRASH/ RECYCLE BUILDING
NORTH ELEVATION
1/4" = 1'-0"



TRASH/RECYCLE BUILDING
WEST ELEVATION
1/4" = 1'-0"



TRASH/RECYCLE BUILDING
SOUTH ELEVATION
1/4" = 1'-0"

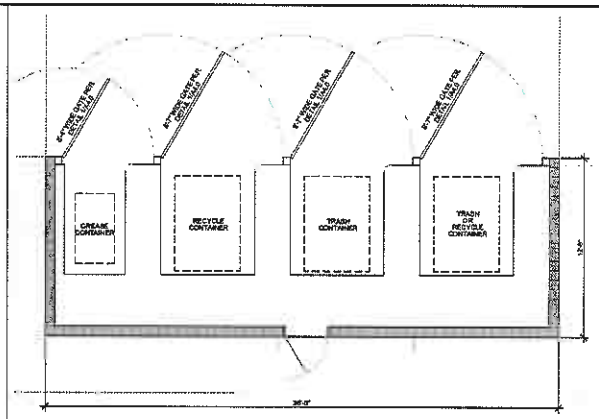


TRASH/RECYCLE BUILDING
EAST ELEVATION
1/4" = 1'-0"

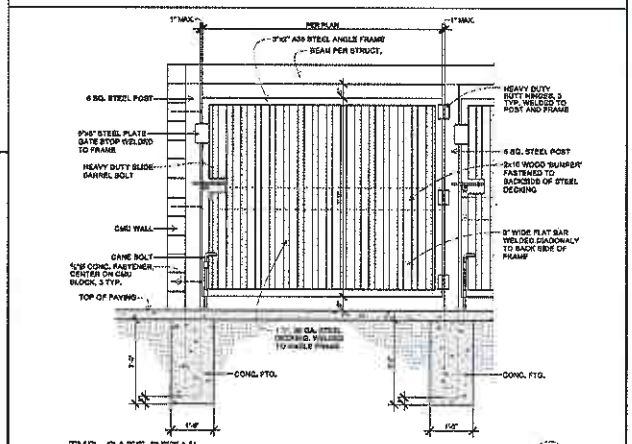
MATERIAL & FINISH KEY

NOTE: SEE 'EXTERIOR COLORS & MATERIALS BOARD' FOR SAMPLES AND COLORS.

- A ROOFING & FASCIA - STANDING SEAM METAL ROOFING W/ CONCEALED FASTENERS, KYNAR 500 COLONIAL RED
- E STUCCO - SMOOTH LIGHT SAND FINISH, PAINTED, SW INTELLECTUAL GRAY #7
- J HOLLOW METAL DOORS - STEEL, PAINTED TO MATCH WALLS. SEE 3/A4.0
- M GATES - STEEL, PAINTED TO MATCH WALLS. SEE 1/A4.0
- V BUILDING LIGHT - FIXTURE TYPE '84', BRONZE POWDER COAT FINISH
- X ROOF TURBINE VENT - 14", STEEL, WEATHERED BRONZE



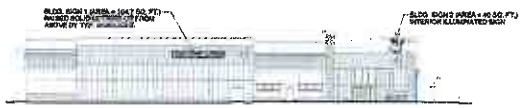
TRASH/RECYCLE BUILDING FLOOR PLAN
1/4" = 1'-0"



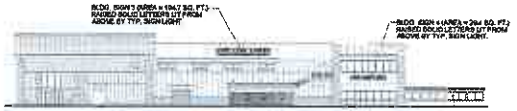
TYP. GATE DETAIL
1/4" = 1'-0"

MONUMENT SIGN EAST ELEVATION (WEST ELEVATION SIMILAR)
1/4" = 1'-0"
TOTAL SIGN AREA = 47.23 SQ. FT.

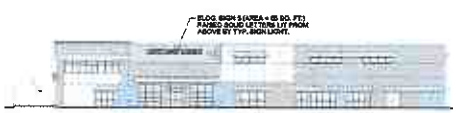
MONUMENT SIGN LOOKING SOUTH WEST FROM HWY 246
NOT TO SCALE



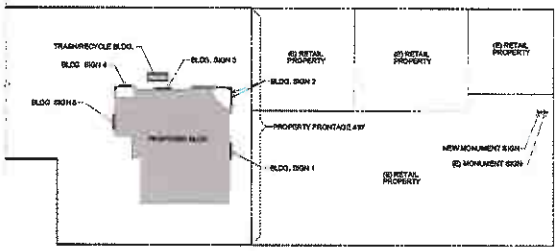
NORTH ELEVATION SIGNAGE
1" = 30'-0"
TOTAL SIGN AREA = 144.7 SQ. FT.



WEST ELEVATION SIGNAGE
1" = 30'-0"
TOTAL SIGN AREA = 134.1 SQ. FT.



SOUTH ELEVATION SIGNAGE
1" = 30'-0"
TOTAL SIGN AREA = 68 SQ. FT.



SIGNAGE DATA
SIGN AREA ALLOWED = 400 SQ. FT.
SIGN AREA PROPOSED = 381.05 SQ. FT.

SIGNAGE SITE PLAN
1" = 100'-0"

DAVID GOLDSTIEN ARCHITECT INC. A.I.A.
650 Alamo Pintado Suite 305
Solvang, CA 93463
805-688-1550

dga

LIVE OAK LANES

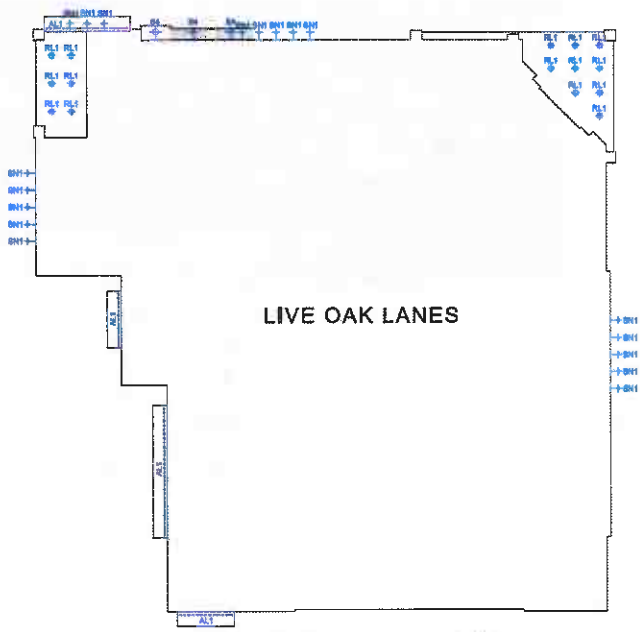
290 E. HIGHWAY 246
BUELLTON, CA

LICENSED ARCHITECT
DAVID R. GOLDSTIEN
No. C-7834
APR. 30, 2017
STATE OF CALIFORNIA

REVISIONS

02-13-17 DP REV.
10-10-16 DP
07-13-16 DP

PLOTTED 02-13-17
DRAWN RA
XM 1302
SHEET A4.0

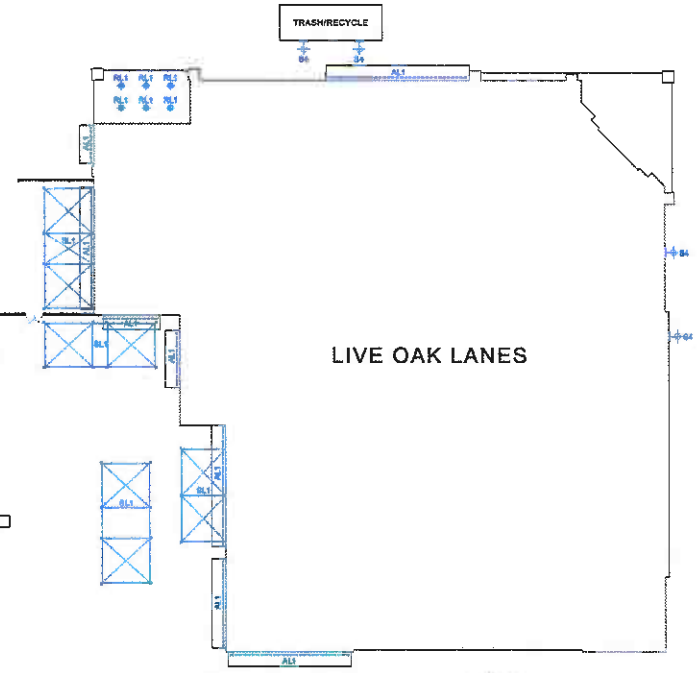


SECOND FLOOR EXTERIOR BUILDING LIGHTING PLAN
1" = 20'-0"

NOTE:
SEE LIGHTING PHOTOMETRIC PLAN 2 OF 2 FOR ADDITIONAL LIGHTING SOURCES.

EXTERIOR BUILDING LIGHTING LEGEND

AL1	LED STRIP LIGHT MOUNTED IN AWNING - SEE CUT SHEET BELOW
RL1	LED DOWN LIGHT - SEE CUT SHEET BELOW
SL1	LED GLOBE STRING LIGHTS - SEE PHOTO BELOW
SN1	WALL MOUNTED SIGN - SEE CUT SHEET BELOW
B4	WALL MOUNTED LIGHT - SEE EXTERIOR PHOTOMETRIC PLANS FOR DETAILED INFORMATION

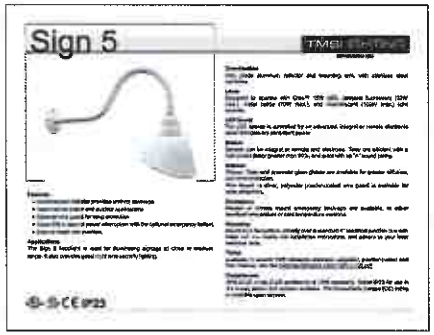


FIRST FLOOR EXTERIOR BUILDING LIGHTING PLAN
1" = 20'-0"

SL1

RL1

AL1



SN1

DAVID GOLDSTIEN ARCHITECT INC. A.I.A.
659 Alamo Pintado
Suite 303
Solvang, CA 93463
805-688-1539

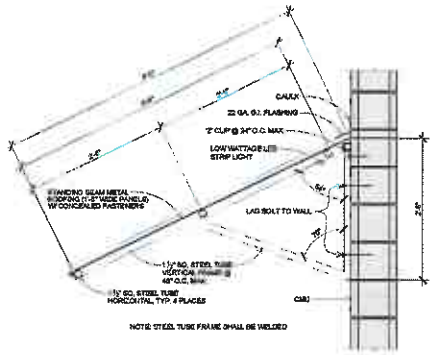
LIVE OAK LANES

290 E. HIGHWAY 246
BUELLTON, CA

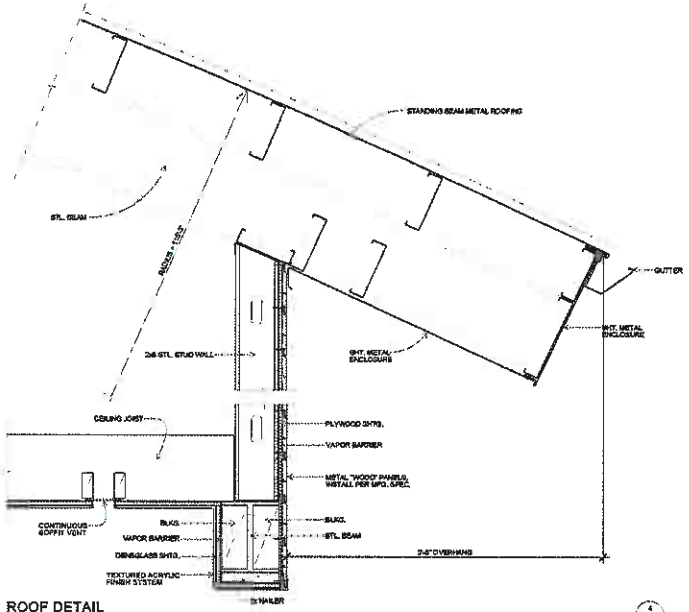
LICENSED ARCHITECT
DAVID R. GOLDSTIEN
No. C7654
APR. 30, 2017
STATE OF CALIFORNIA

10-10-16 DP

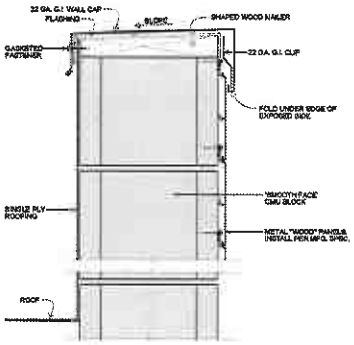
PLOTTED 10-10-16
DRAWN RA
JOB 1302
SHEET A5.0



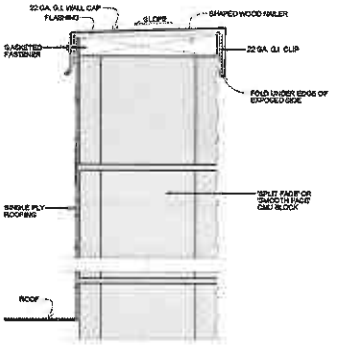
TYP. AWNING DETAIL
1"= 1'-0"
6 A10.0



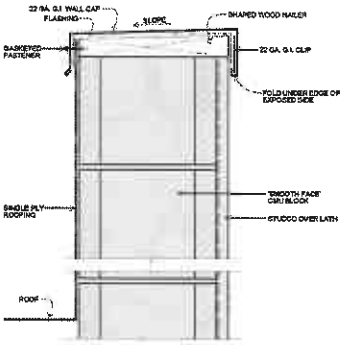
ROOF DETAIL
1 1/2"= 1'-0"
4 A10.0



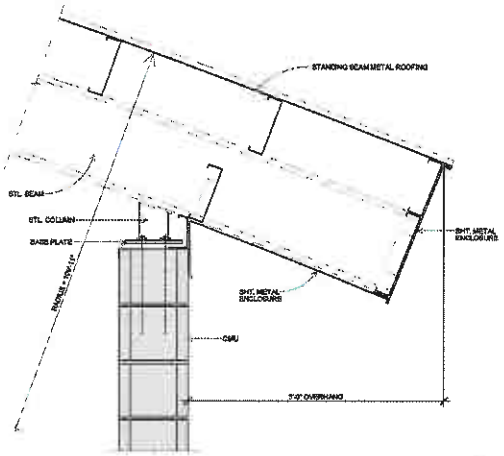
TYP. PARAPET CAP AT "WOOD" PANELS
3"= 1'-0"
1 A10.0



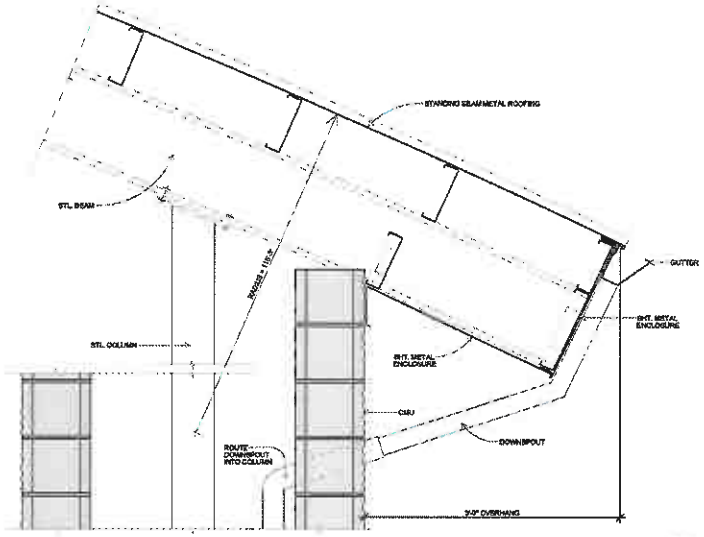
TYP. PARAPET CAP AT SPLIT FACE CMU
3"= 1'-0"
2 A10.0



TYP. PARAPET CAP AT STUCCO FINISH
3"= 1'-0"
3 A10.0



ROOF DETAIL
1 1/2"= 1'-0"
7 A10.0



ROOF DETAIL
1 1/2"= 1'-0"
8 A10.0

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INC. 1 A.I.A.
650 Alamo Pintado
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Solvang, CA 93463
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290 E. HIGHWAY 246
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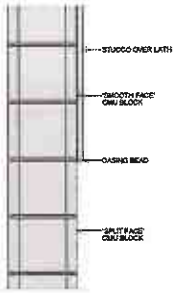
LICENSED ARCHITECT
DAVID R. GOLDSTIEN
No. C-7834
APR. 30, 2017
STATE OF CALIFORNIA

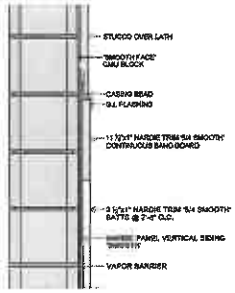
REVISIONS

10-10-16 DP

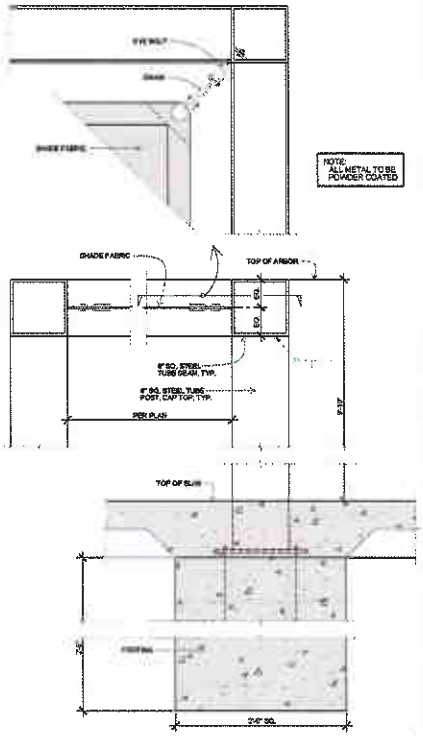
PLOTTED	10-10-16
DRAWN	RA
JOB	1302
SHEET	A10.0



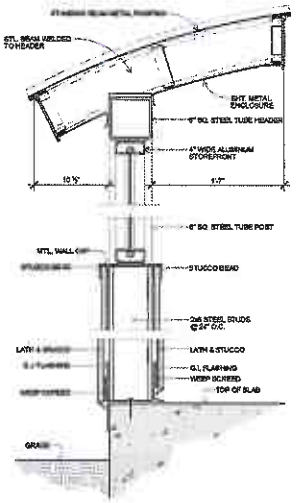
WALL TRANSITION DETAIL
1 ½"= 1'-0"
8 A10.1



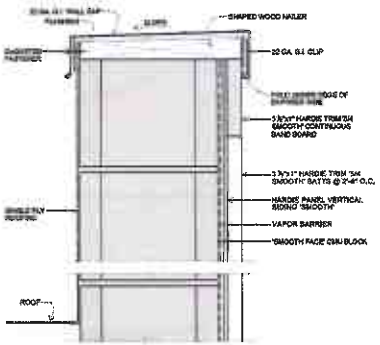
WALL TRANSITION DETAIL
1 ½"= 1'-0"
9 A10.1



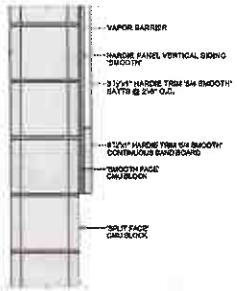
TYP. SHADE STRUCTURE DETAIL
1 ½"= 1'-0"
3 A10.1



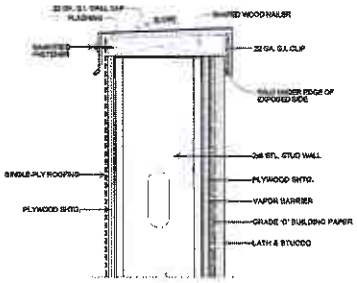
TYP. WIND WALL DETAIL
1 ½"= 1'-0"
1 A10.1



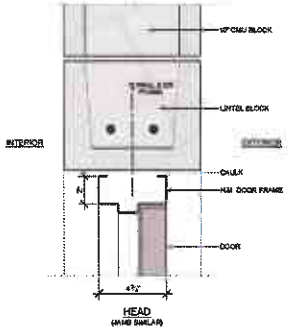
TYP. PARAPET CAP AT HARDIE SIDING
3"= 1'-0"
9 A10.1



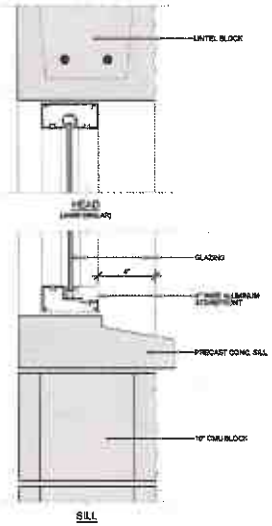
WALL TRANSITION DETAIL
1 ½"= 1'-0"
6 A10.1



TYP. PARAPET CAP AT STEEL STUD WALL
3"= 1'-0"
7 A10.1



TYP. EXTERIOR DOOR DETAIL
3"= 1'-0"
4 A10.1



TYP. WINDOW DETAIL
3"= 1'-0"
2 A10.1

DAVID GOLDSTIEN ARCHITECT
A.I.A.
[illegible] Alegre Parado
[illegible]
[illegible], CA 93[illegible]
[illegible]

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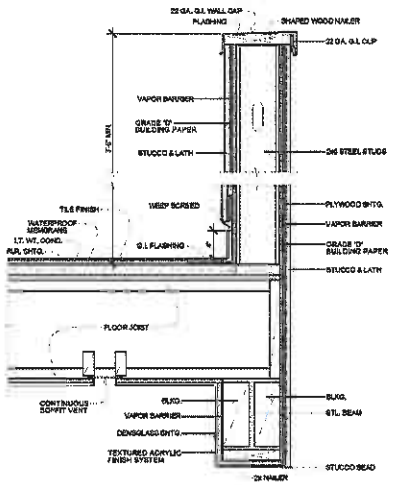
LIVE OAK LANES

290 E. HIGHWAY 246
BUELLTON, CA

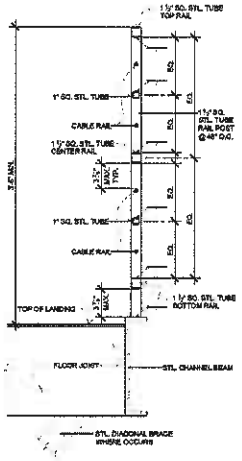
LICENSED ARCHITECT
DAVID R. GOLDSTIEN
No. C-7834
APR. 30, 2017
STATE OF CALIFORNIA

02-13-17 DP REV.
10-10-16 DP

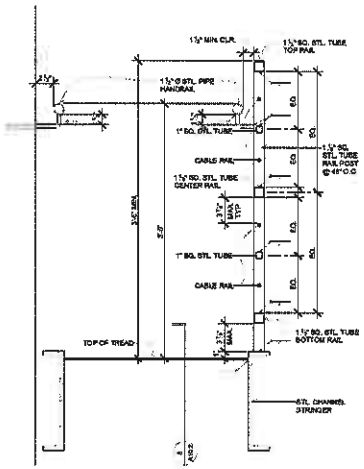
DATE	02-13-17
DRAWN	RA
JOB	1302
SHEET	A10.1



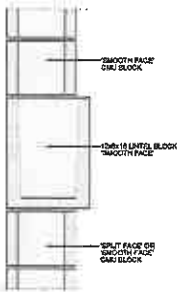
TYP. BALCONY WALL DETAIL
1 1/2"= 1'-0" A10.2



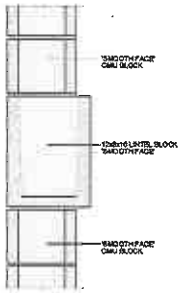
TYP. LANDING RAIL DETAIL
1 1/2"= 1'-0" A10.2



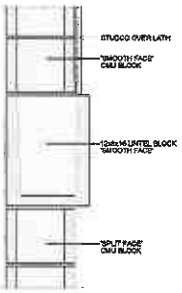
TYP. STAIR RAILING DETAIL
1 1/2"= 1'-0" A10.2



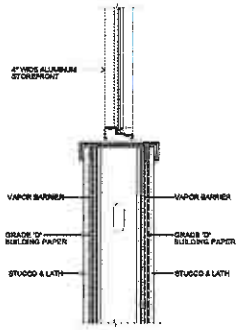
WALL TRANSITION DETAIL
1 1/2"= 1'-0" A10.2



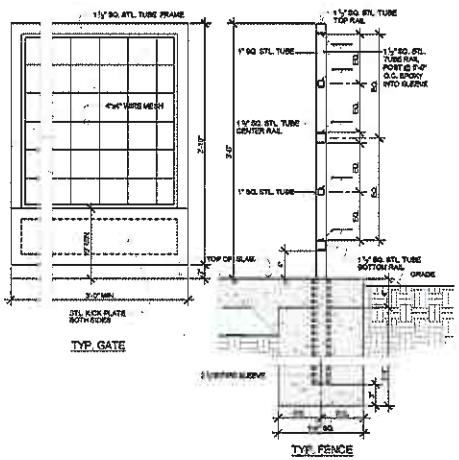
WALL TRANSITION DETAIL
1 1/2"= 1'-0" A10.2



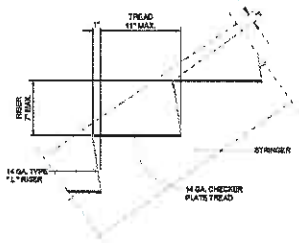
WALL TRANSITION DETAIL
1 1/2"= 1'-0" A10.2



TYP. BALCONY WALL DETAIL
1 1/2"= 1'-0" A10.2



TYP. PATIO FENCE & GATE DETAIL
1 1/2"= 1'-0" A10.2



TYP. STAIR DETAIL
3/4"= 1'-0" A10.2

DAVID GOLDSTIEN ARCHITECT
INC. A.I.A.
650 Alameda Palmeda
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LICENSED ARCHITECT
DAVID R. GOLDSTIEN
No. C-7634
APR. 30, 2017
STATE OF CALIFORNIA

REVISIONS

10-10-16 DP

PLOTTED 10-10-16
DRAWN RA
JOB 1302
SHEET A10.2

Symbol	Qty	Description	Lamp	Lumens	LLF	Watts
	01	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	02	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	03	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	04	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	05	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	06	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Statistics

Symbol	Description	Avg	Max	Min	Max/Min	Avg/Min
+	BOCCE BALL COURT	1.8 fc	5.3 fc	0.8 fc	6.6:1	2.3:1
+	BUILDING WALKWAY	1.3 fc	12.2 fc	0.1 fc	122.0:1	12.0:1
+	BUILDING WALKWAY	3.8 fc	12.7 fc	0.5 fc	25.4:1	7.6:1
+	DG PATHWAY	2.0 fc	14.2 fc	0.2 fc	71.0:1	13.0:1
+	Parking Lot	1.3 fc	7.5 fc	0.0 fc	N/A	N/A
+	PROPERTY LINE	0.2 fc	1.0 fc	0.0 fc	N/A	N/A

Luminaire Locations

No.	Label	X	Y	Z	Orientation	Tilt
1	01	[illegible]	[illegible]	14.00	10.00	0.00
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3	01	[illegible]	[illegible]	14.00	10.00	0.00
4	01	[illegible]	[illegible]	14.00	10.00	0.00
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8	01	[illegible]	[illegible]	14.00	10.00	0.00
9	01	[illegible]	[illegible]	14.00	10.00	0.00
10	01	[illegible]	[illegible]	14.00	10.00	0.00
11	01	[illegible]	[illegible]	14.00	10.00	0.00
12	01	[illegible]	[illegible]	14.00	10.00	0.00
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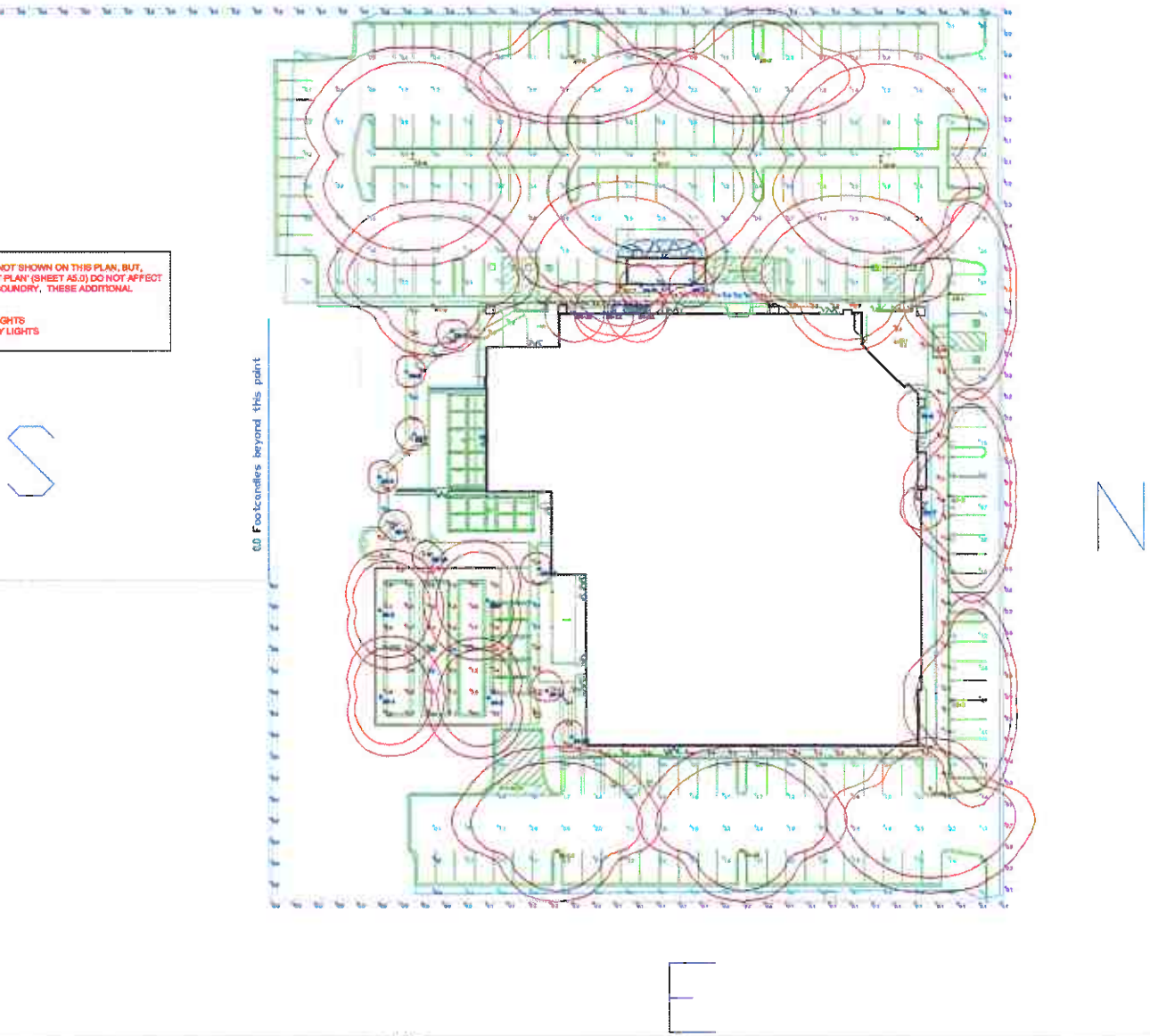
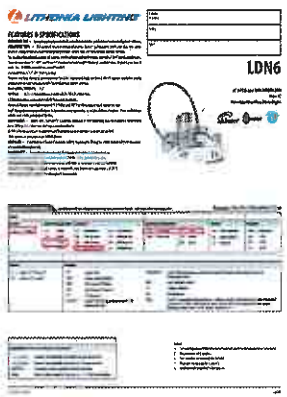
22	01	[illegible]	[illegible]	14.00	10.00	0.00
23	01	[illegible]	[illegible]	14.00	10.00	0.00
24	01	[illegible]	[illegible]	14.00	10.00	0.00
25	01	[illegible]	[illegible]	14.00	10.00	0.00
26	01	[illegible]	[illegible]	14.00	10.00	0.00
11	04	1823.29	-172.45	20.00	20.00	0.00	0.00
12	04	1807.29	-172.45	20.00	20.00	0.00	0.00
13	04	1791.29	-172.45	20.00	20.00	0.00	0.00
10	04	1737.29	-284.43	3.50	3.50	240.00	0.00
11	05	1790.29	-349.29	3.50	3.50	0.00	0.00
12	05	1737.29	-349.29	3.50	3.50	270.00	0.00
14	05	1790.29	-281.63	3.50	3.50	180.00	0.00

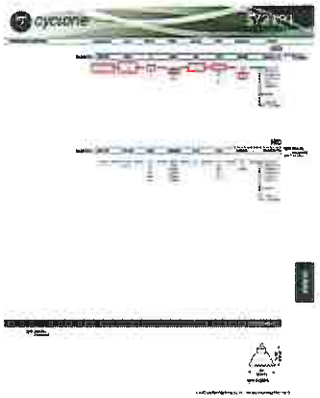
NOTE:
ADDITIONAL EXTERIOR LIGHTING FIXTURE NOT SHOWN ON THIS PLAN, BUT, SHOWN ON THE 'EXTERIOR BUILDING LIGHT PLAN' (SHEET A5.0) DO NOT AFFECT THE LIGHTING LEVELS AT THE PROPERTY BOUNDRY. THESE ADDITIONAL FIXTURES INCLUDE:
SN1 - UNDER AWNING STRIP LIGHTS
AL1 - UNDER SHADE STRUCTURE STRING LIGHTS
RL1 - RECESSED ENTRY CANOPY / BALCONY LIGHTS
SL1 - SIGN LIGHTS ON ARMS

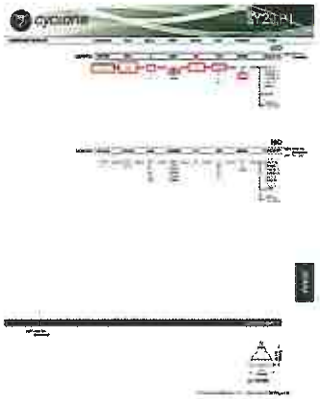


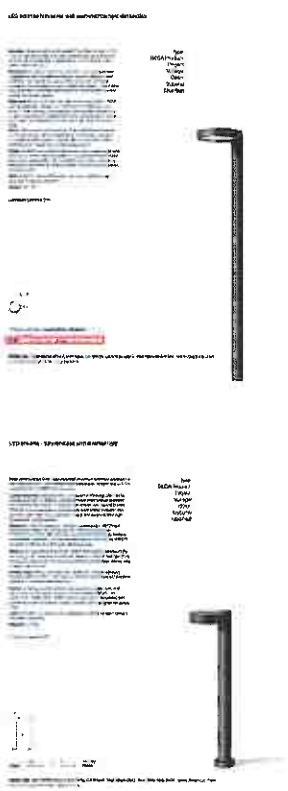
LIVE OAK LANES
LIGHTING PHOTOMETRIC
BUELLTON,CA
07-13-2016

Designer
Date
7/12/2016
Scale
Not to Scale
Drawing No.
Summary



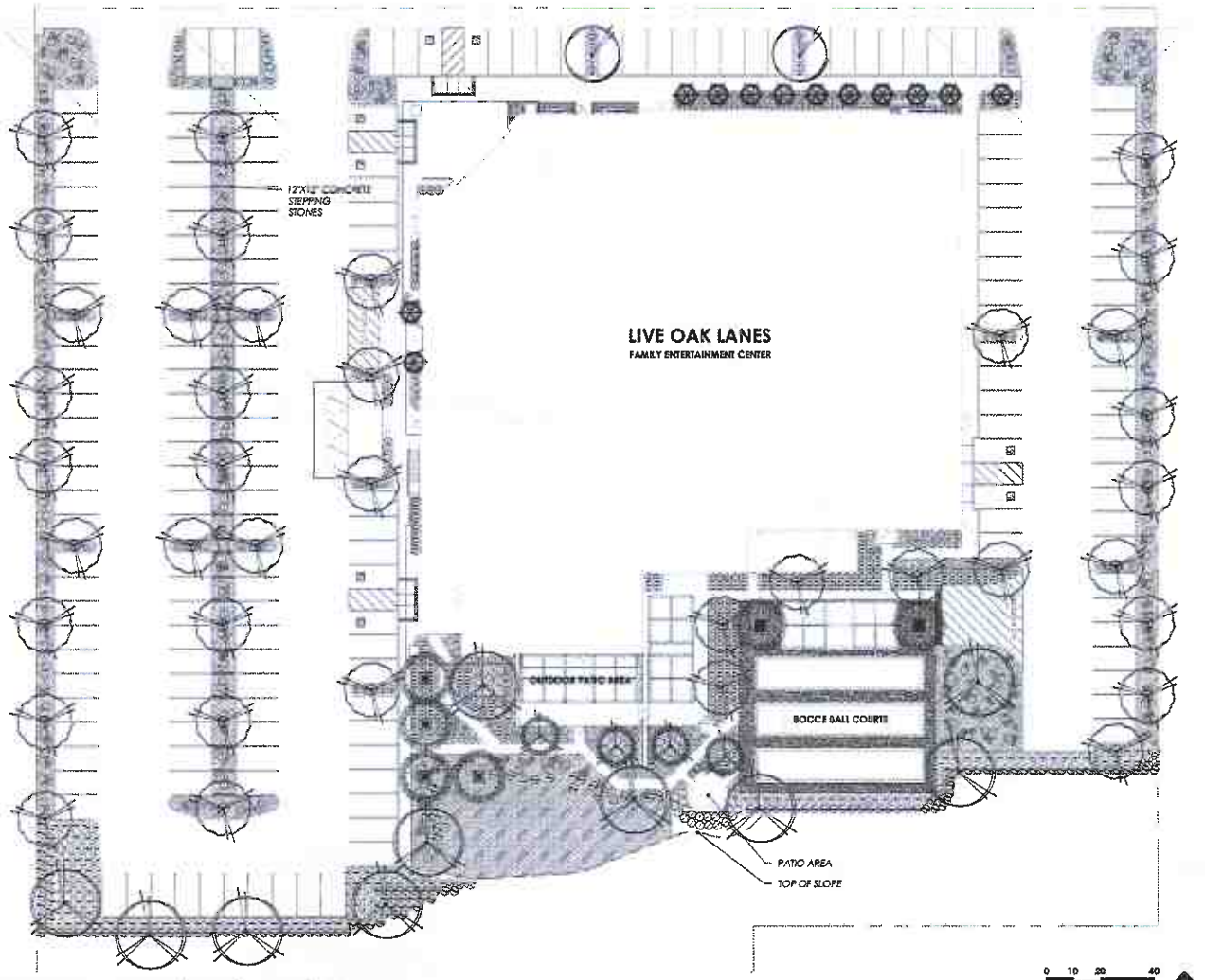






LIVE OAK LANES
LIGHTING PHOTOMETRIC
BUELLTON,CA
07-13-2016

Designer
Date
7/12/2016
Scale
Not to Scale
Drawing No.
Summary



CONCEPTUAL LANDSCAPE PLAN - 01

0 10 20 40
SCALE: 1" = 20'-0"
NORTH

GENERAL NOTES

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

PLANT LEGEND

SITE TREES

SYMBOL	NAME
T1	CERCIS OCCIDENTALIS WESTERN REDBUD
T2	QUERCUS AGRIFOLIA COAST LIVE OAK
T3	ULMUS PARVIFOLIA 'DRAKE' DRAKE CHINESE ELM
T4	PRUNUS CAROLINIANA 'MONUS' BRIGHT 'N TIGHT CAROLINA LAUREL
T5	LYONOTHAMNUS FLORIBUNDUS ASPLENIFOLIUS CATALINA IRONWOOD

STREET TREES

SYMBOL	NAME
ST1	FRAXINUS ANGUSTIFOLIA 'RAYWOOD' RAYWOOD ASH

SHRUBS

SYMBOL	NAME
S1	ANIGOZANTHOS 'BIG RED' BIG RED KANGAROO PAW
S2	CALAMAGROSTIS X A. 'KARL FOERSTER' KARL FOERSTER FEATHER REED GRASS
S3	CHONDROPETALUM TECTORUM SMALL CAPE RUSH
S4	CEANOTHUS 'ANCHOR BAY' ANCHOR BAY CEANOTHUS
S5	JUNCUS PATENS CALIFORNIA GRAY RUSH
S6	LOMANDRA LONGIFOLIA 'BREEZE' BREEZE DWARF MAT RUSH
S7	MUHLENBERGIA RIGENS DEER GRASS
S8	OENITHERA SPECIOSA MEXICAN EVENING PRIMROSE
S9	PHLEMBODIUM AUREUM RABBIT'S FOOT FERN
S10	RHAPHIOLEPIS UMBULATTA 'MINOR' DWARF YEDDA HAWTHORN
S11	WESTRINGIA FRUTICOSA 'MUNDI' LOW COAST ROSEMARY

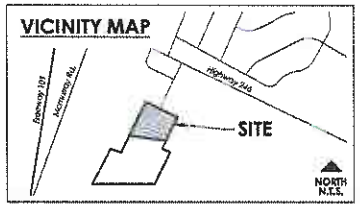
GROUNDCOVERS

SYMBOL	NAME
G1	COBBLES
G2	DECOMPOSED GRANITE
G3	MYOPORUM PARVIFOLIUM 'PUTAH CREEK' TRAILING MYOPORUM
G4	S&S SEED MIX SEE HYDRO SEED NOTES

VINES

SYMBOL	NAME
V1	GREWIA OCCIDENTALIS LAVENDER STAR FLOWER
V2	FICUS PUMILA CREEPING FIG

VICINITY MAP



PLEINAIRE
DESIGN GROUP

LIVE OAK LANES

290 E. HIGHWAY 246 // BUELLTON, CALIFORNIA 93427

SHEET TITLE
CONCEPTUAL LANDSCAPE PLAN - 01

OWNER

DATE 2016.09.28
21330

SHEET NO.
CLP-01

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DRAKE CHINESE ELM

CATALINA IRONWOOD

WESTERN REDBUD

COAST LIVE OAK

BRIGHT 'N TIGHT

DWARF YEDDO HAWTHORN

KARL FORESTER REED GRASS

DEER GRASS

DWARF MAT RUSH

CAPE RUSH

CALIFORNIA GREY RUSH

LOW COAST ROSEMARY

RABBIT'S FOOT FERN

MEXICAN EVENING PRIMROSE

ANCHOR BAY CEANOTHUS

CREEPING FIG

LAVENDER STAR FLOWER

BEGA PATHWAY LIGHTING

NOTE

PLANTS SHOWN ARE TO PORTRAY AN INTENDED DESIGN CONCEPT. FINAL PLANTS SELECTED MAY VARY.

WATER CONSERVATION STATEMENT

We believe in green design as a philosophical approach. Sustainability considerations will guide our team throughout the design and development process. Our design and construction team are experienced designers that have a broad experience in environmental efficiency, programming process, and sustainability.

Landscaping will include the use of native, drought-tolerant planting materials, bio swales and site water retention. Plants of similar water requirements will grouped together to for hydro-zones based on WUCOLS ratings. Project green open spaces will be usable by patrons and will help to reduce the heat island effect common to spaces in developed environments.

Building site orientation, the quality of open space, efficient use of environmentally friendly materials, logical site circulation patterns, and energy efficiency are all considerations. Early integration of sustainability strategies will ensure successful implementation and will control costs.

Reduced water consumption will be part of the design and construction process for the landscape. The irrigation system will be designed in zones to take care of the planting hydro-zones. The system will include efficient head layout and products including drip systems where appropriate. The controller will be weather based to maximize the application of irrigation based on the plants specific needs. Additional equipment will include automatic rain shutoff, moisture sensors and or wind sensors. The design will be fully compliant with State of California Model Water Efficient Landscape Ordinance (MWELO) requirements.

CITY OF BUELLTON
WATER EFFICIENT LANDSCAPE WORKSHEET

PLANNING DIVISION • P.O. BOX 1819 • BUELLTON CA 93427 • 805.686.7474

City of Buellton Reference Evapotranspiration (ETo): 45.6

Hydrozone # /Planting Description [a]	Plant Factor (PF)	Irrigation Method [b]		ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU) [d]
Regular Landscape Areas							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
				Totals:	[illegible]	[illegible]	[illegible]
Special Landscape Areas							
Turf				1	-	-	-
				1		-	-
				1		-	-
				1		-	-
				1		-	-
				Totals:			-
						ETAF x Total:	162,482.90
Maximum Allowed Water Allowance (MAWA):							429,828.05

[a] Hydrozone #/Planting Description
e.g.
1.) front lawn
2.) low water use plantings

[b] Irrigation Method
overhead spray
or drip

[c] Irrigation Efficiency
0.75 for spray head
0.81 for drip

[d] ETWU (Annual Gallons Required)
= Eto x 0.62 x ETAF x Area
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year.

[e] MAWA (Annual Gallons Allowed)
= (Eto) (0.62) (ETAF x LA) + ((1-ETAF) x SLA))
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year, LA is the total landscape area in square feet, SLA is the total special landscape area in square feet, and ETAF is .55 for residential areas and 0.45 for non-residential areas.

ETAF Calculations:

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

Regular Landscape Areas

Total ETAF x Area (B)	6,528.89
Total Area (A)	24,880.00
Average ETAF (B ÷ A)	0.22

All Landscape Areas

Total ETAF x Area (B+D)	6,528.89
Total Area (A+C)	24,880.00
Estimate ETAF (B+D) ÷ (A+C)	0.22

PLEINAIRE
DESIGN GROUP

2604 Stowey Dom. Suite A1 // Santa Maria, CA 93455
805.349.9405 // www.pleinairedg.com

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LIVE OAK LANES

299 E. HIGHWAY 246 // BUELLTON, CALIFORNIA 93427

SHEET TITLE
CONCEPTUAL LANDSCAPE PLAN - 02

OWNER

DATE 2016.09.28
21330

SHEET NO.
CLP-02

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