

**CITY OF LOMPOC
PLANNING COMMISSION STAFF REPORT**



MEETING DATE: MAY 27, 2009

TO: MEMBERS OF THE PLANNING COMMISSION

FROM: LUCILLE T. BREESE, AICP, PLANNING MANAGER
DINAH LOCKHART, ASSOCIATE PLANNER

RE: SANTA RITA HILLS WINE CENTER–
ENVIRONMENTAL IMPACT REPORT – EIR 08-02
GENERAL PLAN AMENDMENT – GP 08-01
ZONE CHANGE – ZC 08-01
TENTATIVE PARCEL MAP – LOM 582
DEVELOPMENT PLAN – DR 08-01

AGENDA ITEM NO. 1

Frances Romero, of Urban Planning Concepts, Inc. representing the property owner, has requested Planning Commission review of the following:

- 1) **EIR 08-02** – The Final Environmental Impact Report (FEIR), prepared for the project described below, prepared by Impact Sciences and circulated through the State Clearinghouse (SCH No. 2008081067) pursuant to the requirements of the California Environmental Quality Act (CEQA);
- 2) **GP 08-01** – A General Plan Amendment to amend the land use designation for 5.9 acres of the 9.6-acre site from *Business Park (BP)* to *General Commercial (GC)*;
- 3) **ZC 08-01** – A Zone Change to amend the zoning designation for 5.9 acres of the 9.6-acre site from *Business Park (BP)* to *Planned Commercial Development (P-C-D)*;
- 4) **DR 08-01** – A Development Plan for conceptual design of the structures, site plan, parking, and landscaping for the project. The total building square footage to be developed will be 151,716 sq. ft. The project consists of:
 - construction of a 55-room hotel with spa, event center, restaurant-bar with 51,413 sq. ft. of area;
 - construction of two (2) buildings for commercial-retail and office uses with 9,663 sq. ft. and 7,469 sq. ft. for a total of 17,132 sq. ft.; and
 - an existing 83,171 sq. ft. wine processing and storage facility with 6,000 sq. ft. of future wine production.

- 5) **LOM 582** – A Tentative Parcel Map to subdivide the 9.6-acre parcel into four (4) parcels.

The property is approximately 9.6 acres located at 300 North Twelfth Street at the northeast corner of the intersection of North Twelfth and Highway 246 in the City of Lompoc (Assessor Parcel Number 99-141-22).

I. PROJECT DESCRIPTION

The project site is approximately 9.6-acres consisting of a single parcel, located at the northeast corner of the intersection of North Twelfth Street and Highway 246. The site is bound along the eastern edge by the City limit. The project site was formerly occupied by the Grefco diatomaceous earth (DE) processing plant. The project site was annexed into the City in 2005.

Surrounding uses include the proposed River Terrace mixed residential and commercial project to the north which was approved by the City in 2005; the Santa Ynez River 0.1 mile to the east; vacant parcels across Highway 246 to the south, and commercial uses, including a Home Depot warehouse store and light-industrial uses across Twelfth Street to the west.

Resort Hotel, Spa, and Event Center

The resort hotel building would include a three (3) story, 55-room bed-and-breakfast element, restaurant and bar, wine-related retail space, spa, and event center, which combined total 51,413 square feet. The resort hotel building would be located on the eastern portion of the project site.

The ground floor of the full-service resort hotel building would be a total of 27,518 square feet and would include a lobby, offices, back-of-house operations, restaurant and bar, an event center, spa, and retail shops that are accessible from the hotel and also offer separate access to accommodate the day visitor. Space on the ground floor is planned as follows: hotel operations which total 4,957 square feet; the spa, which includes a salon and retail shop space, which totals 6,945 square feet; a 4,250 square foot wine-related retail space and café; a 5,757 square foot bar; and the restaurant and kitchen area which totals 21, 909 square feet. Walled patio areas would provide for outdoor spa activities as well as privacy. The second and third floors (13,416 square feet and 10,479 square feet, respectively) would consist of 55 guest rooms.

The single-story, 5,609 square foot event center would be attached to the northern portion of the resort hotel. The event center ballroom would provide for 225 occupants and when used with the adjacent 80-occupant banquet room would accommodate 300 attendees. The event center would also include a ballroom terrace and courtyard that would provide protected outdoor breakout space. Other support facilities would include a kitchen, restrooms, housekeeping, and storage areas that serve back-of-house operations.

Building A

A two (2) story commercial-retail building would be located on the southwest corner of the project site near the intersection of North Twelfth Street and Highway 246. This building would provide 9,663 square feet of floor space, with 7,723 square feet designated for retail, dining, and tasting and 1,759 square feet of commercial office on the second floor. This building may include space for an upscale wine-tasting room, deli, a combination of retail uses, and commercial offices.

Building B

A two (2) story commercial-retail building would be located along State Highway 246 to the east of the new driveway. The building would include 7,469 square feet of floor space and provide opportunities for 3,562 of mixed-use commercial retail on the ground floor and 3,907 square feet of professional office space largely on the second floor. There is the possibility for live/work units on the second floor.

Wine Production and Storage Facility

Existing land uses on the project site include a large cluster of four (4) industrial buildings known as Units A, B, C, and D which consists of 71,000 square feet of enclosed area and are currently used for wine storage and a 6,171 square foot outdoor covered loading area on the northwest corner of the project site. Under the proposed project, limited wine production is proposed during the months of August through October in a 6,000 square foot portion of the Unit D building, bringing the total Wine Production and Storage Facility site to 83,171 square feet. Wine production would not exceed 10,000 cases annually. Approximately five (5) truckloads of grapes would be brought to the site for this wine production. The discharge water generated by the wine production process would be disposed of in accordance with City and State standards. The wine produced would be stored on the project site.

II. ENVIRONMENTAL IMPACT REPORT – EIR 08-02 – SCH NO. 20028081067

A Final Environmental Impact Report (FEIR) has been prepared for the proposed Santa Rita Wine Center Development by Impact Sciences of Camarillo, under contract with the City of Lompoc. The document was prepared pursuant to the provisions of the California Environmental Quality Act (CEQA). The purpose of the FEIR is to evaluate the project and identify potential environmental impacts on the community.

A Notice of Preparation (NOP) was prepared and circulated by the City of Lompoc on August 15, 2008 for the required 30-day review period. A Scoping Meeting was held on September 23, 2008 to solicit public input regarding environmental issues that would be addressed in the EIR.

The Draft EIR (DEIR) was circulated to the State Clearinghouse on February 17, 2009 for distribution to responsible agencies. A Notice of Availability was filed with the Santa Barbara County Clerk of the Board, posted on the project site, and mailed to interested parties advising that the DEIR was available for public review and comment. The public review period for comments began on February 18, 2009 and ended on April 6, 2009.

Comments on the DEIR were received from seven (7) individuals, agencies, and interested parties.

- 1) Governor's Office of Planning and Research, dated April 7, 2009
- 2) State of California Department of Fish and Game, dated April 3, 2009
- 3) State of California Department of Transportation, dated April 1, 2009
- 4) Santa Barbara County Air Pollution Control District, dated April 6 2009
- 5) Coastal Vision, Inc., dated April 6, 2009
- 6) Urban Planning Concepts, Inc., dated April 6, 2009
Attachment No. 1 – Penfield & Smith, dated April 6, 2009
Attachment No. 2 – Penfield & Smith, dated May 23, 2008
- 7) Errin Briggs, dated April 6, 2009

See Proposed Final EIR for comments and responses.

In response to comments by Mr. Errin Briggs, the City had Thomas Olson Biological Consulting firm perform additional environmental work in support of the DEIR. Mr. Olson's report will be included in the FEIR reviewed by City Council and is attached to this staff report for Planning Commission information (Attachment No. 8).

The DEIR did not uncover any impacts identified as *Significant and Unavoidable*. All Significant Impacts noted could be feasibly mitigated to a less than significant level by implementing mitigation measures, as shown in Table 2.0-1 of the DEIR. Significant Impacts are impacts that can be feasibly mitigated to a "less than significant" level. The table shows a list of the mitigation measures identified to address the significant impacts, as well as a determination of the level of significance of the impact after implementation of the mitigation measures.

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the project. The MMRP is included as Attachment No. 7. Mitigation Measures have been included with Planning Commission Resolution No. 647(09) (Exhibit B)

Potentially Significant Impacts Which Can be Mitigated to Less Than Significant

Section 4.1 – Aesthetics: No significant unavoidable impacts were identified. Mitigation Measures are included to minimize the light and glare emanating from the proposed project. Measures include the development of a lighting plan to reduce glare; requiring concrete structures in natural areas be constructed with colored concrete to blend with the surrounding terrain; and the use of tree screens and shrubs. Mitigation Measures when implemented will minimize any impacts from light and glare.

Section 4.2 – Air Quality: No significant unavoidable impacts were identified. Mitigation Measures for Air Quality involve the development of a dust abatement program; use of approved methods for reducing construction impacts; development of a odor abatement plan (OAP); and recommended measures to reduce the project's cumulative climate change impacts.

Section 4.3 – Biological Resources: Noise generated by construction or proposed uses (Operational Noise) and other indirect impacts could be mitigated to prevent adverse impacts to active nests of native bird species. Mitigation measures are included to assure that no adverse impact will occur.

Section 4.4 – Hazards and Hazardous Materials: Continued operation of an on-site ground water pump and treat system is proposed as Mitigation Measure until levels meet State guidelines and a case closure letter issued. A Mitigation Measure to address Temporary construction impacts on State Route 246 and State Route 1 will require the applicant's construction contractor to provide adequate notice to City Police and Fire to allow for alternate routes.

Section 4.5 – Hydrology and Water Quality: Compliance with the National Pollution Discharge Elimination System (NPDES) permit requirements and the City's Storm Water Management Program is required as Mitigation Measures to reduce surface flows from the project site.

Section 4.7 – Noise: Noise impacts on sensitive receptors around the project site are expected to be temporary and are addressed by Mitigation Measures implementing appropriate noise reduction strategies, time-specific construction schedules. Required signage at load docking areas for trucks to shut-off engines while docking is a Mitigation Measure to address any impacts on proposed residential units to the north of the project site.

Section 4.8 – Transportation and Circulation: No significant unavoidable impacts were identified. Mitigation Measures are included to minimize potential conflicts between construction activity and through traffic. The construction of a new two-way left turn lane at the intersection of State route 246 and Twelfth Street, additional signage, and truck restrictions are Mitigation Measures designed to address potential traffic turning conflicts.

Section 6.0 – Growth Inducing Impacts: No significant unavoidable impacts were identified. No Mitigation Measures are required; approval of the requested General Plan Amendment and Zone Change will assure conformance with City policies.

Effects Found Not to be Significant

Section 7 of the FEIR discusses the potential environmental effects that have been found not to be significant as a result of distribution of the Notice of Preparation/Initial Study and the responses received. The following items were analyzed following the State Initial Study format. Mitigation measures have been included in a number of these categories to assure that any possible impact is reduced to less than significant level and further study in the EIR was not required. They include:

- Agricultural Resources (site is surrounded by developed land uses, is zoned Business Park, and has not been used for agricultural operations for over 50 years)
- Cultural Resources (implementation of mitigation measures identified in a Phase I archeological study, with consultation with archaeological archives at the Central Coast Information Center (CCIC) at the University of California, Santa Barbara and the Native American Heritage commission (NAHC) reduces possible impact to less than significant level)
- Geology and Soils (mitigation identified in the Soils Engineering Report for the project site, use of seismic design parameters contained in the California Building Code), and adherence to the most current government standards for earthquake – resistant construction) reduce possible impact to less than significant level)
- Hydrology and Water Quality (project would not impact local groundwater basin, is not located within the 100-year flood plain, does not unreasonably expose residents to dam failures or natural inundation hazards)
- Mineral Resources (project area is not in a mineral resource site)
- Population and Housing (project would not result in the removal of existing housing and would not indirectly induce population growth and need for additional housing)
- Public Services (pending review of final project plans by the Fire Department, project impact on Fire, Police, and recreational services was found not to have a significant impact)
- Utilities and Service Systems (project would not generate a significant impact on the City’s waste water treatment system, the water supply, or the existing landfill)

Certification of the Proposed FEIR acknowledges that the document has:

- 1) been completed in compliance with CEQA,
- 2) was reviewed by the decision-making body, and
- 3) represents the City’s independent judgment.

Draft CEQA Findings are attached to PC Resolution No. 643 (09) for Commission review. They will be forwarded to the City Council with the Commission recommendation for the project. Adoption of CEQA Findings determines, that for each Significant Impact, adoption of recommended Mitigation Measures will mitigate impacts to a less than significant level. If any or all applications associated with the project are to be approved, the CEQA Findings must be approved. Should the CEQA Findings not be adopted, the project (any or all applications) cannot be approved.

Recommended Planning Commission Action:

- Adopt Resolution No. 643 (09) recommending that the City Council adopt the CEQA Findings and certify the Final Environmental Impact Report (FEIR 08-02).

III. General Plan Amendment / Zone Change

Discussion in the Environmental Impact Report Section 4.6 Land Use and Planning covers the City Regulatory Framework (General Plan and Zoning Ordinance). A General Plan Consistency Analysis was performed for the proposed project beginning on page 4.6-5 of the document. The project was determined to be consistent with the policies in the General Plan and no Mitigation Measures were required. Consistency with the Zoning Ordinance requirements is discussed on page 15 of the staff report.

1. General Plan Amendment

The request is for a General Plan Amendment (GP 08-01) to change the existing Land Use Element designation of 5.9-acres of the total 9.6-acre project site from *Business Park (BP)* to *General Commercial (GC)* and for the remaining 3.7-acres to retain the designation of Business Park, as shown on Exhibit A of PC Resolution No. 644(09). The adopted Purpose for the existing and proposed Land Use Designations, as listed in the City General Plan, are detailed below:

Acres	Existing LU Designation	Proposed LU Designation
5.9	<u>Business Park</u> <i>Purpose: to provide areas for clean and attractive, planned industrial centers on large, integrated parcels of land upon which all activities are conducted indoors.</i>	<u>General Commercial</u> <i>Purpose: To provide commercial areas for a wide variety of retail, office, and service-oriented enterprises which meet the needs of residents and visitors. To accommodate commercial uses which operate more effectively outside the other commercial areas of the community.</i>
3.7	<u>Business Park</u> <i>Purpose: to provide areas for clean and attractive planned industrial centers on large, integrated parcels of land upon which all activities are conducted indoors.</i>	<u>Business Park</u> <i>Purpose: to provide areas for clean and attractive planned industrial centers on large, integrated parcels of land upon which all activities are conducted indoors.</i>

The project uses and objectives are consistent with the General Plan purposes identified above. Following Council approval of the proposed General Plan Amendment (GP 08-01) and Zone Change (ZC 08-01), the project would be consistent with zoning and land use designations for the site.

2. ZC 08-01 – Zone Change

The request is for a Zone Change to amend the City's Zoning Map designation for 5.9 acres of the parcel from *Business Park (BP)* to *Planned Commercial Development (P-C-D)*. Approval of the request would allow the Planning Commission and the City Council to consider a certain amount of flexibility in the design arrangements of various types of commercial developments.

Section 17.048.010 P-C-D Planned Commercial Development District Purpose states:

"The Planned Commercial Development zone is intended to provide for the orderly development of commercial centers in conformance with the comprehensive land use element of the City. This district is intended to provide flexibility in the design arrangements of various types of commercial developments."

Approximately 5.9-acres of the site are proposed for the *P-C-D* zoning designation, which permits all retail commercial uses. Project uses consistent with these zoning designations include the spa, gift shop, wine sales, restaurant-bar, commercial-retail and office uses, parking lot, event center, and hotel.

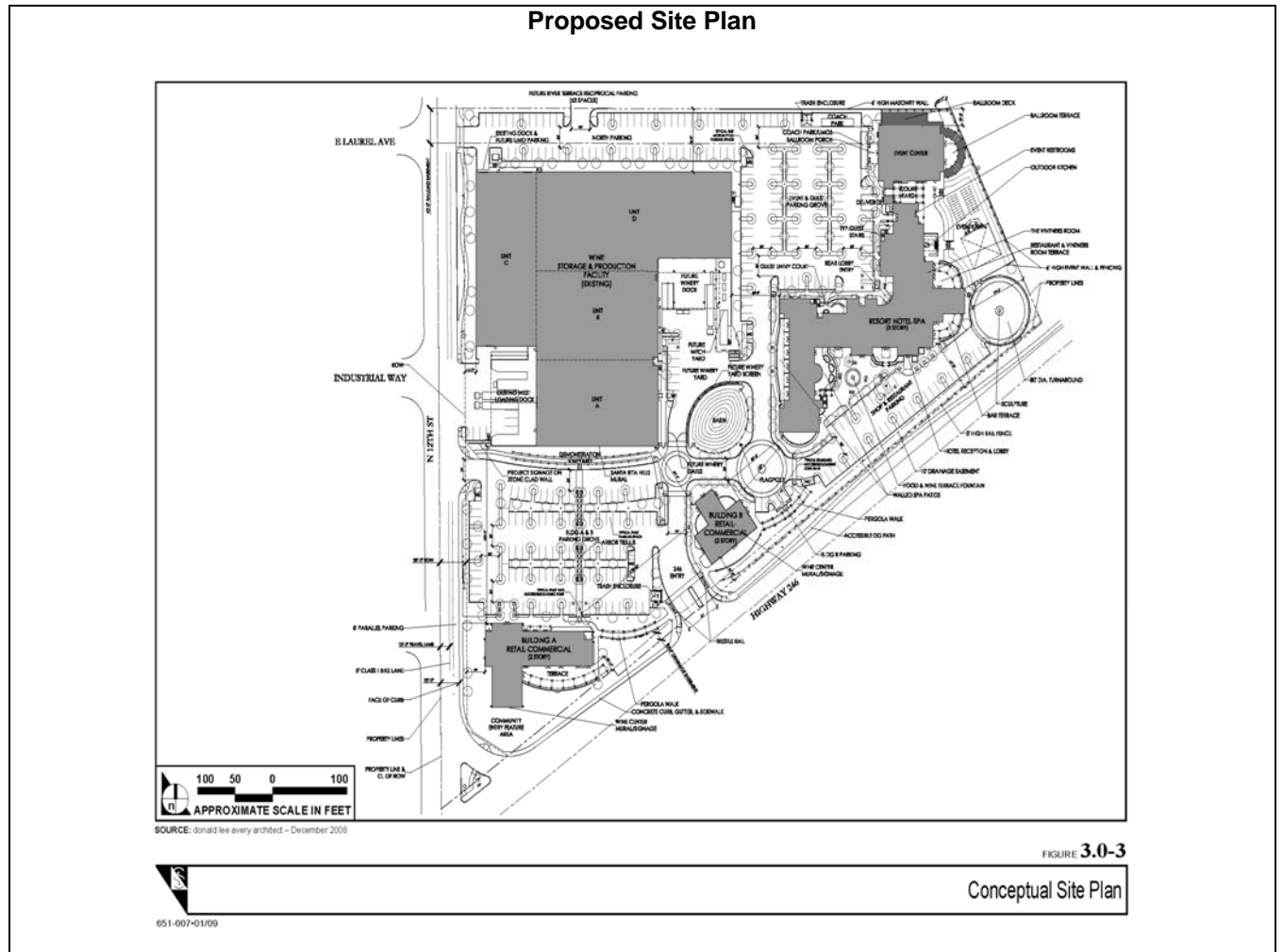
Following Council approval of the General Plan Amendment and Zone Change, the proposed uses would be consistent with the PCD Zoning District purpose.

Recommended Planning Commission Action:

- Adopt Resolution No. 644 (09) recommending that the City Council approve General Plan Amendment (GP 08-01) to change the land use designation of 5.9-acres of Assessor Parcel Number 99-141-22 from *Business Park (BP)* to *General Commercial (GC)* as shown on Exhibit A of the Resolution.
- Adopt Resolution No. 645 (09) recommending that the City Council approve Zone Change (ZC 08-01) to amend the zoning designation for 5.9-acres of Assessor Parcel Number 99-141-22 from *Business Park (BP)* to *Planned Commercial Development (P-C-D)* as shown on Exhibit A of the Resolution.

3. Development Plan – Conformance with Existing City Standards

The proposed development will be reviewed under the Zoning Ordinance Section 17.048 (PCD) Planned Commercial Development District. The proposed site plan is shown below:



Architectural Review Guidelines:

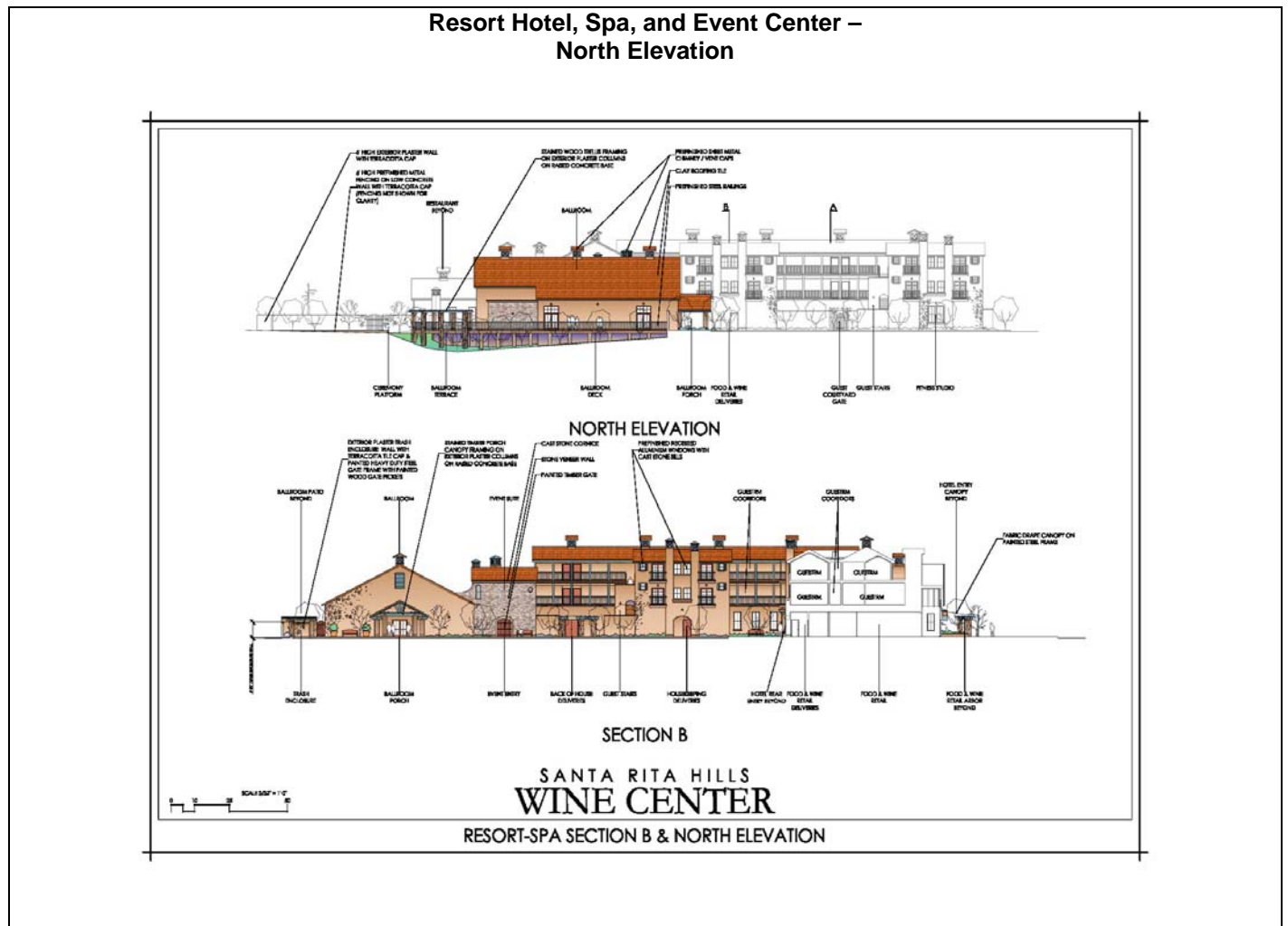
The applicant has presented conceptual architecture which shows the elevations for the Resort Hotel, Spa, Event Center, Wine Production and Storage Facility. The design scheme is intended to reflect a “wine center village” that will feature wine industry related hospitality and services while master planning the entire site to allow for reciprocal uses of parking and other infrastructure.

- Resort Hotel, Spa, and Event Center

The resort hotel building would be located on the eastern portion of the project site. The architectural materials would be varied and include a cast stone architrave, exterior plaster walls with terracotta tile caps, fabric-draped canopies on painted steel frames, cast stone, and stone veneer walls. All elevations visible from the public view will be treated with additional architectural detail. Staff will review and approve any added detail on the elevations during the plan check process (PC Resolution No. 647 (09) COA P-6).

The single-story, 5,609 square foot event center would be attached to the northern portion of the resort hotel.

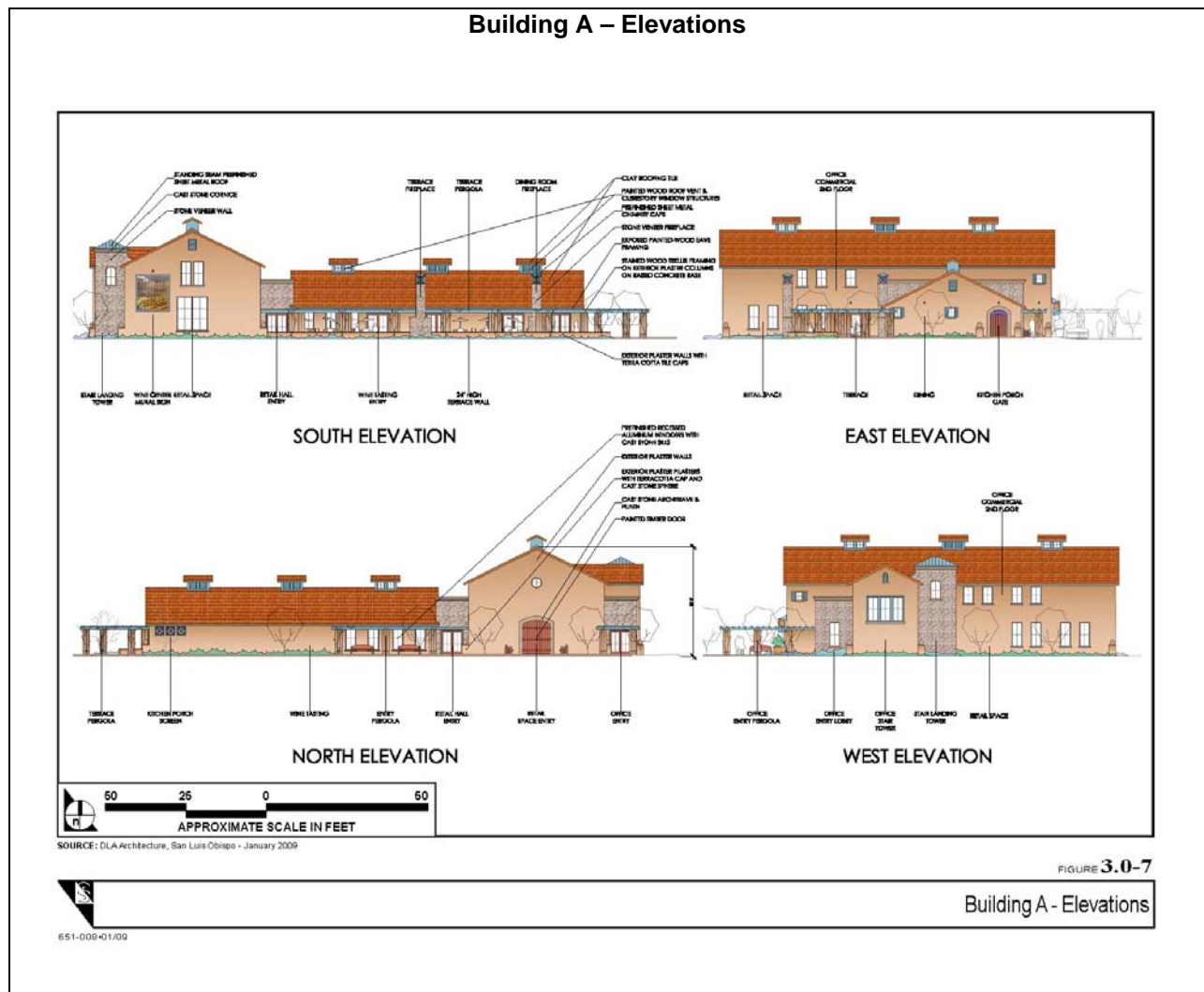
Architectural colors are consistent with a naturalistic color palette of terracotta, beige, with exterior slate-colored stone veneer wall accents.



- Building A

A two-story commercial-retail building would be located on the southwest corner of the project site near the intersection of North Twelfth Street and Highway 246.

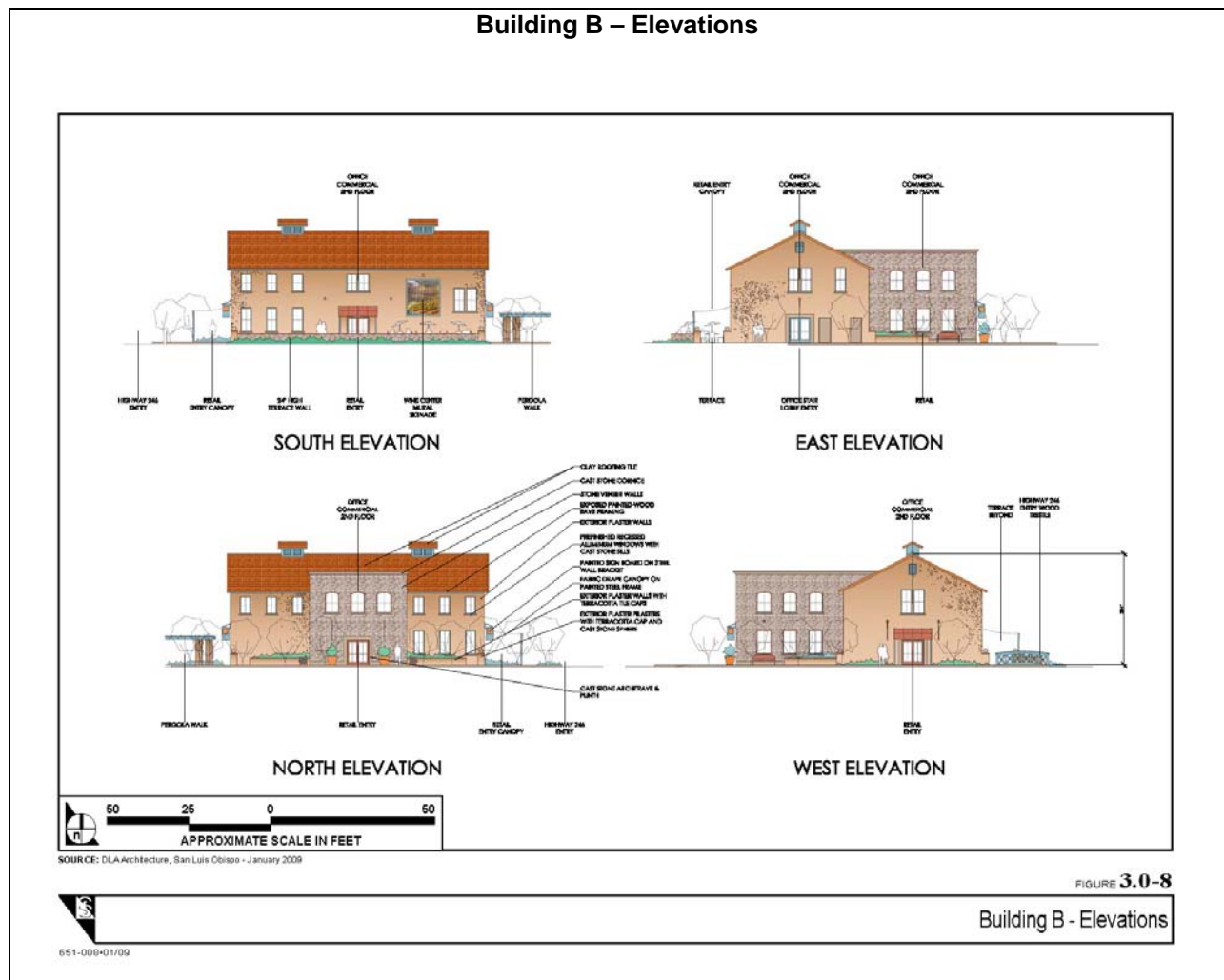
The architectural materials used would include exterior plaster walls, terracotta tile caps, and stone veneer. Architectural colors are consistent with a naturalistic color palette of terracotta, beige, with exterior slate-colored stone veneer wall, and blue chimney and roofing accents.



• Building B

A two-story commercial-retail building would be located along State Highway 246 to the east of the new driveway into the project.

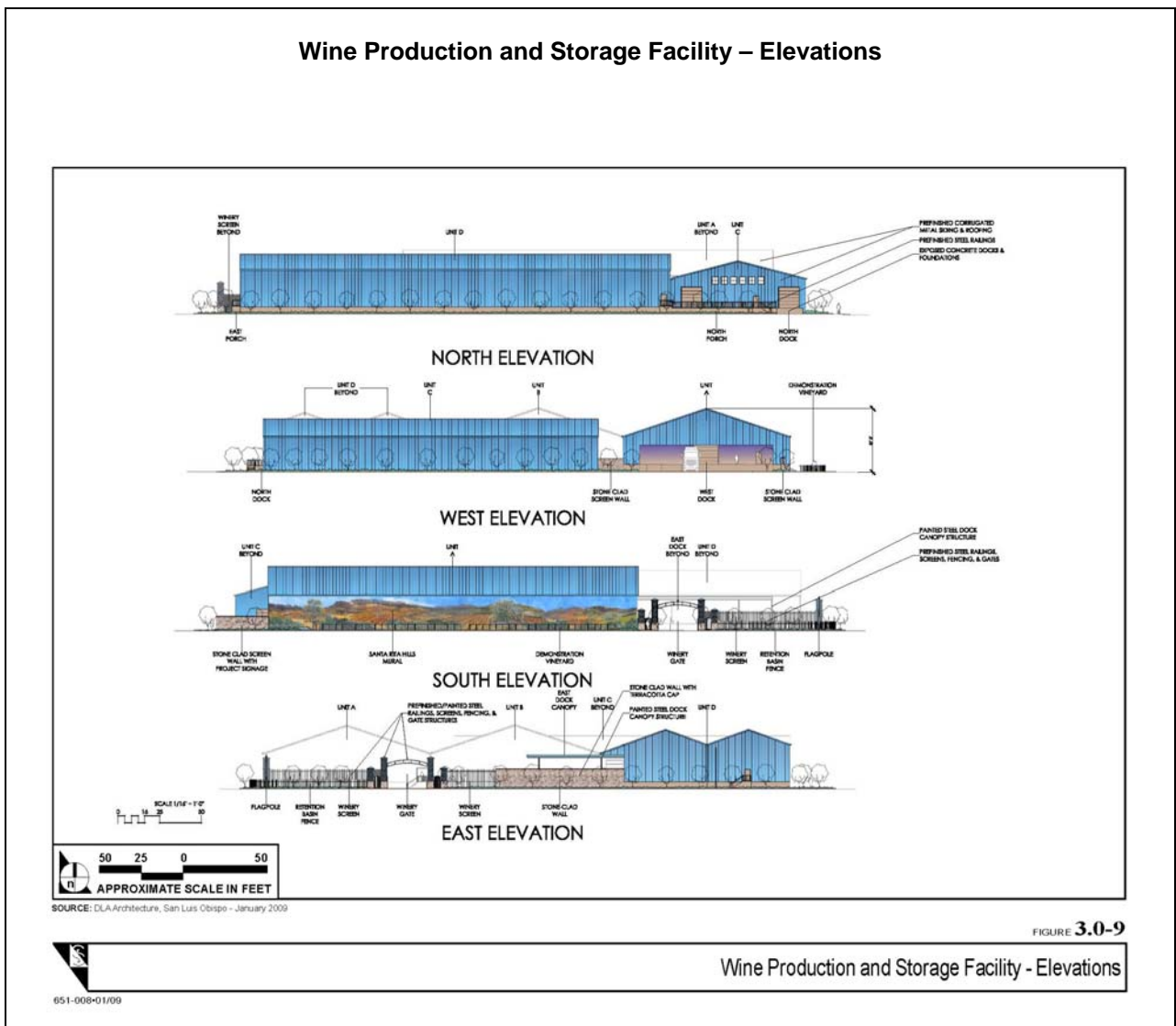
The architectural materials used would include exterior plaster walls, terracotta tile caps, and stone veneer. Architectural colors are consistent with a naturalistic color palette of terracotta, beige, with exterior slate-colored stone veneer wall, and blue chimney and roofing accents.



• Wine Production and Storage Facility

The four existing on-site industrial buildings, known as Units A, B, C, and D total 71,000 square feet of enclosed area and are currently being used for wine storage. The wine storage and production buildings north, west, and central are high-bay structures of corrugated metal construction over concrete slab-above-grade foundation. The south building consists of a metal building frame only over a concrete slab-above-grade foundation.

The metal walls of the buildings are painted a light blue with the southern wall painted with a mural.



The Architectural Review Guidelines state:

Page 8, Item 10

Multiple buildings on the same site shall be designed to create a strong visual relationship between the buildings with subtle variety in building size and mass.

Page 8, Item 13

All building elevations visible to the public shall be designed and architecturally treated. The choice of materials, colors, and the level of detailing shall be thoughtfully integrated into the design. All elevations need not look alike; however, a sense of overall architectural continuity is encouraged.

Page 9, Item 14

Code-required elements, such as parapet walls and screen walls, shall be treated as an integral part of the architecture and these elements shall not visually weaken the design.

Page 10, Item 20

The ground floor levels of buildings where pedestrian activity is high shall include elements of visual interest to pedestrians. Display windows retail shops, and courtyard entrances are encouraged.

Page 10, Item 21

Uses which visually disrupt the continuity of pedestrian movement (such as open parking lots, parking structures, backs of buildings, or delivery areas of buildings) should be designed to “bridge” the active areas.

Page 11, Item 23

A unified theme should be incorporated into each commercial center. Additions and alternations must be consistent with and enhance the design theme.

Color elevations and materials board will be available for review at the meeting.

As proposed, the project is consistent with the City Architectural Review Guidelines, minor changes to the approved elevations would be reviewed by staff during plan check, major changes would be returned to the Planning Commission for review and approval prior to issuance of building permits (PC Resolution No. 647 (09) COA P-6).

Consistency with City of Lompoc General Plan

The Santa Rita Hills Wine Center 9.6-acre site has an existing General Plan Land Use designation of *Business Park*. The applicant has requested that the City change the land use designation for 5.9-acres of the site to *General Commercial* to allow the proposed retail/commercial uses in conjunction with the existing wine storage on the site.

The area at Twelfth Street and Hwy 246 is identified in the Urban Design Element of the City's General Plan as an Entryway. The designation is intended to define and enhance the entryway into the City as each of the parcels is developed. The Home Depot site across Twelfth Street to the west of the proposed project has a dedicated element with landscaping and public art to celebrate the "City of Lompoc – City of Arts and Flowers". This area was designed by the applicant landscape architect with input from staff and approved by the Planning Commission. It is recommended that a similar element be constructed at this site to be installed prior to the certificate of occupancy for the first building (PC Resolution No. 647 (09) COA P-14).

General Plan Policies 1.1 and 4.4 state:

Policy 1.1 The City shall define, protect, and link urban features, rural features, and open space areas in the Lompoc Valley including those identified on the Urban Design Features map.

Policy 4.4 The city shall continue to encourage provision of art in public places.

The proposed project includes an existing mural on the southern side of the existing Unit A building which will remain.

Redevelopment Agency:

The proposed project is located within the City of Lompoc Old Town Redevelopment Project Area, Amendment No. 2. Projects on sites over one acre in size and containing require Redevelopment Agency Board (RDA) review and approval. The project will be reviewed by the RDA following City Council review (PC Resolution No. 647 (09) COA P-69).

Compliance with City of Lompoc Zoning Ordinance

Development Standards:

The existing buildings are located in the *Business Park* Zoning District and no additional exterior changes are proposed. The exterior of the buildings were re-skinned in 2008. The interior tenant improvements to allow the wine production area will require Building permits to be obtained from the City when the improvements are put in. The building plans will be reviewed by the Planning Division during the plan check process to assure conformity with any Zoning requirements and/or Conditions of Approval.

The new construction is proposed for the *Planned-Commercial-Development* Zoning District and must conform with the existing Development Standards listed for the *C-2 Central Business District*. Only the approved project may be constructed on the site, any change would require Planning Commission review. Staff may approve minor changes to the site plan and/or architecture during plan check PC Resolution No. 647 (09) COA P-6).

Development Standard	Requirement	Proposed
Lot Area	Minimum not less than 7,000 sq. ft.	Resort Hotel – 3.19 acres Bldg A – 2.06 acres Bldg B – 0.72 acres
Lot Width	Minimum of 60 feet	Resort Hotel – 342.48 feet Bldg A – 209.89 feet Bldg B – 295.97 feet
Setback	Front Yard – None Side Yard – 10’ when adjacent to residential Rear Yard – 10’ when adjacent to residential	Resort Hotel - Bldg A – 31. 7 feet Bldg B – 31.5 feet
Height	Four stories or 50’ whichever is less	Resort Hotel – 37’-6” (max. 41’-11”) Bldg A – 32’-3” (max. 35’-8”) Bldg B – 32’-1” (max. 36’-1”)

Parking

Ordinance Requirements:

In 2008, the Planning Commission held three meetings to discuss proposed changes to the City Parking Regulations. The Commission reached out to the community in an effort to obtain maximum public input prior to making a recommendation to the Council regarding proposed updates to the City Parking Regulations. In February 2009, the City Council adopted Ordinance No. 1556 (09), which amended Zoning Ordinance Chapter 17.112 of the City’s Parking Regulations. Parking requirements for the Santa Rita Hills Wine Center are being reviewed utilizing the new standards.

One of the revisions included the addition a flexible standard for “Winery Uses” under the ordinance to provide the flexibility needed for seasonal warehouse uses. An applicant may select from one of the options noted below to determine which option would best serve the proposed winery use. If an applicant selects an option with minimal parking to support the proposed use, an agreement must be recorded on the subject property limiting the future use of the building to a use for which adequate parking is provided on-site (PC Resolution No. 647 (09) P-67).

Section 17.112.020 Schedule of Off-Street Parking Requirements

H. Winery Uses. An applicant may select from one of the options noted below to determine which option would best serve the proposed winery use. An agreement will be recorded on the subject property limiting the future use of the building to a use for which adequate parking is provided on-site. Off-street parking spaces shall be provided in the following ratios.

	Storage & Processing	Tasting & Office
Option A	1 space per 1,000 sq. ft.	1 space per 500 sq. ft. (30% max)
Option B	1 space per 1,000 sq. ft. of gross floor area	Maximum of 15% of sq. ft. for office & tasting – 4,500 sq. ft.
Option C	1 space per 1,500 sq. ft. warehouse plus 1 space per each full time employee	N/A

The applicant has selected Option C Under “Winery Uses”, which requires one (1) space per 1,500 sq. ft. of warehouse use plus 1 space per each full time employee. This option does not allow for “Tasting Room “ or “Office” use within the warehouse space. Allowed storage under the “Winery Uses” would specifically include barrels, case wine, bottles, and those materials directly related to bottling or shipping wine.

Section 17.112.035 Bicycle and Motorcycle Parking Requirements was also added to the Ordinance. For an Industrial Use:

Bicycle spaces must be provided as follows: *“one space per 20 motor vehicle spaces in a permanent stationary parking device which is adequate to secure bicycles”, “space dimension is two (2) ft. by six (6) ft. per space”, and “location to be approved by staff during building plan review”* The project requires 473 motor vehicle spaces, a Condition of Approval requiring 24 bicycle spaces is included in PC Resolution No. 647 (09), COA P-17a).

Motorcycle Parking must be provided as follows: *“one space per 20 motor vehicle spaces in a permanent stationary parking device which is adequate to secure bicycles”, “space dimension is four (4) ft. by seven (7) ft. per space”, and “location to be approved by staff during building plan review”*. The project requires 473 motor vehicle spaces, a Condition of Approval requiring 24 motorcycle spaces (473 /20 = 23.65) is included in PC Resolution No. 647 (09), COA P-17b).

Section 17.112.030 – Off Street Loading Requirements:

Off-Street loading spaces shall be provided in the following ratios:

Land Use	Number of Loading Spaces Required	Number of Spaces Proposed
Non residential structures less than 50,000 sq. ft. in size	1 striped space, measuring 12 ft. by 35 ft.	Hotel – 1 space for loading/Coach/Limo Use and 1 space for deliveries Bldg A – 1 – 12 ft. by 30 ft. Bldg B – None identified
Non residential structures Over 50,001 sq. ft. in size	Planning Commission review shall determine need for additional loading space for buildings over 50,000 sq. ft. in gross floor area	3 existing, 1 proposed

The existing warehouse/storage area has a covered loading dock (facing the Twelfth Street frontage) which accommodates four (4) semi-trucks. A fifth slot is proposed adjacent to the future winery dock on the east side of the building. The Planning Commission may determine that there are adequate loading spaces available for the existing warehouse space or determine that additional spaces are necessary.

The size of the proposed loading spaces for the other buildings does not meet the Zoning Ordinance requirement and a Condition of Approval is included requiring the site plan to be adjusted with the Building Permit application (PC Resolution 647 (09) P-17c).

Staff has calculated the parking requirements as shown in the table below. Based on the square footage for individual uses, the required parking would be 473 automobile spaces and 24 motorcycle spaces for a total parking requirement of 497 spaces. These would be in addition to the required Bicycle and Loading Spaces identified above.

Parking Spaces Required by Use Pursuant to Ordinance	Proposed Square Footage/ Parking space ratio	Required Parking	Proposed
Commercial Uses (not otherwise provided in the parking ordinance) 1 space for each 250 sq.ft. of gross floor area	Resort Hotel / Spa – 9,937 sq. ft.	40 spaces	
	Building A – 5,674 sq.ft.	23 spaces	
	Building B – 3,562 sq. ft.	14 spaces	
Hotels and Motels 1 space per guest room plus 1 additional space per 10 guest rooms	Resort Hotel/ Spa – 28,852 sq.ft. / 55 rooms	60 spaces	
	Building A – 0	0 spaces	
	Building B – 0	0 spaces	

Parking Spaces Required by Use Pursuant to Ordinance	Proposed Square Footage/ Parking space ratio	Required Parking	Proposed
Restaurant Café 1 space for each 60 sq. ft. of floor area of public accommodation plus 1 space for each 250 sq.ft. of remaining gross floor area	Resort Hotel/ Spa – 7,241 sq. ft.	79 spaces	
	Building A – 2,049 sq. ft.	34 spaces	
	Building B – 0	0 spaces	
Office Building/ Professional Office 1 space for each 250 sq. ft. of gross floor area	Resort Hotel/ Spa – 0	0 spaces	
	Building A – 1,940 sq. ft.	8 spaces	
	Building B – 3,907 sq. ft.	16 spaces	
Assembly Hall 1 space for each 5 permanently located seats or 1 space for each 35 sq.ft. of gross floor area in the assembly room or rooms	Resort Hotel/ Spa – 5,033 sq. ft.	144 spaces	
	Building A - 0	0 spaces	
	Building B – 0	0 spaces	
Warehousing (Storage) 1 space for each 750 sq.ft. of gross floor area	Resort Hotel / Spa – 350 sq. ft.	1 space	
	Building A – 0	0 spaces	
	Building B – 0	0 spaces	
Wine Storage and Production Facility Option C 1 space per 1,500 sq. ft. warehouse plus 1 space per each full time employee	77,000 sq. ft.	51 spaces + 3 employee spaces = 54 spaces	
	Sub-total - Auto	473 auto spaces	381 auto spaces
Motorcycle 1 space per 20 auto spaces (473/20 = 23.65)		24 motorcycle	21 motorcycle
	Total	497 spaces	402 spaces

Section 17.112.080 Mixed Occupancies and Shared Parking

- A. *In the case of mixed uses for one building, structure, or zoning lot, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking for one use shall not be considered as providing required parking facilities for any other use except as hereinafter provided.*
- B. *The consolidation of the required parking area shall be located within the same block or within 300 feet of the use (s), in which case the number of parking spaces required shall be the sum total of the individual requirements.*

In reviewing previous projects, the Planning Commission has generally been agreeable to allow a 10% parking reduction when possible. Allowing a 10% reduction of the 473 automobile spaces (47) would generate a requirement of 426 automobile spaces.

Applicant Proposal:

The applicant submitted a Revised Parking Calculation on the Development Plan dated April 23, 2009 proposing 402 total parking spaces.

Type of Space	On-Site	Future River Terrace Development	Proposed On-street Parking ¹	Loading Spaces
Standard	297	54	18	
Coach/Limo ²	12			
Loading (dimensions unknown)				9
Subtotal	309			
Motorcycle ³	21			
	330	54	18	9
Total proposed	402 spaces			

- ¹ Zoning Ordinance Section 17.112.040 requires parking spaces to be located on the same site as the use for which parking is provided.
- ² The applicant is requesting credit for 6 regular parking spaces for each Coach/Limo space provided.
- ³ Zoning Ordinance Section 17.112.035 requires one space per 20 motor vehicle spaces.

The applicant is requesting a substantial reduction in the required parking for the development. The Ordinance requirement (473 automobile parking spaces) is often reduced by 10% at the Planning Commission's discretion for developments – this would leave a requirement of 426 automobile and 24 motorcycle parking spaces for a total 450 parking spaces for the project. The applicant is proposing 309 on-site (excluding River Terrace and on-street spaces) parking spaces, 21 are motorcycle which are required in addition to the standard vehicle spaces in the code, therefore the 21 motorcycle spaces must be deducted from the 330 on-site spaces leaving 309 standard vehicle parking spaces or a deficit of 117 parking spaces.

The applicant is requesting Planning Commission consideration to allow credit for 12 auto parking spaces where they are providing two (2) Coach/Limo spaces. This would be at the discretion of the Planning Commission since there is no allowance for this type of credit in the Zoning Ordinance.

Zoning Ordinance Section 17.112.040 requires parking spaces to be located on the same site as the use for which parking is provided. Applicants have not been allowed to count on-street parking when calculating required parking. It should be noted that of the proposed 18 spaces on Twelfth Street, nine (9) are located where the proposed bus stop is to be constructed.

Although the site is proposed as four (4) parcels, the development will work as one site and there will be a reciprocal parking and access agreement recorded on the property as there is in other shopping centers in the community (PC Resolution 647 (09) COA P-67). Although reciprocal parking agreements may be utilized for parking spaces within 300 feet of the proposed use, the 54 River Terrace parking spaces have not been constructed.

The purpose of *Section 17.112.010 Scope of Regulations – Applicability* is “...intended to ensure that sufficient off-street parking is provided for all uses and structures. . . .” The Planning Commission will be asked to make a recommendation as to whether the City Council can make the finding required in *Section 17.048.040 Approval of Preliminary Development Plan*.

A. That the site for the proposed use is adequate in size and topography to accommodate said use, and that all yards, spaces, walls and fences, parking, loading, and landscaping are adequate to properly adjust such use with the land and uses in the vicinity.”

Parking Reduction Request:

Type of Space	Ordinance Requirement	Applicant Proposal	Reduction Requested
Standard Auto	473 (required by Code) 426 (with 10% reduction)	330 309 (21 motorcycle removed)	117
Motorcycle	24	21	3
Off-Site (River Terrace)	Not constructed	54	54
On-Street (Twelfth Street)	Not permitted – Nine (9) are located where the required bus stop is to be constructed	18	18
Total	450	402	192

Following Planning Commission discussion and direction, COA P-17 will be amended to reflect the recommendation regarding the required parking for the site in the following areas:

___ parking spaces, 24 motorcycle spaces, 24 bicycle spaces, and ___ loading spaces.

Landscape

Landscaping is an integral component of any development project. Landscaping Conditions of Approval have been included. A conceptual landscape plan, prepared by Pleinaire Design Group, and dated June 23, 2008, was included in the project submittal. Preliminary review indicates that the plans are generally acceptable, final review and approval will occur during the plan check process. An contract landscape architect will review the project (plans and inspections) for the City at the expense of the applicant (PC Resolution No. 647 (09) P-33).

The Urban Forester has discussed the retention of the two (2) Cork Oak trees currently on the southwest corner of the property with the applicant. A Condition of Approval has been included (PC Resolution 647 (09) P-51) which will require that care should be given to save the two Cork Oak trees.

Signage

The applicant is not requesting review of signage at this time. Prior to the installation of any signage, a sign program must be reviewed by the Planning Commission (PC Resolution No. 647 (09) COA P-7).

As conditioned, the proposed Development Plan is consistent with the General Plan, Architectural Review Guidelines, and Zoning Ordinance Development Standards, and is recommended for approval.

4. Tentative Parcel Map (LOM 582)

The Planning Commission has the authority to approve, conditionally approve, or deny a Tentative Parcel Map (Lompoc City Code Section 16.24.040). Once approved, the Tentative Map expires twenty-four months from the date of approval unless the applicant requests a time extension prior to the expiration PC Resolution No. 646 (09) COA P-4.

The existing parcel is currently 9.6 acres in size. The proposal is to divide it into four (4) parcels:

Parcel No.	Development Standard when creating new Parcel	Proposed Size	Proposed Use
1	BP Zone – 3 acre minimum	3.47 acres	Existing warehouse use
2	PCD – 7,000 sq. ft. min.	3.19 acres	Hotel, Spa
3	PCD – 7,000 sq. ft. min.	0.72 acres	Building B – retail commercial uses
4	PCD – 7,000 sq. ft. min.	2.06 acres	Building A – retail commercial uses

The proposed size of each new parcel is in conformance with the Zoning District in which it is proposed. As conditioned, the Parcel Map is consistent with the Zoning Ordinance and the Subdivision Ordinance and is recommended for approval.

Development Review Board Review

The City received the Wine Center project application on February 19, 2008 and the application was deemed complete on August 11, 2008. There have been changes to the site plan and circulation plan since the original submittal. The latest submittal of the Tentative Parcel Map was dated April 24, 2009 and revised the proposed parcel sizes. The Development Site Plan was revised

A Development Review Board (DRB) meeting was held for this project on April 7, 2009. The applicant and his representatives met with staff to discuss the proposal and draft Conditions of Approval (COA) were formulated. Project specific Conditions of Approval were obtained from each Division for the project.

Aviation/ Transportation – included COA requiring a bus stop be located adjacent to the property (PC Resolution No. 647 (09) COA AT-4).

Building/ Fire Safety Division – included COA to assure conformance with Building and Fire Codes (PC Resolution No. 647 (09) COA B-1).

Engineering Division – Staff has met with members of the project development team on a number of occasions since the project was submitted for review. The plans have been revised and reviewed to assure conformance with Engineering standards adopted by the City. Specific areas of concern are infrastructure improvements, grading activities, and circulation on- and off-site. COA are based upon the technical requirements to assure public safety.

Environmental Coordinator – incorporated COA to assure conformance with the City's Stormwater Management Program as approved October 17, 2008 (PC Resolution No. 647 (09) COA P-18 through P-32)

Planning Division – Clean Closure Letter – the previous use on the site was the Grefco Diatomaceous Earth Processing Plant which operated until 1998. The Phase I Environmental Site Assessment included in the EIR Volume II Appendices documents the hazards materials issues that have been identified on the site. The applicant is working with the Certified Unified Program Agency (CUPA) and the Regional Water Quality Control Board (RWQCB) to monitor the site and obtain a Clean Closure Letter prior to issuance of any permits for the project (PC Resolution No. 647 (09) COA P-71)

Urban Forestry – requested that the two Cork Oaks on the southwest corner of the property be retained (PC Resolution No. 647 (09) COA P-51)

Water Division – staff has advised the applicant of the need to abandon two (2) wells on and adjacent to the property in a safe manner pursuant to State and City standards to insure the safety of the City groundwater supply (PC Resolution No. 647 (09) COA W-12).

Wastewater Division – staff has provided options for the project to access the City sewer system in the event the preferred alternative is not available when construction occurs (PC Resolution No. 647 (09) COA WW-15)

The Development Review Board (DRB) has developed a series of standard conditions of approval (COA) to advise applicants of possible requirements during the development review process. Project specific conditions are included when staff can determine what they should be from the conceptual plans provided for Commission review. A complete plan check occurs after construction plans have been submitted to the Building Division for building permits and Improvement Plans have been submitted to the Engineering Division for grading and encroachment permits. Please note that not all COA included with the Planning Commission Resolution for the project may be applicable. Staff has met with the applicant on a number of occasions outside the DRB process. There remain some issues that the applicant has questioned regarding the Draft COA presented with this staff report. Members of the DRB will be present at the Planning Commission meeting to answer any questions that arise.

The DRB recommends approval of DR 08-01 subject to the attached Conditions of Approval.

Recommended Planning Commission Action:

- Adopt Resolution No. 647 (09) recommending that the City Council approve DR 08-01 as the Development Plan for Assessor Parcel Number 99-141-022 for design and placement of the structures, site plan, parking, and landscaping for the commercial development described in the staff report, subject to the attached draft Conditions of Approval and Mitigations Measures and as shown on Exhibits C & D of the Resolution.
- Adopt Resolution No. 646 (09) recommending that the City Council approve Vesting Tentative Parcel Map (LOM 582) for Assessor Parcel Number 99-141-022 based upon the Findings of Fact in the Resolution, subject to the attached draft Conditions of Approval.

IV. NOTICING:

May 18, 2009:

1. Notice of the Public Hearing was published in the Lompoc Record,
2. Notice was mailed to all the property owners of record within 300 feet of the subject property, and
3. Notice was posted on the subject property.

V. APPEAL RIGHTS:

Any person has the right to appeal a Planning Commission action to the City Council within ten days of the action. However for the Santa Rita Hills Wine Center proposal, the Planning Commission action on the proposal will be in the form of a recommendation to the City Council. The City Council is tentatively scheduled to consider the proposal on July 7, 2009. Contact the Planning Division staff member for listed on this report with any questions regarding process.

VI. ATTACHMENTS:

1. [Resolution 643 \(09\)](#) – recommending Council adoption of the CEQA findings and certification of FEIR 08-02;
2. [Resolution 644 \(09\)](#) – recommending Council approval of GP 08-01;
3. [Resolution 645 \(09\)](#) – recommending Council approval of ZC 08-01;
4. [Resolution 646 \(09\)](#) – recommending approval of LOM 582;
5. [Resolution 647 \(09\)](#) – recommending approval of DR 08-01;
6. [Proposed Final Environmental Impact Report \(FEIR\)](#)
7. [Mitigation Monitoring Reporting Program \(MMRP\)](#);
8. [Report from Thomas Olson Biological Consulting dated May 18, 2009](#); and,
9. [Site Plan and Exhibits](#)
(Planning Commission and City Council only, available in Planning Division for Review)

Staff Report has been reviewed and approved for submission to the Planning Commission			
Arleen T. Pelster, AICP Community Development Director	Date	Lucille T. Breese, AICP Planning Manager	Date

RESOLUTION NO. 643 (09)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR 08-02) FOR THE SANTA RITA HILLS WINE CENTER PROJECT

WHEREAS, a request was received from Frances Romero, of Urban Planning Concepts, Inc. representing the property owner for City of Lompoc for consideration of a proposal for the Santa Rita Hills Wine Center project described in EIR 08-02 which is located on a 9.6-acre site located at the northeast corner of the intersection of North Twelfth Street and Highway 246 (Assessor Parcel Number: 099-141-22); and

WHEREAS, a Final Environmental Impact Report (FEIR 08-02) (SCH NO. 2008081067) has been prepared by Impact Sciences, Inc. in conformance with the California Environmental Quality Act (CEQA) and the Environmental Guidelines of the City of Lompoc to study the environmental impacts of the proposed Project; and

WHEREAS, the FEIR reflects the City of Lompoc's independent judgment and analysis; and

WHEREAS, the Project was considered by the Planning Commission at a duly-noticed public meeting on May 27, 2009; and

WHEREAS, at the meeting of May 27, 2009 _____ was present, and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of May 27, 2009, _____ spoke in favor of the project, and _____ spoke in opposition.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LOMPOC RESOLVES AS FOLLOWS:

SECTION 1: After reviewing and considering the Santa Rita Hills Wine Facility Project FEIR and the Findings of Fact prepared for Planning Commission review, hearing testimony, considering the evidence presented, and due deliberation of the matters presented, the Planning Commission hereby recommends that the City Council certify the Final Environmental Impact Report FEIR 08-02 for the Santa Rita Hills Wine Center project as complete and in compliance with the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.) and CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.).

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the Planning Commission meeting of May 27, 2009 by the following vote:

AYES:

NOES:

Arleen T. Pelster, AICP, Secretary

Jack Rodenhi, Chair

Attachment: [Exhibit A – Findings of Fact](#)

**RECOMMENDED CEQA FINDINGS
FOR THE SANTA RITA HILLS WINE CENTER
Final Environmental Impact Report
EIR 08-02 – SCH No. 2008-081067**

INTRODUCTION

The California Environmental Quality Act (CEQA) requires that the environmental impacts of a project be examined and disclosed prior to approval of a project. CEQA Guidelines Section 15091 provides the following guidance regarding findings:

“(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.”

CEQA Guidelines Section 15093 provides the following additional guidance regarding a Statement of Overriding Considerations:

“(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record.

The statement of overriding considerations shall be supported by substantial evidence in the record.”

Having received, reviewed and considered the Final Environmental Impact Report for the Santa Rita Hills Wine Center Project, SCH #2008081067 (FEIR), as well as all other information in the record of proceedings on this matter, the following Findings of Fact regarding the Final Environmental Impact Report for the Santa Rita Hills Wine Center Project (Findings) are hereby adopted by the City of Lompoc for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the Santa Rita Hills Wine Center Project.

PROJECT SUMMARY

The proposed Santa Rita Hills Wine Center would involve a total building square footage to be developed will be 151,716 sq. ft. The project consists of:

- construction of a 55-room hotel with spa, event center, restaurant-bar with 51,413 sq. ft. of area;
- construction of two (2) buildings for commercial-retail and office uses with 9,663 sq. ft. and 7,469 sq. ft. for a total of 17,132 sq. ft.; and
- an existing 83,171 sq. ft. wine processing and storage facility with 6,000 sq. ft. of future wine production.

The property is approximately 9.6 acres located at 300 North 12th Street at the northeast corner of the intersection of North 12th and Highway 246 in the City of Lompoc (Assessor Parcel Number 99-141-22).

The following project objectives have been identified for the Santa Rita Hills Wine Center Project:

- Convert a long-established industrial site to a mixed-use commercial, visitor-serving, and wine support master-planned development.
- Create a high-quality, comprehensive commercial, retail, and entertainment area that is distinctive, create a new “sense of place” and front door to the City while supporting the wine industry in the Lompoc Valley.
- Development of this mixed-use site with a high-quality bed and breakfast and event center will create synergy to support the City of Lompoc.
- Create pedestrian-oriented outdoor event spaces characterized by groves of trees, fountains, public plazas and outdoor dining areas linked together by a meandering path of trellised pedestrian walkway and protected outdoor event space to serve numerous community and social event functions.

- Enhance the City of Lompoc by providing unique space for outdoor and convention events.
- Provide an expanded economic base for the City that maximizes bed and sales tax revenue while augmenting the existing hospitality industry in Lompoc
- Provide employment opportunities for City residents.

ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

An Environmental Impact Report (EIR) has been prepared for the proposed Santa Rita Hills Wine Center Development by Impact Sciences of Camarillo, under contract with the City of Lompoc. The document was prepared pursuant to the provisions of the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the project and identify potential environmental impacts on the community.

A Notice of Preparation (NOP) was prepared and circulated by the City of Lompoc between August 18, 2008 and September 18, 2008 for the required 30-day review period. Additionally, the applicant held a community meeting, to solicit oral and written comments from the public on September 23, 2008.

The Draft EIR was circulated to the State Clearinghouse on February 18, 2009 for distribution to responsible agencies. A Notice of Availability (NOA) was filed with the Santa Barbara County Clerk of the Board, posted on the project site, and mailed to interested parties on February 18, 2009 advising that the EIR was available for public review and comment. The public review period for comments began on February 18, 2009 and ended on April 06, 2009.

Based upon a review of the project and the CEQA Initial Study checklist, the Draft EIR was prepared to address specific areas of concern. The Draft EIR did not identify any impacts as *Significant and Unavoidable*.

Comments on the draft EIR were received from seven (7) individuals, agencies, and interested parties.

- 1) Governor's Office of Planning and Research, dated April 7, 2009
- 2) State of Calif. Department of Fish and Game, dated April 3, 2009
- 3) State of Calif. Department of Transportation, dated April 1, 2009
- 4) Santa Barbara County Air Pollution Control District, dated April 6 2009
- 5) Coastal Vision, Inc., dated April 6, 2009
- 6) Urban Planning Concepts, Inc., dated April 6, 2009
Attachment No. 1 Penfield & Smith, dated April 6, 2009
Attachment No. 2 – Penfield & Smith, dated May 23, 2008
- 7) Errin Briggs, dated April 6, 2009

Responses were prepared to the comments and are included in the Final EIR.

A Mitigation Monitoring and Reporting Program has been prepared and is included in the EIR as Section 9.0

Notice of the Planning Commission public hearing on May 27, 2009 was published in the Lompoc Record on May 15, 2009. A notice was mailed to all property owners of record, within 300 feet of the subject site, and persons indicating interest in the project, on May 15, 2009.

Therefore, the Lompoc City Council finds that this project and its accompanying FEIR have been properly noticed and proper procedures followed, ensuring full participation in the process by interested parties.

FINDINGS ON IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires an Environmental Impact Report (EIR) to briefly describe any possible significant effects that were determined not to be significant and were, therefore, not discussed in detail in the EIR. The FEIR includes a discussion of such environmental effects that were either less than significant or were reduced to less than significant by incorporating project design features and/or project conditions. These potential environmental effects that were found not to be significant as a result of the distribution of a Notice of Preparation and the responses, and as a result of the scoping meeting the City finds, based upon the analysis presented in Section 7.0 of the FEIR that the following environmental effects are not significant.

- Agriculture
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS WHICH CAN BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The Santa Rita Hills Wine Center EIR determined, after review that several possibly significant effects were found to be reduced to a level of less than significant with significant, feasible mitigation measures identified in the FEIR and adopted by the City as conditions of project approval. Based upon the environmental analysis presented in Section 4.0 of the FEIR, no substantial evidence has been submitted to, or identified by,

the City that indicates that the impacts in the following areas would occur at level that would require adoption of a statement of overriding considerations. Mitigation Measures identified in the FEIR will be adopted for the following areas:

- Section 4.1 -- Aesthetics
- Section 4.2 -- Air Quality
- Section 4.3 – Biological Resources
- Section 4.4 – Hazards and Hazardous Materials
- Section 4.5 – Hydrology and Water Quality
- Section 4.6 – Land Use and Planning
- Section 4.7 -- Noise
- Section 4.8 – Transportation and Circulation

FINDINGS ON MITIGATION MEASURES

The City Council finds that no mitigation measures considered for application to this project, that would serve to avoid or lessen significant and unavoidable impacts, have been rejected or found to be infeasible.

FINDINGS ON UNAVOIDABLE IMPACTS

The Lompoc City Council finds that no impacts of the proposed project have been determined to be significant and unavoidable.

FINDINGS ON PROJECT ALTERNATIVES

CEQA requires that reasonable alternatives to the proposed project be reviewed in the EIR. The alternatives should not be remote or speculative and do not need to be analyzed in the same level of detail as the proposed project. CEQA Section 151266 © states, *“among factors that may be used to eliminate alternatives from detailed consideration in an EIR are (i) failure to meet most of the project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.* Section 8.0 Alternatives discusses each of the identified project alternatives in detail. The City Council finds that the project Alternatives 1, 2, and 3, analyzed in the project EIR 08-02 are not feasible for the following reasons:

Alternative 1: No Project No Development Alternative

Under the No Project/No Development Alternative the site would remain in its current state. None of the impacts associated with development and/or construction would occur. This alternative would not meet the stated project goals identified in the FEIR. This alternative is environmentally superior to the proposed project in all respects.

Alternative 2: 25 Percent Reduced Density Alternative

This alternative would develop the project with the same land uses but would be reduced by 25%. All of the construction/operational impacts identified with the proposed project would remain with the 25 Percent Reduced Density Alternative albeit at a lesser degree. The stated project goals would not be met as identified in the FEIR. This alternative is considered environmentally superior to the proposed project.

Alternative 3: 50 Percent Reduced Density Alternative

This alternative would develop the project with the same land uses but would be reduced by 50%. All of the construction/operational impacts identified with the proposed project would remain with the 50 Percent Reduced Density Alternative albeit at a lesser degree. The stated project goals would not be met as identified in the FEIR. This alternative is considered environmentally superior to the proposed project.

STATEMENT OF OVERRIDING CONSIDERATIONS

The Lompoc City Council determines that there are no environmental impacts identified which require the adoption of a statement of overriding considerations concerning the project's unavoidable significant impacts to explain why the project's benefits override and outweigh its unavoidable impacts.

STATEMENT OF LOCATION AND CUSTODIAN OF DOCUMENTS

In accordance with Public Resources Code Section 21081.6(d), the documents which constitute the record of proceedings related to the City Council's consideration of the Santa Rita Hills Wine Center are located in the City Clerk's office at the Lompoc City Hall, 100 Civic Center Plaza, Lompoc, California, 93436 and the custodian of said records is the City Clerk.

The record of proceedings related to the Planning Commission's consideration of the Santa Rita Hills Wine Center are located in the Planning Division Office at the Lompoc City Hall, 100 Civic Center Plaza, Lompoc, California, 93436 and the custodian of said records is the Secretary of the Planning Commission.

FINDINGS ON MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires that when making findings required by Section 21081(a) of the Public Resources Code, the Lead Agency approving a project shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval, in order to ensure compliance with project implementation and to mitigate or avoid significant effects on the environment. The City hereby finds that:

- 1) A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the project, and the mitigation measures therein are made a condition of project approval. The MMRP is incorporated herein by reference and is considered part of the record or proceedings for the proposed project.
- 2) The MMRP designates responsibility and anticipated timing for the implementation of mitigation. The City will serve as the overall MMRP coordinator. The property owner will be primarily responsible for ensuring that all project mitigation measures are complied with. Mitigation measures are programmed to occur at, or prior to, specific timelines identified in the MMRP. Thereby integrating mitigation monitoring into existing City processes, as encouraged by CEQA. In each instance, implementation of the mitigation measure will be accomplished in parallel with another activity associated with the project.
- 3) The MMRP prepared for the project has been adopted concurrently with these Findings. The MMRP meets the requirements of Section 21021.6 of the Public Resources Code. The City will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period.

RESOLUTION NO. 644 (09)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC RECOMMENDING THAT THE CITY COUNCIL APPROVE THE REQUESTED GENERAL PLAN AMENDMENT FOR THE SANTA RITA HILLS WINE CENTER PROJECT (GP 08-01)

WHEREAS, a request was received from Frances Romero, of Urban Planning Concepts, Inc. representing the property owner for City of Lompoc consideration of a proposal to amend the City's General Plan Land Use Designation for the Santa Rita Hills Wine Center project as described in EIR 08-02 which is located on a 9.6-acre site at the northeast corner of the intersection of North Twelfth Street and Highway 246. The request is to amend the land use designation for 5.9 acres of the site from *Business Park* to *General Commercial* (Assessor Parcel Number: 099-141-22); and

WHEREAS, the matter was considered by the Planning Commission at a duly-noticed public meeting on May 27, 2009; and

WHEREAS, at the meeting of May 27, 2009, _____, was present, and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of May 27, 2009, _____ spoke in favor of the project and _____ spoke in opposition; and

WHEREAS, the Planning Commission has recommended City Council certification of the Final Environmental Impact Report (FEIR 08-02, SCH No. 2008081067) for the project and recommended Findings of Fact as required by the California Environmental Quality Act (CEQA).

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LOMPOC RESOLVES AS FOLLOWS:

SECTION 1: The proposed General Plan Land Use Designation amendment to amend the land use designation for 5.9 acres of the 9.6-acre site from *Business Park (BP)* to *General Commercial (GC)*, which provides a designation that better reflects the proposed development in the vicinity; therefore it can be found that:

- A. The proposed General Plan amendment designates a land use more compatible with the land uses identified in the proposed project.

The proposed General Plan Land Use Designation amendment will provide a designation more compatible with the land uses identified in the proposed project; therefore, it can be found that:

- B. The proposed modification is required for the public necessity, convenience, and general welfare.

SECTION 2: The Planning Commission resolves that this resolution shall be forwarded to the City Council with the Commission recommendation that the Council approve GP 08-01 to change the General Plan Land Use designation for 5.9 acres of the 9.6-acre site to *General Commercial (GC)* as shown on Exhibit A, attached.

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the Planning Commission meeting of May 27, 2009 by the following vote:

AYES:

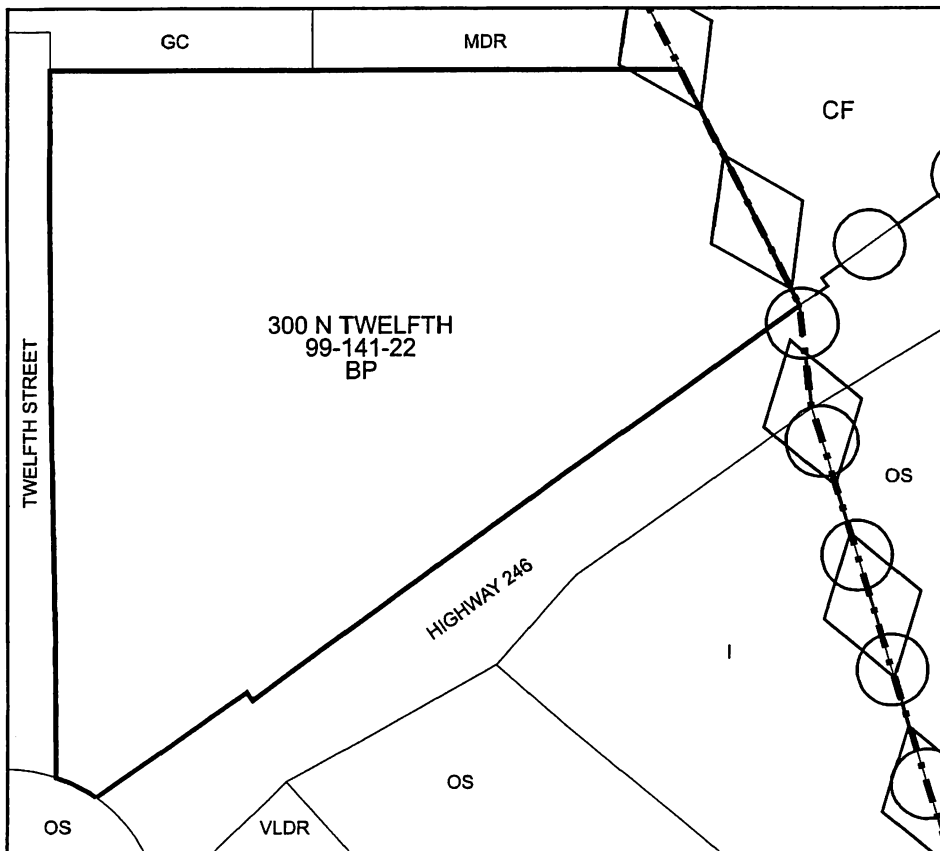
NOES:

Arleen T. Pelster, AICP, Secretary

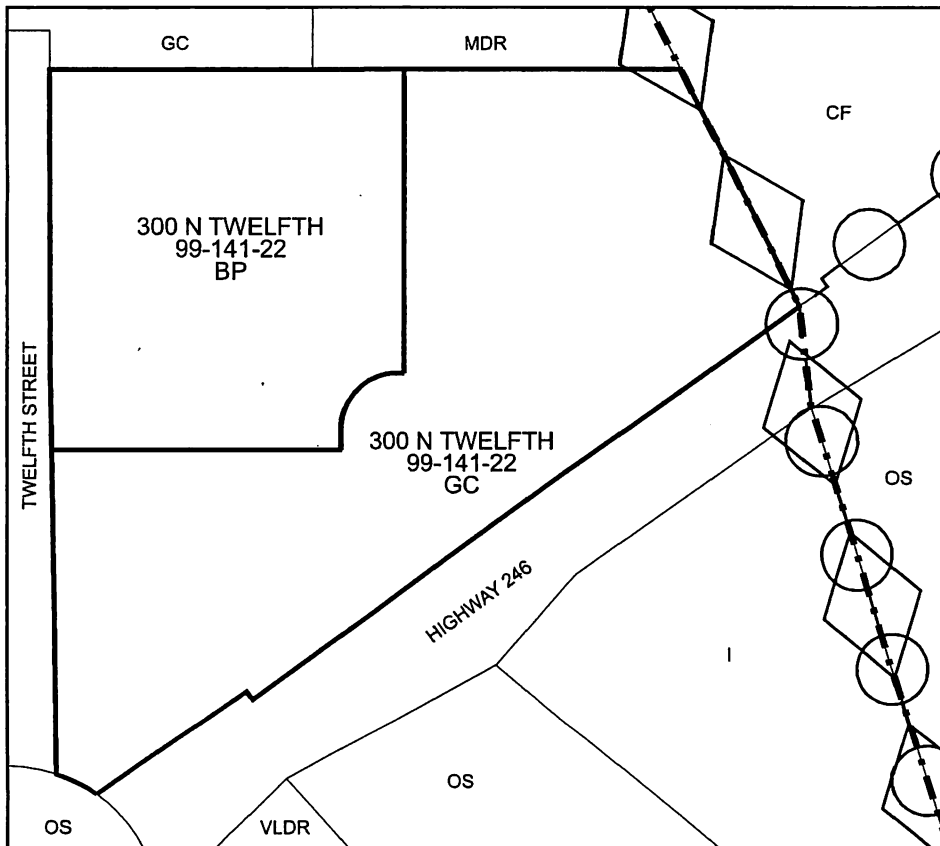
Jack Rodenhi, Chair

Attachment: [Exhibit A – Land Use Map](#)

EXISTING



PROPOSED



BP: Business Park
CF: Community Facility
GC: General Commercial
I: Industrial
MDR: Medium Density Residential
OS: Open Space
VLDR: Very Low Density Residential

LAND USE CHANGE GP 08-01



NO SCALE

RESOLUTION NO. 645 (09)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC RECOMMENDING THAT THE CITY COUNCIL APPROVE ZONE CHANGE (ZC 08-01) FOR THE SANTA RITA HILLS WINE CENTER PROJECT

WHEREAS, a request was received from Frances Romero of Urban Planning Concepts, Inc. representing the property owner for City of Lompoc consideration of a proposal to amend the City's Zoning Map for the Santa Rita Hills Wine Center project as described in EIR 08-02 which is located on a 9.6-acre site at the northeast corner of the intersection of North Twelfth Street and Highway 246. The request is to amend the zoning designation for 5.9 acres of the site from *Business Park (BP)* to *Planned Commercial Development (P-C-D)* (Assessor Parcel Number: 99-141-22); and

WHEREAS, the matter was considered by the Planning Commission at a duly-noticed public meeting on May 27, 2009; and

WHEREAS, at the meeting of May 27, 2009, _____, was present, and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of May 27, 2009, _____ spoke in favor of the project and _____ spoke in opposition; and

WHEREAS, the Planning Commission has recommended City Council certification of the Final Environmental Impact Report (FEIR 08-02, SCH No. 2008081067) for the project and recommended Findings of Fact as required by the California Environmental Quality Act (CEQA).

NOW, THEREFORE, THE LOMPOC PLANNING COMMISSION RESOLVES AS FOLLOWS:

SECTION 1: The General Plan Land Use designation recommended in Resolution No. 644 (09) to amend the land use designation for 5.9 acres of the 9.6-acre site from *Business Park (BP)* to *General Commercial (GC)*; therefore, it can be found that:

- A. The proposed zoning is consistent with the General Plan Land Use Designation.

The site is adjacent to streets, which contain necessary infrastructure to support the proposed use of the property; therefore, it can be found that:

- B. The area is afforded the services and facilities appropriate for the proposed zoning.

The proposed Zone Change will provide a designation compatible with the existing adjacent land uses; therefore, it can be found that:

- C. The proposed modification is required for the public necessity, convenience, and general welfare.

SECTION 2: The Planning Commission resolves that this resolution shall be forwarded to the City Council, pursuant to *Section 17.132.040* of the Lompoc City Code, with the Commission recommendation that the Council approve ZC 08-01, to change 5.9 acres of the 9.6-acre site from *Business Park (BP)* to *Planned Commercial Development (P-C-D)*.

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the Planning Commission meeting of May 27, 2009 by the following vote:

AYES:

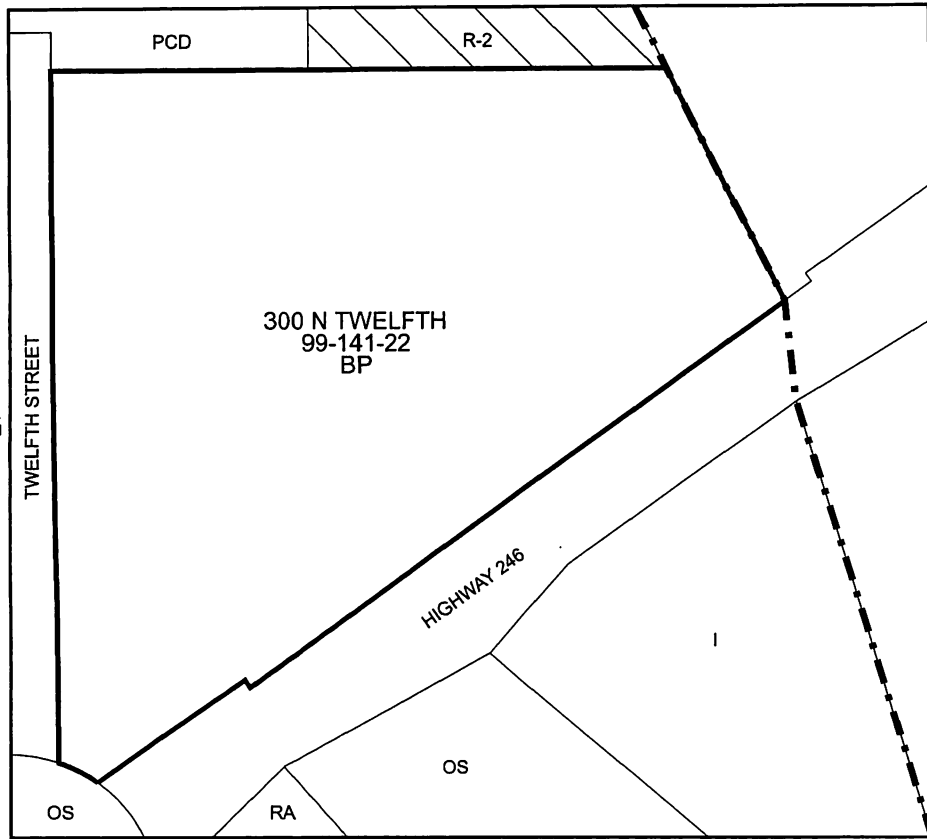
NOES:

Arleen T. Pelster, AICP, Secretary

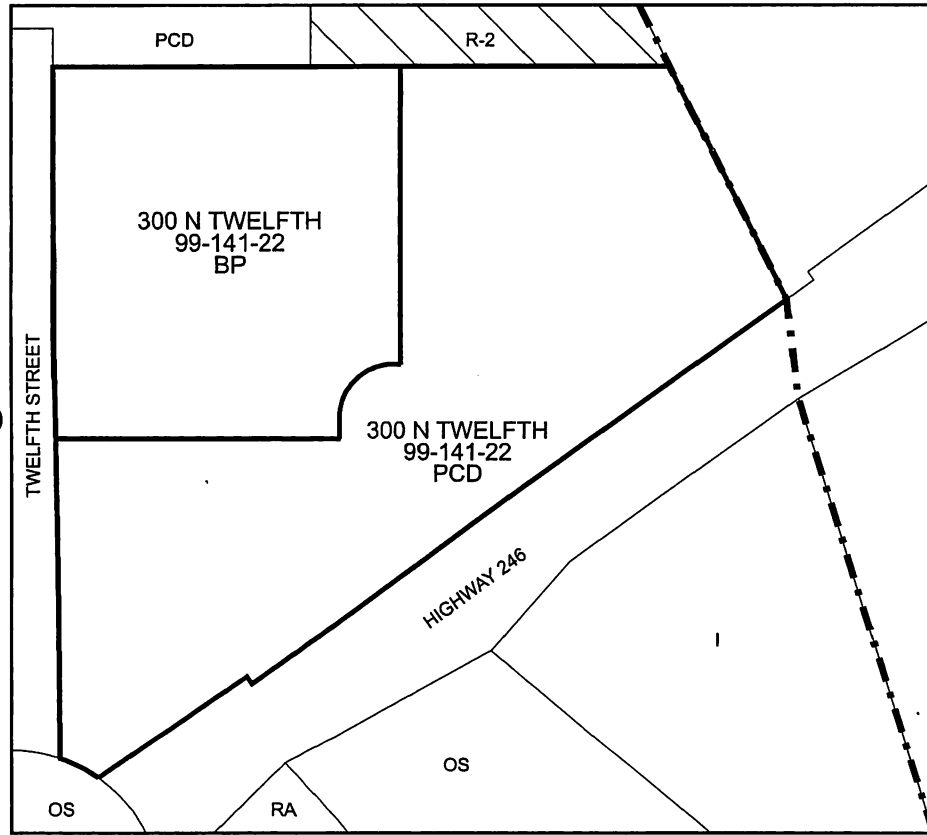
Jack Rodenhi, Chair

Attachment: [Exhibit A – Zone Change Map](#)

EXISTING



PROPOSED



BP: Business Park
 I: Industrial
 OS: Open Space
 PCD: Planned Commercial Development
 RA: Residential Agriculture
 R-2: Medium Density Residential

ZONE CHANGE
ZC 08-01



RESOLUTION NO. 646 (09)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC RECOMMENDING THAT THE CITY COUNCIL APPROVE A PARCEL MAP TO SUBDIVIDE A 9.6-ACRE PARCEL INTO FOUR (4) PARCELS (APN: 099-141-22)– (LOM 582)

WHEREAS, a request was received from Frances Romero, of Urban Planning Concepts, Inc. representing the property owner for City of Lompoc consideration of a Tentative Parcel Map to subdivide a 9.6-acre parcel into four (4) parcels, located at the northeast corner of the intersection of North Twelfth Street and Highway 246; and

WHEREAS, the matter was considered by the Planning Commission at a duly-noticed public meeting on May 27, 2009; and

WHEREAS, at the meeting of May 27, 2009, _____ was present, and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of May 27, 2009, _____ spoke in favor of the project and _____ spoke in opposition; and

WHEREAS, the Planning Commission has recommended City Council certification of the Final Environmental Impact Report (FEIR 08-02, SCH No. 2008081067) for the project and recommended Findings of Fact as required by the California Environmental Quality Act (CEQA).

NOW, THEREFORE, THE LOMPOC PLANNING COMMISSION RESOLVES AS FOLLOWS:

SECTION 1: After hearing testimony, considering the evidence presented, and due deliberation of the matters presented, the Planning Commission finds that:

- A. The General Plan Land Use designation recommended in Resolution No. 644 (09) amends the land use designation for 5.9-acres of the 9.6-acre site from *Business Park (BP)* to *General Commercial (GC)* and the Zoning Designation recommended in Resolution No. 645 (09) is consistent with the General Plan: to amend the zoning designation for 5.9-acres of the 9.6-acre site from *Business Park (BP)* to *Planned Commercial Development (P-C-D)*. The Planning Commission further finds that the staff analysis provides a basis for the recommendation; therefore, the design and improvements of the proposed subdivision are consistent with the applicable General Plan designation and policies.

- B. The proposed parcels are of reasonable size to support the type of development proposed by the applicant; therefore, the site is physically suitable for the type and density of the development proposed.
- C. The proposed subdivision of land is in compliance with the City's policies and ordinances, as conditioned; therefore, the design of the proposed subdivision and improvements are not likely to cause environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.
- D. The design of the proposed subdivision of land, as conditioned, and the type of improvements will not conflict with easements of record or established by judgment, acquired by the public at large, for access through or use of, property within the proposed subdivision; therefore it can be found that the proposed conditions of approval are necessary to provide adequate access to the public.

SECTION 2: Based upon the foregoing it is recommended that the City Council approve LOM 582 as the Tentative Parcel Map as reviewed on May 27, 2009, subject to the conditions attached as Exhibit A which are incorporated by reference as if fully set forth herein.

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the Planning Commission meeting of May 27, 2009 by the following vote:

AYES:

NOES:

Arleen T. Pelster, AICP, Secretary

Jack Rodenhi, Chair

Attachment: [Exhibit A - Conditions of Approval](#)

**DRAFT CONDITIONS OF APPROVAL
LOM 582P – Santa Rita Hills Wine Center
Tentative Parcel Map**

These Conditions of Approval apply to the Tentative Parcel Map (TPM) prepared by Fargen Surveys Inc, dated August 7, 2008 and revised on April 24, 2009. The TPM was reviewed by the Planning Commission on May 27, 2009 and by the City Council on July 7, 2009.

I. PLANNING -- General Conditions

- P1. All applicable provisions of the Lompoc City Code are made a part of these conditions of approval in their entirety, as if fully contained herein.
- P2. In conformity with Sections 17.140.010, 17.152.010, and 17.152.020 of the Lompoc City Zoning Ordinance, the violation of any condition listed herein shall constitute a nuisance and a violation of the Lompoc City Zoning Ordinance and the Lompoc City Code. In conformity with Chapter 1.24 of the Lompoc City Code, a violation of the Lompoc City Code and the Lompoc City Zoning Ordinance is a misdemeanor and shall be punishable as provided by law. In addition to criminal penalties, the City may seek injunctive relief. The applicant agrees to pay for all attorney's fees and costs, including, but not limited to, staff time incurred by the City in obtaining injunctive relief against the applicant as a result of a failure of the applicant to fully perform and adhere to all of the Conditions of Approval.
- P3. Owner agrees to and shall indemnify, defend, protect, and hold harmless City, its officers, employees, agents and representatives, from and against any and all claims, losses, proceedings, damages, causes of action, liabilities, costs and expenses, including reasonable attorney's fees, arising from or in connection with, or caused by (i) any act, omission or negligence of Owner, or their respective contractors, licensees, invitees, agents, sublessees, servants or employees, wherever on or adjacent to the Property the same may occur; (ii) any use of the Property, or any accident, injury, death or damage to any person or property occurring in, or on or about the Property, or any part thereof, or from the conduct of Owner's business or from any activity, work or thing done, permitted or suffered by Owner or its sublessees, contractors, employees, or invitees, in or about the Property, other than to the extent arising as a result of City's sole active negligence or to the extent of any willful misconduct of the City; and (iii) any default in the performance of any obligations of Owner's part to be performed under the terms of this Agreement, or arising from any negligence of Owner, or any such claim or any action or proceeding brought thereon; and in case any action or proceedings be brought against the City, its officers, employees, agents and representatives, by reason of any such claim, Owner, upon notice from City, shall defend the same at its expense by counsel reasonably satisfactory to City.

Owner further agrees to and shall indemnify, defend, protect, and hold harmless the City, its officers, employees, agents and representatives, from and against any and all actions brought by any third party to challenge the Project or its approval by the City, including environmental determinations. Such indemnification shall include any costs and expenses incurred by Agency and City in such action(s), including reasonable attorney's fees.

- P4. Planning Commission approval of LOM 582-P is valid for twenty-four (24) months, prior to the expiration of the Map the applicant may request a twelve (12) month extension. LOM 582-P shall expire on _____, 2011, unless the applicant requests a time extension as outlined by City standards.
- P5. Approval of Tentative Parcel Map LOM 582-P is contingent upon City Council approval of the (GP 08-01) General Plan Amendment, (ZC 08-01) Zone Change and Redevelopment Agency (RDA) review and approval.

II. BUILDING AND FIRE SAFETY -- No General or Project Specific Conditions

III. POLICE DEPARTMENT -- No General or Project Specific Conditions

IV. ENGINEERING – General Conditions

- EN1. A Parcel Map shall be required for this project as per the Subdivision Map Act, Section 66463. Upon approval or conditional approval of the Tentative Map by the Planning Commission, a complete review by the Engineering Division of all plans and documentation required by the Subdivision Ordinance of the City of Lompoc shall be required before the acceptance of the Parcel Map by the City Engineer.
- EN2. The Parcel Map shall be prepared by or under the direction of a registered civil engineer or licensed land surveyor.
- EN3. After the Parcel Map has been prepared and is ready for review, the Applicant's Engineer shall submit three (3) sets of prints to the Engineering Division for first plan check.
- EN4. Parcel Map shall comply with Engineering Division's "Development Assistance Brochure" entitled "Checklist For Completeness of Subdivision Maps," available at the Engineering Division. "Development Assistance Brochures" can be obtained at the Engineering Division or downloaded from the City Engineering web page:
<http://www.cityoflompoc.com/PublicWorks/engineering.htm>
- EN5. In conformance with Title 16, Section 16.16.010 of the Lompoc City Code, the Parcel Map shall be prepared based upon the control monuments as established by the City of Lompoc Coordinate Control System by Record Of Survey filed August 22, 2003, in Book 172, Pages 4 through 7, Santa Barbara County Records. The Parcel Map shall indicate and identify the control monuments utilized in the preparation thereof. The Parcel Map shall be delivered in a computer format readily compatible for transfer to the City Geographic Information System at the time of map approval. The following computer formats are acceptable for delivery: DGN (native Microstation); DWG (same as or less than Version 14); DXF.
- EN6. Compliance with the Subdivision Map Act pertaining to monument security, Section 66496, is required if the interior monuments are not set at the time the Parcel Map is recorded. The Monument security shall be received and approved by the Engineering Division prior to final acceptance of the Parcel Map.

A cost estimate for setting the interior monuments shall be provided by the registered engineer or surveyor responsible for setting the monuments for determining the amount of the Monument Security.

The City will release the Monument Security after the Engineering Division has received the following: (reference Section 66497 of the Subdivision Map Act)

1. Written notice from the engineer or surveyor indicating that the final monuments have been set.
2. Evidence indicating payment has been made to the engineer or surveyor for setting the final monuments.

EN7. At completion of plan review and before final approval of the Parcel Map, the Engineering Division will submit a letter to the Applicant, or his/her representative, requesting the following documentation, fees, and submittals:

1. A Title Report current within the last ninety (90) days.
2. A Parcel Map Application Fee per current fee schedule at time Parcel Map is filed.
3. Recording Fees and Duplicating Fees.
4. Monument Security (if required)
5. Proof "TAX BOND" has been posted with County of Santa Barbara.
6. Parcel Map delivered in a computer format readily compatible for transfer to the City Geographic Information System.

ENGINEERING – Project Specific Conditions

EN8. Dedicate on the Parcel Map the additional public right-of-way needed for the street, curb, gutter, access ramp and sidewalk improvements proposed outside the existing public road easement at the northeast corner Twelfth Street & Ocean Avenue (State HWY 246).

EN9. Dedicate on the Parcel Map the additional 4'-6' of public right-of-way needed for the street improvements on the east side of Twelfth Street along the project frontage.

EN10. Dedicate to Caltrans by deed or to the City on the Parcel Map an additional ten feet (10') of street right-of-way along Highway 246 to provide a fifty-foot half street right-of-way along the entire development frontage.

V. AVIATION/TRANSPORTATION -- Project Specific Conditions

AT1. Dedicate on the Parcel Map the additional public right-of-way required for one foot (1') behind the sidewalk at the bus turnout on Twelfth Street and for the bus shelter.

VI. SOLID WASTE -- No General or Project Specific Conditions

VII. ELECTRIC – Project Specific Conditions

EL1. Dedicate on the Parcel Map required electric easement(s) for public electric lines and/or pad mount equipment.

VIII. WATER -- Project Specific Conditions

W1. Dedicate on the Parcel Map required waterline easement(s) for public waterlines and apputenances.

IX. WASTEWATER --No General or Project Specific Conditions

RESOLUTION NO. 647 (09)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC RECOMMENDING THAT THE CITY COUNCIL APPROVE DEVELOPMENT PLAN (DR 08-01) FOR THE SANTA RITA HILLS WINE CENTER

WHEREAS, a request was received from Frances Romero, of Urban Planning Concepts, Inc. representing the property owner for Planning Commission consideration of DR 08-01 as the Development Plan for conceptual design of the structures, site plan, parking, and landscaping for the Santa Rita Hills Wine Center project as described in EIR 08-02 which is located on a 9.6-acre site at the northeast corner of the intersection of North Twelfth Street and Highway 246. The proposed project will include the development of a total of 151, 716 sq. ft. of indoor space consisting of a 55-room resort hotel, spa, event center, restaurant-bar with 51,413 sq. ft.; commercial-retail and office uses in two buildings for a total of 17,132 sq. ft.; a wine processing and storage facility in the existing 83,171 sq. ft. warehouse; and, internal circulation, landscaping, and parking (Assessor Parcel Number: 099-141-22); and

WHEREAS, the matter was considered by the Planning Commission at a duly-noticed public meeting on May 27, 2009; and

WHEREAS, at the meeting of May 27, 2009, _____, was present, and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of May 27, 2009, _____ spoke in favor of the project and _____ spoke in opposition; and

WHEREAS, the Planning Commission recommended City Council certification of the Final Environmental Impact Report (FEIR 08-02) for the project, and recommended Findings of Fact as required by the California Environmental Quality Act (CEQA).

NOW, THEREFORE, THE LOMPOC PLANNING COMMISSION RESOLVES AS FOLLOWS:

SECTION 1: After hearing testimony, considering the evidence presented, and due deliberation of the matters presented, the Planning Commission recommends that the City Council find that:

The *Planned Commercial Development (P-C-D)* zoning designation for 5.9-acres of the 9.6 acre site, with the remaining 3.7-acres designated as *Business Park (BP)* zoning designation, allows either more or less restrictive requirements, regulations, limitations and restrictions including building spacing and design and the Development Plan (DR 08-01) proposed for the Santa Rita Hills Wine Facility development is designed to meet the needs of the proposed commercial uses, therefore it can be found that:

- A. The site for the Santa Rita Hills Wine Center project is adequate in size and topography to accommodate said use, and all yards, spaces, walls and fences, parking, loading, and landscaping are adequate to properly adjust such use with the land and uses in the vicinity.
- B. The parking proposed for this site is consistent with Zoning Ordinance Chapter 17.112. The parking reduction is allowed based on the restricted use in an agreement recorded on the site. Any change in the warehouse use could require additional on-site parking to be provided.
- C. The conditions stated in the decision are deemed necessary to protect the public health, safety, and welfare.
- D. The location of the Santa Rita Hills Wine Center project to streets and highways is adequate in width and pavement to carry the quantity and kind of traffic generated by the proposed use.
- E. The Santa Rita Hills Wine Center project will have no adverse effect upon the abutting and surrounding property from the permitted use thereof.
- F. The Mitigation Measures attached as Exhibit B to this Resolution are included for conformance with the FEIR.
- G. The site plan shown in Exhibit C and elevations shown in Exhibit D are those approved for the project site per the Conditions of Approval

SECTION 2: Based upon the foregoing, DR 08-01 is recommended as the Development Plan for approval by the City Council as shown in, Exhibit C and Exhibit D, reviewed by the Planning Commission on May 27, 2009, subject to the conditions attached as Exhibit A which are incorporated by reference as if fully set forth herein.

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the Planning Commission meeting of May 27, 2009 by the following vote:

AYES:

NOES:

Arleen T. Pelster, AICP, Secretary

Jack Rodenhi, Chair

Attachment: [Exhibit A – Conditions of Approval](#)
[Exhibit B – Mitigation Measures](#)
[Exhibit C – Site Plan](#)
[Exhibit D – Elevations](#)

**DRAFT CONDITIONS OF APPROVAL
DR 08-01 – SANTA RITA HILLS WINE CENTER
300 NORTH TWELFTH STREET – APN: 99-141-22**

The following Conditions of Approval (COA) were reviewed by the Planning Commission on May 27, 2009 and the City Council on July 7, 2009 and apply to:

- 1) the Development Plan Elevations prepared by DLA Architecture, received June 26, 2008, revised August 5, 2008 and April 23, 2009.
- 2) revised Development Site Plan prepared by Penfield and Smith, received by the Planning Division on April 24, 2009 reviewed by the Planning Commission on May 27, 2009.

I. PLANNING -- General Conditions

- P1. All applicable provisions of the Lompoc City Code are made a part of these conditions of approval in their entirety, as if fully contained herein.
- P2. In conformity with Sections 17.140.010, 17.152.010, and 17.152.020 of the Lompoc City Zoning Ordinance, the violation of any condition listed herein shall constitute a nuisance and a violation of the Lompoc City Zoning Ordinance and the Lompoc City Code. In conformity with Chapter 1.24 of the Lompoc City Code, a violation of the Lompoc City Code and the Lompoc City Zoning Ordinance is a misdemeanor and shall be punishable as provided by law. In addition to criminal penalties, the City may seek injunctive relief to specifically enforce the Conditions of Approval. The applicant agrees to pay for all attorney's fees and costs, including, but not limited to, staff time incurred by the City in obtaining injunctive relief against the applicant as a result of a failure of the applicant to fully perform and adhere to all of the Conditions of Approval.
- P3. The applicant is advised that certain fees and charges will be collected by the City prior to issuance of building permits and/or prior to issuance of certificates of occupancy.
- P4. These conditions of approval shall be noted on the construction drawings filed for any building permits, including the Planning Commission resolution number and the applicant's signed affidavit agreeing to comply with the conditions.
- P5. All revisions made by the City Council/ Planning Commission and specified in the planning conditions of approval shall be shown on a revised site plan, which shall be reviewed by the Planning Division prior to submittal of construction drawings.
- P6. Minor changes to the site plan, architectural elevations, or landscape plans shall be reviewed by the Community Development Director and approved if acceptable. Major changes to the site plan, architectural elevations, or landscape plans shall be reviewed by the Planning Commission and approved if acceptable.
- The Architectural Review approval granted by the City Council/ Planning Commission, for the project is attached as Exhibits C and D to these COA.
- P7. Prior to installation of any signage a sign program must be approved by the Planning Commission and a permit issued by the Planning Division and Building Division, prior to installation.

- P8. Owner agrees to and shall indemnify, defend, protect, and hold harmless City, its officers, employees, agents and representatives, from and against any and all claims, losses, proceedings, damages, causes of action, liabilities, costs and expenses, including reasonable attorney's fees, arising from or in connection with, or caused by (i) any act, omission or negligence of Owner, or their respective contractors, licensees, invitees, agents, subleasees, servants or employees, wherever on or adjacent to the Property the same may occur; (ii) any use of the Property, or any accident, injury, death or damage to any person or property occurring in, or on or about the Property, or any part thereof, or from the conduct of Owner's business or from any activity, work or thing done, permitted or suffered by Owner or its subleasees, contractors, employees, or invitees, in or about the Property, other than to the extent arising as a result of City's sole active negligence or to the extent of any willful misconduct of the City; and (iii) any default in the performance of any obligations of Owner's part to be performed under the terms of this Agreement, or arising from any negligence of Owner, or any such claim or any action or proceeding brought thereon; and in case any action or proceedings be brought against the City, its officers, employees, agents and representatives, by reason of any such claim, Owner, upon notice from City, shall defend the same at its expense by counsel reasonably satisfactory to City.

Owner further agrees to and shall indemnify, defend, protect, and hold harmless the City, its officers, employees, agents and representatives, from and against any and all actions brought by any third party to challenge the Project or its approval by the City, including environmental determinations. Such indemnification shall include any costs and expenses incurred by Agency and City in such action(s), including reasonable attorney's fees.

Planning - Architectural Conditions

- P9. All facades which extend above the roof line shall be finished on all elevations exposed to public view.
- P10. All mechanical, ventilation, and utility equipment shall be architecturally screened to prevent visibility from public view and shall be designed and placed to harmonize with the major structures on the site and with the neighborhood.
- P11. Protective bollards shall be installed near all downspouts adjacent to traffic.
- P12. Foam material shall not be used for architectural features from the ground level to six (6) feet above ground level. Foam material may be used on portions of the building which are a minimum of six feet above ground level.
- P13. The use of trellis shall be limited to ornamental plants only. The trellis shall not be used to display banners or signs of any kind.

Planning - Site Plan Conditions

- P14. An Entry Treatment shall be designed, installed, and maintained by the Property Owners Association (POA). The City shall review and approve the design. The Entry Treatment shall be located at the southwest corner of Ocean Avenue and Twelfth Street and shall be installed prior to the certificate of occupancy for the first building.
- P15. No outside vending machines, except fully enclosed newspaper racks, shall be allowed on site. All newspaper racks shall be pedestal-mounted.

- P16. One copy of the lighting plan shall be submitted to the Engineering Division with the grading/improvement plans. A separate copy shall be submitted to the Building Division with the building plans. The lighting plan shall be reviewed and approved by the Engineering and Planning Divisions prior to issuance of any permits for the project. The plan shall incorporate the following:
- a. Details for external light fixtures both on and off the building(s), all lighting within private streets (including conduit and wiring), external illuminated signage, and any light fixtures at ground level. All lighting shall be shielded to prevent glare and minimize light intrusion to adjacent properties.
 - b. The lighting shall be controlled by a timer. Within one hour after closing, lighting in the parking areas adjacent to the commercial buildings shall be reduced to a minimal level of lighting necessary for safety and security; and the illumination of signs and landscaping adjacent to the commercial buildings shall be curtailed.
 - c. A photometrics plan shall be provided with the lighting plan in the building plan set for Planning Division approval.
- P17. The site plan submitted for Building permits shall identify locations for:
- a. Bicycle Parking consistent with ZO Section 17.112.035. Space to accommodate 24 motorcycles shall be provided on site at varied locations. The location and type of the structures shall be reviewed and approved by the Planning Division prior to issuance of building permits
 - b. Motorcycle Parking consistent with ZO Section 17.112.035. Bicycle racks to accommodate 24 bicycles shall be provided on site at varied locations. The location and type of bicycle racks shall be reviewed and approved by the Planning Division prior to issuance of building permits
 - c. Loading zones consistent with ZO Section 17.112.030 shall be indicated on the site plan submitted for Building permits.
 - d. The site plan shall identify ___ on-site parking spaces.

Planning - Stormwater Conditions

- P18. On construction sites that are over 1-acre in size, a Notice of Intent shall be filed with the State Water Quality Control Board and a Storm Water Pollution Prevention Plan (SWPPP), meeting all the requirements of the currently adopted Construction General Permit, shall be submitted to the City's Planning and Engineering Divisions for review. No grading shall take place until a SWPPP for the project has been approved by the appropriate authority, a grading permit has been issued and the approved SWPPP is on-site.
- P19. No pollutants, including, but not limited to, sediment, chemicals, trash and contaminated storm water shall be discharged from private property into, or where they could be transported to, City property, the City's storm drain system, streets, storm channels, or waterways, either during or after construction.
- P20. Storm water filters that remove sediment, oil, grease and trash shall be provided to treat all storm water that will drain to the City's storm drain system from on-site paved areas and

- private streets.
- P21. No percolation basins, ponds, bioswales and rain gardens or similar structures designed to infiltrate water on-site shall be permitted.
- P22. Storm water filters draining from areas of wine or grape processing shall be checked weekly and shall be cleaned out and replaced as needed. Filters shall be cleaned out prior to crush activities begin and after crush activities have ceased.
- P23. Drains to the sanitary sewer shall be installed in all loading docks and shall be fitted with trash filters.
- P24. The locations, types and details of all filters proposed shall be shown on the project's erosion control plan, grading and drainage plans which, shall be reviewed by the City Planning and Engineering Divisions, prior to issuance of grading permits.
- P25. Adequate maintenance and replacement of all storm water filters shall be ensured. Filters shall be adequately maintained and replaced, per manufacturer's specifications. Filters must be cleaned out at least twice a year, before and after the rainy season. At any time filters are not functioning correctly and water is ponding as a result, the filters shall be cleaned out and replaced, if necessary. When proposed, project CC&R's shall include provisions that reflect these requirements for filter maintenance and replacement.
- P26. Reports documenting the annual maintenance of the storm water filters shall be submitted each year by May 1, in perpetuity, to the City's Community Development Department, documenting the required cleaning per conditions of approval, maintenance, repair, filter condition and timely replacement of all storm water filters on-site.
- P27. Permeable pavement shall not be permitted.
- P28. Water draining from downspouts shall be filtered for sediment, trash, oil and grease, prior to discharge onto City streets, storm drains or waterways.
- P29. All landscaping shall be drought tolerant and low maintenance. Accent plantings such as hanging baskets, pots with flowers, and other ornamental plants will be permitted and are not considered landscaping.
- P30. The event basin shall be impervious and shall be drained to the City storm drain system.
- P31. There shall be no exterior storage or washing of wine casks, or other wine related items on-site, unless the area in which the storage or washing takes place drains directly to the sanitary sewer.
- P32. All conditions applied by either the Certified Unified Program Agency (CUPA) or the Central Coast Regional Water Quality Control Board (CCRWQCB), in relation to development of the site and its grading, disturbance of contaminated soil or groundwater, and worker, employee and public safety provisions, shall become conditions of this project.

Planning - Landscaping General Conditions

- P33. The Planning Division staff shall utilize the services of a contract landscape architect to review landscape plans and perform inspections for the project. The applicant shall deposit funds with the City prior to the first landscape plan check to pay for the cost of the contract landscape architect.

- P34. One set of the landscape and irrigation plans, shall be submitted to the Engineering Division with the grading plans. A separate submittal of two sets of the landscape and irrigation plans shall be made to the Planning Division simultaneously. The landscape and irrigation plans shall be reviewed and approved by the Planning Division prior to issuance of grading or encroachment permits. After the final review and approval of these Plans, mylar copies shall be submitted to the Engineering Division with the grading and/or improvement plans.

These landscape and irrigation plans shall be prepared by a licensed landscape architect or other qualified professional project designer as designated by City staff; shall have overall dimensions of 24" x 36"; shall show all existing and proposed public utilities within the project limits; and shall have the following approval blocks:

- 1) City Engineer;
- 2) Community Development Director – private property landscaping; and
- 3) Urban Forestry Manager – right-of-way landscaping.

- P35. A Landscape Maintenance Agreement, in a form satisfactory to the City Attorney, shall be recorded prior to issuance of building permits for the project.
- P36. The project must conform with the Urban Forestry Administrative Guidelines.
- P37. The final landscaping Conditions of Approval shall be printed on the landscape plans filed with the City.
- P38. For the first phase of development, two sets of schematic landscape and irrigation plans for the entire site plus construction documents for the first phase shall be submitted for review and approval by the Planning Division, the Engineering Division, and a Landscape Architect contracted by the City and paid for by the applicant, prior to issuance of grading or encroachment permits.

For each subsequent phase, two sets of construction documents shall be submitted for review and approval by the Planning Division, the Engineering Division, and the contract Landscape Architect prior to issuance of any grading or building permits for that phase. Minimum plant sizes include: Tree size -15 gallon, shrub size – 5 gallon, plant size – 1 gallon.

Planning - Landscaping Irrigation Conditions

- P39. The project must conform with sections 15.52.010 – 15.52.060 of the Lompoc City Code Water Efficient Landscape Standards.
- P40. All irrigation must be low-water use, per manufacturer's specifications. A copy of the specifications must be provided to the Planning Division before installation. Installation must include check valves as needed to prevent runoff.
- P41. All irrigation under paving must be Schedule 80 PVC or greater with tracer wires and sleeves.

Planning - Landscaping Tree Conditions

- P42. The number and size of trees installed on the site shall meet the tree density

requirements, as set forth in Chapter 12.32 of the City Code. The density will be approved or denied during Plan Check.

- P43. All trees must be planted at least ten feet away from public utilities, to include but not limited to water, sewer, electric, storm drain, cable, telephone, etc.
- P44. All trees must be installed with support staking. All nursery stakes must be removed from trees.
- P45. All trees and plant material selection shall be made with the concurrence of the Planning Division.

Planning - Landscaping Installation Conditions

- P46. Installation of all irrigation and landscaping shall be performed by a licensed landscape contractor. Open trench inspection of the irrigation installation is subject to approval of City officials.
- P47. A layer of bark two to four inches deep must be applied in all landscape areas. A sample of the bark shall be submitted to the Planning Division for review and approval prior to the issuance of building permits.
- P48. All plant material is subject to inspection by the Planning Division and must be guaranteed for two years from the date of final inspection.
- P49. Prior to the final inspection by the Planning Division, a Certificate of Substantial Compliance shall be completed and submitted to the Planning Division.
- P50. All perimeter landscaping shall be installed and accepted by the City prior to issuance of the first certificate of occupancy for the new construction on the site. Landscaping for each parcel shall be completed as the individual buildings are completed.
- P51. During the demolition and construction process, care should be given to save the two (2) Cork Oak trees on the southwest corner of the property. If cork is to be harvested, it shall be harvested by a licensed forester (or as the City Urban Forester dictates) at intervals and under conditions dictated by such Forester.

Planning - Air Quality Conditions

- P52. Dust (PM₁₀) - a dust abatement program shall be prepared by the applicant and submitted with the grading/improvement plans. The program shall be reviewed and approved by the City Engineer, Senior Environmental Coordinator, and Planning Manager prior to issuance of grading permits. The dust abatement program shall include, but is not limited to, the following dust control measures:
 - a. Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions.
 - b. Construction sites shall be watered and all equipment cleaned in the morning and evening to reduce particulate and dust emissions.
 - c. Cover stockpiles of sand, soil, and similar materials, or surround them with

windbreaks.

- d. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces or have adequate freeboard to prevent spillage.
- e. Post signs that limit vehicle speeds on unpaved roads and over disturbed soils to 10 miles per hour during construction.
- f. Soil binders shall be spread on construction sites, on unpaved roads, and on parking areas; ground cover shall be re-established through seeding and watering.
- g. Sweep up dirt and debris spilled onto paved surfaces immediately to reduce resuspension of particulate matter through vehicle movement over those surfaces.
- h. Require the construction contractor to designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary.
- i. The name and 24/7 contact information for the person responsible for dust control shall be provided to the City prior to issuance of grading permits.
- j. If dust is not controlled on the site, the City shall shut down work on the project until the applicant can provide adequate dust control.
- k. Streets and alleys surrounding the project shall be kept clean and free of dirt.

P53. Ozone (O₃) Precursors: (NO_x and ROC)

- a. All construction equipment engines and emission systems shall be maintained in proper operating order, in accordance with manufacturers' specifications, to reduce ozone precursor emissions from stationary and mobile construction equipment.
- b. If feasible, electricity from power poles or ground lines shall be used in place of temporary diesel- or gasoline-powered generators.

P54. Conditions for Long-term and Operational Impacts on commercial projects over 5,000 square feet:

- 1. All commercial construction or remodel projects of more than 5,000 square feet of floor area shall provide preferential parking spaces for employee carpools at a ratio of 1 preferential space for every 50 required spaces. This condition does not apply to projects with less than 50 spaces.

Planning – Cultural Resources Conditions

P55. If archaeological artifacts are unearthed or exposed during demolition or construction, the artifacts and the site shall be evaluated by an experienced Archaeologist. An appropriate plan for the preservation of the artifacts from the site shall be prepared and its implementation overseen by an experienced Archaeologist.

P56. If paleontological artifacts are unearthed or exposed during demolition or construction, the artifacts and the site shall be evaluated by an experienced Paleontologist. An appropriate plan for the preservation of the artifacts from the site shall be prepared and its

implementation overseen by an experienced Paleontologist.

- P57. If human remains are discovered during construction, the County Coroner, and the Native American Heritage Commission shall be notified and their recommendations and requirements adhered to, prior to continuation of construction activity.

Planning - Mitigation Monitoring Conditions

- P58. Hours of construction shall be limited to:
Monday through Friday - between the hours of 7:30 a.m. and 5 p.m.
Saturday - between the hours of 8 a.m. and 5 p.m.
Sunday - None
Minor modifications to the hours of construction may be granted by the Planning Manager.
- P59. All mitigation measures set forth in the Santa Rita Hills *Final Environmental Impact Report (FEIR)* are hereby incorporated into these Conditions of Approval, as if fully contained herein, except those found infeasible pursuant to §15091 of the State CEQA Guidelines.
- P60. The applicant shall enter into a Mitigation Monitoring Agreement with the City of Lompoc, which shall assure continuing compliance with the Mitigation Measures set forth in the *Final EIR*. The Agreement shall be reviewed and approved by the City Attorney, and shall be recorded prior to the issuance of any construction permit.
- P61. The applicant shall pay the costs associated with implementation of the Mitigation Monitoring Program prior to issuance of the first Certificate of Occupancy for any building in the project. The costs associated with implementation of Mitigation Monitoring Program shall be calculated on a time and materials basis.
- P62. Minor changes to the Mitigation Monitoring Program may be made by the Community Development Director. Such changes shall not result in alteration of any mitigation measures, but shall be restricted to changes related to which phase of the Mitigation Monitoring Program (e.g., plan check, construction, pre-occupancy, post-occupancy) a mitigation measure is to be completed. Any such changes may be approved when it is found to be impractical to require completion of a mitigation measure during the phase specified in the Mitigation Monitoring Program.
- P63. The mitigation measures to be implemented during construction shall be itemized on a separate page of the grading and improvement plans and related construction drawings filed for any building permits, including the City Council Resolution Number and the applicant's signed affidavit agreeing to comply with the conditions.
- P64. Copies of the Mitigation Measures and Mitigation Monitoring Plan shall be given to each Contractor and Subcontractor. Each Contractor and Subcontractor shall be responsible to reviewing, being familiar with and implementing all mitigation measures during construction.

Planning – Project Specific Conditions

- P65. A temporary use permit shall be obtained from the Planning Division prior to installation of a construction trailer on the project site.
- P66. Any new perimeter walls and/or fencing for the project shall be architecturally treated. The design of the wall and/or fence and the treatment shall be reviewed and approved by the

Planning Division staff prior to issuance of grading permits.

P67. The following items shall be included in the CC&R's developed for the project and reviewed by the City Attorney to recordation:

- Maintenance responsibility for the drainage infrastructure shall be identified. This maintenance responsibility needs to include inlets and outlets in the basin, as well as the catch basins or drop inlets in the parking lot;
- Creation of a Property Owners Association (POA) for common area maintenance;
- Reciprocal parking and access agreement over all of the parcels;
- An agreement that the future use of the existing warehouse buildings (71,000 square feet) is limited to wine storage only with 6,000 square feet of wine processing. This agreement allows the Planning Commission to reduce the on-site parking requirement for the project site to ___ spaces. Any change to the warehouse use would require the owner to provide additional on-site parking to meet City requirements;
- Recordation of the Landscape Maintenance Agreement (LMA) for the entire site;
- Maintenance responsibility for the stormwater filters shall be identified.

Following City review and acceptance, the CC&R's shall be recorded on the property prior to issuance of the first certificate of occupancy for the new construction on the site.

P68. Approval of Development Plan (DR) 08-01 is contingent upon City Council approval of General Plan Amendment (GP 08-01), Zone Change (ZC 08-01), LOM 582, EIR 08-02, and Redevelopment Agency (RDA) review and approval.

P69. The project is located within the City of Lompoc Old Town Redevelopment Area, Amendment No. 2 and final review and approval must be granted by the RDA Board.

P70. Any existing well on the property must be properly abandoned. The destruction of these wells shall comply with the City's Well Ordinance Chapter 8.24, Standards for Construction of Water Mains and the State of California Water Well Standards, Bulletin 74-90. A permit must first be obtained from the City and all work shall be performed by a licensed well driller or appropriately licensed contractor.

P71. The receipt of a valid, defensible clean closure letter is required prior to issuance of any permits for grading or construction on the site.

II. BUILDING AND FIRE SAFETY

Building - General Conditions

- B1. Project shall comply with the most recent adopted City and State Building, Fire, Mechanical, Plumbing, Electrical Codes, and other applicable Regulations and Standards mentioned therein.
- B2. Buildings and structures shall not exceed the allowable height or area requirements within the most recently adopted Building/Fire Codes. A detailed analysis of each building showing compliance with applicable code provisions shall be provided on a "code analysis and compliance" plan sheet.
- B3. No change shall be made in the use or occupancy of any building that would place the building in a different division of the same group of occupancy or in a different group of occupancies, unless such building is made to comply with the requirements of the California Building/Fire Codes for such division or group of occupancy. Architect/Engineer shall provide plans, calculations and supporting data showing compliance with the most recent adopted Building/Fire Codes and means for mitigating non-compliant building systems for existing building(s).
- B4. Improvements, additions, modifications and/or restorations to existing buildings and structures, shall be designed and constructed to comply with the most recently adopted Building/Fire Codes including but not limited to the City's existing building fire sprinkler/alarm requirements.
- B5. Plans shall be submitted by a California licensed architect and/or engineer. Please note that a complete soils and geotechnical report will be required. Please see additional report and study requirements within California Building Code.
- B6. All new construction of buildings, structures and portions of buildings and structures, including improvement and restoration to existing buildings and structures, shall be designed and constructed to resist the effects of flood hazards and flood loads. Special design considerations within the CBC and the City of Lompoc's Municipal Code shall apply to building/structures determined to be within flood prone areas.
- B7. Approved fire-resistive assemblies shall be provided for occupancy separations, fire rated construction, fire walls and/or exterior wall protection. Parapets may be required in accordance with the CBC and CFC.
- B8. In addition to the exterior wall construction requirements created by property line proximity (fire resistive construction), opening protection, opening limitation and prohibitions shall comply with the most recent adopted Building and Fire Codes for new and existing structures.
- B9. Dimensioned building setbacks and property lines, street centerlines, and between buildings or other structures shall be designated on plot plans.
- B10. All property lines and easements must be shown on the plot plan. A statement that such lines and easements are shown is required.

- B11. No building sewer, gas/water service, fire line, or similar utility service shall be located in any lot other than the lot that is the site of the building or structure served by such service unless a legal easement has first been established.
- B12. The Title Sheet of the plans shall include:
- a. Occupancy group(s)
 - b. Description of use(s)
 - c. Type of construction
 - d. Height of the building
 - e. Floor area of building(s)
 - f. Fire sprinklers and alarms
- B13. California disabled access regulations shall be incorporated within the plans for new and existing buildings.
- B14. Project shall comply with current City and State water conservation regulations.
- B15. Dust and erosion control shall be in conformance with standards and regulations of the City of Lompoc.
- B16. A licensed surveyor/engineer shall verify pad elevations and setbacks.
- B17. Stairs, ramps, decks, and platforms shall meet the strict guidelines in the most recent adopted Building Code.
- B18. Buildings shall comply with the State's Energy Regulations.
- B19. A sound transmission study complying with the most recently adopted California Building Code may be required. Sound transmission controls according adopted State Regulations shall be clearly identified on the plans (R-Occupancies).
- B20. Elevators shall require separate permits from the appropriate State Agency and comply with all disabled access regulations. See also the State Fire Marshal's "stretcher" access provisions when applicable.

III. FIRE

Fire - Access Conditions

- F1. All required access roads on the site shall be in service prior to the start of framing construction. The roads shall have: 1) an all-weather surface; 2) a minimum vertical clearance of 14 feet; and 3) a minimum width of 20 feet. All dead-end access roads in excess of 150 feet in length shall have a minimum outside turn around radius of forty (40) feet and/or a minimum inside turn around radius of thirty (30) feet.
- F2. All permanent gates on required access roads shall have a means for Fire Department access either: 1) an approved key box containing appropriate keys or gate combination, or 2) if electrically operated, an approved key operated switch. Provisions must be made to open electrically operated gates in the event of a power failure.

- F3. Fire Department access shall comply with ICFC Chapter 5 and IFC Appendix C-D.
- F4. All drives, lanes, and on-site access ways shall be marked as "Fire Lanes-No Parking". Placement of signs, sign wording, and red-curbs shall be approved by the Building Official/Fire Marshal.
- F5. Required emergency access ways appear to rely on adjacent parcels for compliant access ways. Legal easements shall be provided to insure that access will be provided for current and future use and occupants of buildings.
- F6. An approved key box containing appropriate keys to buildings shall be made accessible and installed according to City Standards. (This includes all existing structures)

Fire - Water Supply Conditions

- F7. Fire Hydrants shall be provided in accordance with CFC Chapter 5 and IFC Appendix B-C. The number and spacing of fire hydrants shall be in accordance to IFC Appendix B-C. Fire Department access and water supply shall be in accordance with CFC Chapter 5 and IFC Appendix B, C and D.
- F8. All fire hydrants shall be in service prior to the start of framing construction.
- F9. Fire sprinkler connections shall have unobstructed access to a fire hydrant within 150 feet.

Fire - Equipment and Protection System Conditions

- F10. Fire alarm systems are required in accordance with the most restrictive of the following: the Uniform Fire Code, the Uniform Building Code, or the Lompoc City Code.
- F11. Automatic sprinkler systems are required in accordance with the most restrictive of the following: the California Fire Code, the California Building Code, and the Lompoc City Code.
- F12. Existing fire suppression or alarm systems shall be maintained and tested in accordance with NFPA 25. No fire alarm or fire suppression system shall be disconnected or taken out of service without first receiving approval from the Building Official/Fire Marshal.
- F13. Fire alarm systems and automatic sprinkler systems shall be supervised on a 24-hour basis at a location approved by the Fire Department.
- F14. Four sets of plans for fire alarm systems and sprinklers shall be submitted to the Building and Fire Safety Division for review and approval, prior to the start of framing construction. When approved, two sets of the plans will be returned to the applicant, two sets will be retained by the Building and Fire Safety Division. Plan submittal and installation shall be in accordance with National Fire Protection Association and CFC standards and regulations.
- F15. All fire extinguishers required to have an 'A' rating shall have a minimum rating of 2A10BC. Location, number and types shall be in accordance to CFC and NFPA Standards.
- F16. The plans shall clearly indicate all high pile storage areas within new or existing buildings. Alarm and fire suppression systems in addition to systems designed for overall building

coverage may be required. Also note that additional building plans, structural calculations and permits are required for all rack storage systems.

IV. POLICE DEPARTMENT -- No General or Project Specific Conditions

V. ENGINEERING

ENGINEERING – General Conditions

EN1. Improvement Plans are required with this development. Improvement Plans include:

- Public Improvements:
 - Utilities - Electric (conduit, transformers, street lights, etc.), water and sewer.
 - Drainage - Storm drain (SD) lines, inlets & filters, main line, sidewalk drains, etc.
 - Streets, Sidewalk and Curb & Gutter
- Private Improvements:
 - Earthwork (grading)
 - Connection Points to utility mains for sewer laterals and water services.
 - Conduit and fixtures for lighting within private streets and/or parking lots
 - Streets & Sidewalk
 - Drainage – SD lines, inlets & filters, sidewalk drains, retention basins, etc.
 - Trash Enclosures
 - Parking Lot Paving
 - Parking Lot Curb & Gutter
 - Street Signing and Striping

EN2. Improvement Plans shall be prepared by or under the supervision of a registered civil engineer.

EN3. All improvements shall be provided at the Applicant's expense and in accordance with City of Lompoc "Standard Requirements for The Design and Construction for Subdivisions and Special Developments." These Standard Requirements are available at the Engineering Division.

EN4. "Development Assistance Brochures" are available to facilitate the preparation of plans and reports by the Applicant's engineer and are an essential reference for the preparation of Grading and Public Improvement Plan submittals. "Development Assistance Brochures" can be obtained at the Engineering Division or downloaded from the City Engineering web page.

<http://www.cityoflompoc.com/PublicWorks/engineering.htm>

EN5. A Soils Investigation/Geology Report shall be submitted to the Engineering Division with first plan check submittal of the Improvement Plans. A soils engineer shall be retained to observe, test, and certify during construction all recommendations as outlined in the Soils Investigation Report. "R" Values shall be taken to determine the street structural sections.

All slopes shall be reviewed by a Soils Engineer for stability and shall be included in the Soils/Geotechnical Investigation Report. A Soils Engineer shall sign the final Grading Plan approving all slope grading.

EN6. In conformance with Title 12, Section 12.28.040 of the Lompoc City Code, the Improvement Plans, including but not limited to, grading, water, sewer, streets, storm

drain, electrical system, and other surface and subsurface improvements, shall be prepared based upon the *vertical* and *horizontal* control monuments as established by the City of Lompoc Coordinate Control System, Record of Survey Book 142, Pages 82 and 83. All drawings, improvement plans, and survey maps shall be prepared in accordance with the requirements currently in effect, with the additional requirement that all said drawings and improvement plans shall be delivered in a computer format readily compatible for transfer to the City Geographic Information System. The following computer formats are acceptable for delivery: DGN (native Microstation); DWG (same as or less than Version 14); DXF.

Easement Dedication

EN7. All public utilities such as water mains, sewer mains, electric lines, electric transformers, etc., within the development shall be located within public utilities easements (PUE).

PUE's shall be dedicated either on the LOM 582-P Parcel Map or by grant deed. PUE deeds shall be prepared by a licensed land surveyor or qualified civil engineer. The grant deed form to be used will be provided by the Engineering Division and is available in electronic format.

When PUE is by deed the Applicant shall submit a draft copy (including an 8-1/2"x11" deed map) to the Engineering Division for review and approval. With draft submittal include all referenced documents and a preliminary title report current within the last ninety days.

After the Engineering Division has reviewed and approved the draft grant deed the Applicant will submit the original deed to the Engineering Division for acceptance and recordation. The submitted deed originals must be signed by the grantee(s) and notarized, and signed and stamped by a licensed land surveyor or qualified civil engineer. A PUE deed ready for recordation shall be on file in the Engineering Division prior to approval of the Improvement Plans.

Plan Review

EN8. After the Improvement Plans have been prepared and are ready for review, the Applicant's Engineer shall submit four (4) sets of prints to the Engineering Division for first plan check. The Public Works Department, Utility Services Department, Fire Department, and Building Division will review the check prints for conformance with project conditions and City Standards.

EN9. First plan check shall include hydraulic calculations (sewer & storm drain), soils report, and all other calculations and data necessary for review of the project plans.

Landscape Plans

EN10. Any landscape and irrigation plans required by the Planning Division shall be approved by the Public Works and Utility Departments prior to Improvement Plan approval by the Engineering Division. An approval block shall be provided on the landscape plan title sheet for the City Engineer's signature.

EN11. All trees & large rooted shrubbery must be planted at least ten feet away from public utilities, to include but not limited to water, sewer, electric, storm drain, cable, telephone, etc.

Permits & Fees

- EN12. Plan Review, Grading and Encroachment Permit fees are based on Section 2 of the Master Fee Schedule adopted by City Council Resolution No. 5386(07).
- EN13. A Grading Permit issued by the Engineering Division is required prior to any excavation or filling on the site. Any stockpiling of fill dirt will require a Temporary Grading Permit.
- EN14. An Encroachment Permit shall be obtained from the Engineering Division for any work within City street right-of-way or easement.
- EN15. Prior to the issuance of an Encroachment Permit or Grading Permit, the Applicant shall provide a letter to the Engineering Division, addressed to the City Engineer, stating that the engineer who prepared the Improvement Plans, or his/her designated representative, will perform periodic site observations of work shown on the approved Improvement Plans. (Refer to condition EN31)
- EN16. STREET IMPROVEMENT and TRAFFIC SIGNAL IMPACT FEES will be imposed upon the issuance of a building permit and are based on the City of Lompoc Development Impact Fee Schedule in effect at the time of permit issuance.

Drainage

- EN17. A Drainage/Hydrology Report shall be submitted to the Engineering Division with first plan check submittal of the Improvement Plans.
- EN18. Cross-gutters shall be constructed at intersections where there is surface drainage.
- EN19. The Improvement Plans shall be designed to provide a minimum cross slope of 2% on public and private streets.
- EN20. Storm drains and drainage inlets shall be sized for a peak 25-year runoff event with a positive overland escape design for a 100-year storm. Minimum size for Storm Drains shall be 18 inches unless otherwise approved by the City Engineer.
- EN21. Storm drain minimum velocities should not be less than 2 feet per second with the pipe flowing full, under the design conditions.
- EN22. Storm drains and drainage inlets in sump conditions shall be sized for a 100-year storm and shall provide positive overland escape.
- EN23. Drainage inlets shall be designed and located in a manner that will assure "adequate travel lanes." Up to 25-year storm flows should be contained within the curbs; 100-year storm flows should be contained within the right-of-way or private street easement.
- "Adequate Travel Lanes" defined - Use a 10-year storm for spread. Design private streets with a 10-foot clear lane and public streets with a 20-foot clear lane.*
- EN24. Catch basin capacity for Standard Curb Inlet Catch Basins in a sump, constructed per City Standard Drawings 506 through 508, shall not exceed 2.00 cfs./ft. Use a 30% clogging factor for all inlets in a sump.

- EN25. The lowest surface in all streets and parking lots will be constructed a minimum of one-half foot above the 100-year water surface elevation per current FEMA Flood Insurance Rate Map.
- EN26. The lowest finish floor elevation of all new structures shall be at least 2-1/2 feet above the 100-year water surface elevation per current FEMA Flood Insurance Rate Map. Finish floor elevations shall be higher than overland escape of adjacent streets, bridges and other obstructions.
- EN27. Standard Requirement NOT required as a part of this project development.
- EN28. Pre-development flow from adjacent properties onto the project site shall be maintained or accounted for in the final design.

Street Lighting

- EN29. All roadways designed for vehicular use (excluding parking lots) shall have street lighting for the safety of drivers and pedestrians. The lighting design shall be per IES (Illuminating Engineering Society) guidelines for roadway and exterior walkway lighting, as specified in the IES Lighting Handbook, 9th Edition. A photometric plan shall be submitted for approval by the City Engineer showing conformance with the following minimum standards:

Public Streets

- A. Local residential roads- 0.6 foot-candle average, uniformity ratio (average to minimum) no higher than 4:1.
- B. Collector roads and above- 1.0 foot-candle average, uniformity ratio (average to minimum) no higher than 4:1.
- C. Intersections and other high conflict areas shall have additional safety lighting acceptable to the City Engineer.
- D. Pole spacing shall not exceed 200' on center.

Final Project Approval

- EN30. Prior to final project approval by the Engineering Division, any public improvements damaged during construction shall be repaired as directed by the Public Works Inspector and in conformance with City of Lompoc Standard Plans and Specifications.
- EN31. Prior to final project approval by the Engineering Division, Record Drawings in conformance with Development Assistance Brochure (DAB) E-30 shall be prepared and approved by the City Engineer. DAB E-30 is available upon request at the Engineering Division or on line at the following City of Lompoc web address:

<http://www.cityoflomdoc.com/PublicWorks/pdf/E30.pdf>

- EN32. After the Record Drawings have been approved, the Applicant shall provide the City

Management Services Department, Information Systems Division, with the following as-built information, in a computer format readily compatible for transfer to the City Geographic Information System [computer formats acceptable for delivery include DGN (native Microstation); DWG (same as or less than Version 14); DXF]. Record Drawing information submitted in computer format will include but not be limited to the following:

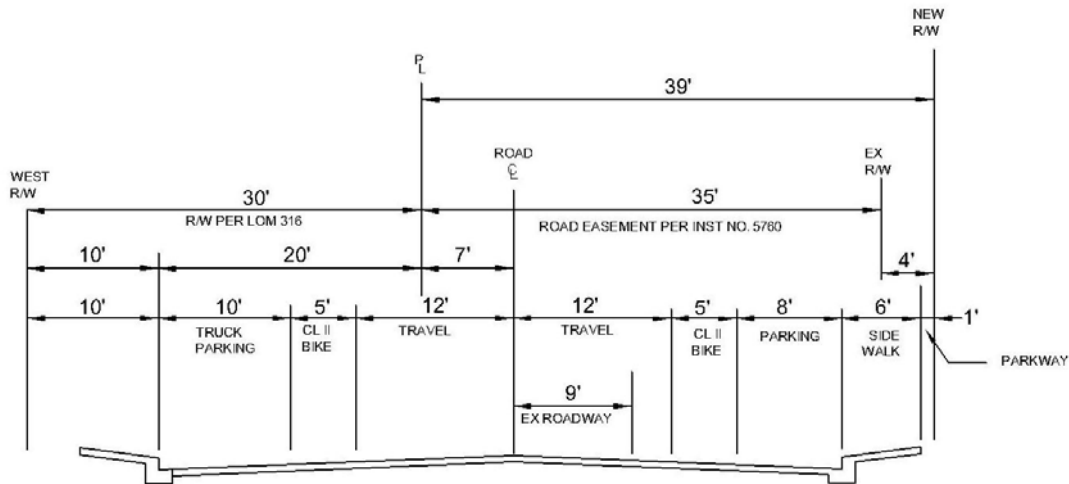
WATER	WASTEWATER	ELECTRIC	DRAINAGE	SURFACE
Mains	Mains	Lines	Manholes	Road
Valves	Manholes	Transformers	Inlets	Curb/Gutter
Blowoffs	Lift Stations	Junction Boxes	Swales	Sidewalk
Air Vacs	Laterals	Pull Boxes	Basins	Drives
Fire Hydrants		Poles	Structures	Access Ramps
Services		Street Lights	Filters	Parking Lots
Meters			Curb Drains	Survey Mon's
RP Backflow				Walls
				Bus Turnouts

ENGINEERING – Project Specific Conditions

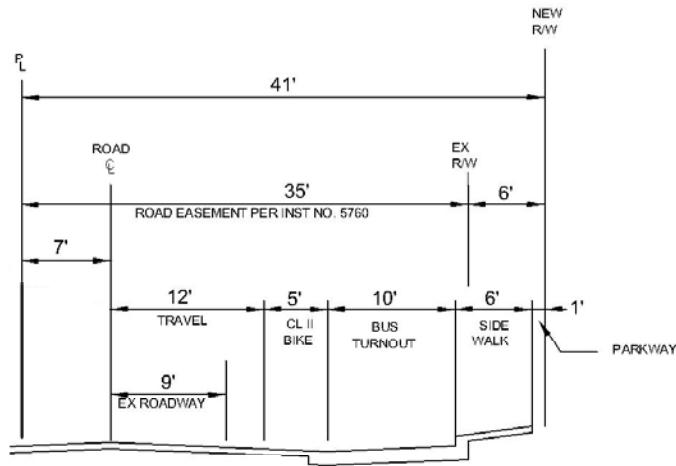
- EN33. All on-site drainage shall discharge through approved storm drain facilities out to the Santa Ynez River. A new stormdrain pipe from the northeast corner of the project site to the River may be constructed in lieu of a connection to the existing arched culvert in Highway 246. A stormdrain easement shall be granted from the City of Lompoc to provide a direct route for the new stormdrain pipe to the Santa Ynez River. Any connection to the existing arched culvert will require data verifying acceptance of the additional calculated flows and any proposed improvements. Plans for the proposed improvements will require approval by Santa Barbara County prior to acceptance by the City of Lompoc Engineering Department.
- EN34. All on-site retardation basins shall be designed in accordance with Engineering Bulletin #04-01 with the design storm being a **25-year** storm event. In addition, provide an inlet structure to catch the 100-year storm water at the overland escape location in the northeast corner of the project and drain directly to the Santa Ynez River.
- EN35. All on-site retardation basins shall be lined with an impervious clay-layer to prohibit infiltration.
- EN36. A shared driveway designed to serve both this development and the River Terrace development shall be provided at the entrance in the northwest corner of the project in lieu of the driveway entrance shown on the development plan. The shared driveway shall be

centered on the construction centerline of Laurel Avenue or located such that the traffic exiting the proposed development will align with westbound Laurel Lane.

- EN37. The shared driveway access will require that a construction and access and maintenance easement be granted to the developer by the property Owner of APN 099-141-21. A copy of the recorded easement must be provided to the City of Lompoc Engineering Division prior to the approval of the Improvement Plans.
- EN38. The westbound right turn movement from Highway 246 northbound into Twelfth Street must accommodate STAA dimensions and minimum turning paths to allow trucks to make movements safely. Refer to the Final Santa Rita Hills Winery Traffic Impact Analysis for exhibit showing Westbound to Northbound truck movement. See EN41.
- EN39. It is required that a two-way left turn lane be constructed full width from the terminus of the existing westbound left turn lane at the signalized intersection of SR 246/Twelfth Street to the east along the frontage of the project through the existing driveway on the south side of SR 246, then provide a taper per Caltrans Standards. See EN41.
- EN40. PCC curb, gutter and sidewalk shall be constructed along the full length of Ocean Avenue (HWY 246) frontage.
- EN41. All proposed improvements on Ocean Avenue/Highway 246 are in Caltrans right-of-way and will require an encroachment permit from Caltrans. Approval of the improvement plans by the City of Lompoc Engineering Department will be contingent on approval by Caltrans. Approval of the plans by Caltrans can be in the form of a copy of the encroachment permit.
- EN42. Ref: Development Plan, Sheet 4 of 4, "Twelfth Street – Section L"
Revise street typical section as shown:



- EN43. Ref: Development Plan, Sheet 4 of 4, "Twelfth Street – Section E"
Revise street typical section as shown:



- EN44. Extend the existing curb, gutter and sidewalk along the west side of Twelfth Street around the southwest corner at Laurel Avenue to the ECR. Install the ramp in the southwest corner and remove and replace the pavement from the ECR on Laurel Avenue to the centerline of Laurel Avenue and from the new curb and gutter on Twelfth Street to the centerline on Twelfth Street. Additional sections of pavement may be required to transition to the existing pavement.
- EN45. Provide charter/tour bus route through project showing turning radiuses per AASHTO BUS-45 Standards. Provide a minimum of 24" clearance between the bus wheels and any obstruction (i.e. curb).
- EN46. Improvement Plans shall include striping plans for Twelfth Street and Highway 246.
- EN47. The addition of improvements and vehicular travel over the existing 1939 arched storm drain conduit along the south property line, next to Highway 246, may require structural enhancements to provide protection to the existing structure. A structural analysis of the arched conduit shall be prepared for the increased surcharge and impact loading resulting from the proposed improvements and vehicular traffic. The report shall be approved by Caltrans and Santa Barbara Flood Control prior to approval of the Improvement Plans by the Lompoc Engineering Department. Any protection or upgrades recommended by the structural analysis shall be provided by the developer.

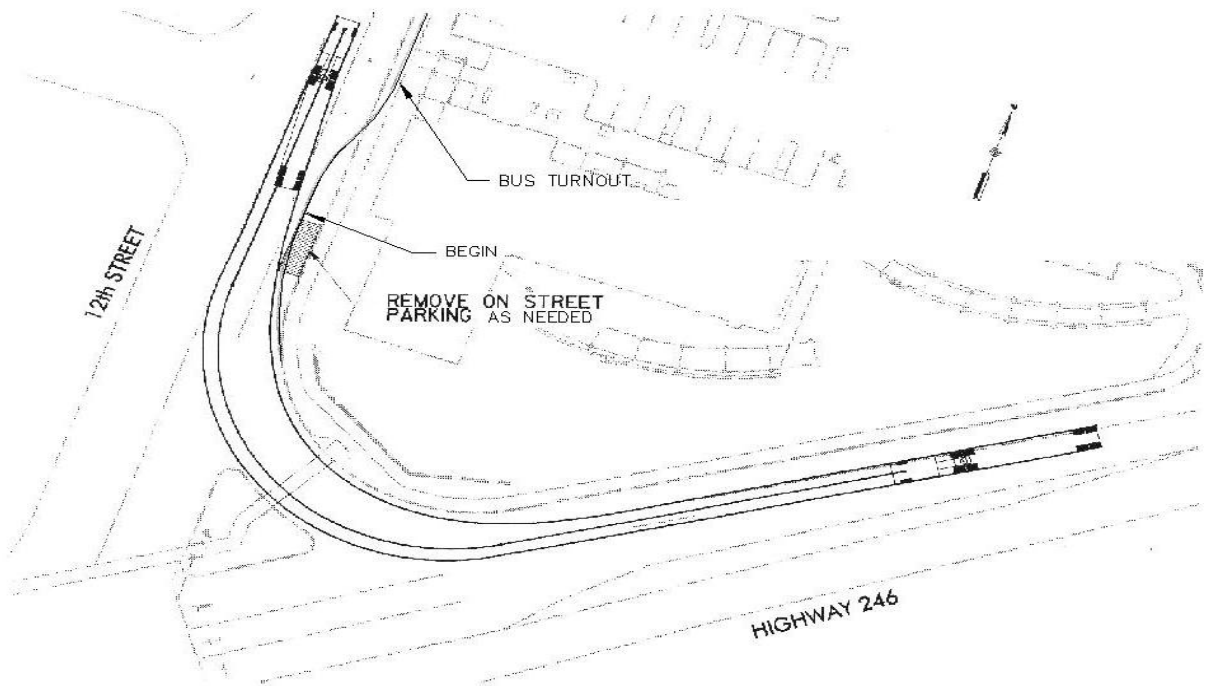
VI. AVIATION/TRANSPORTATION

AVIATION/TRANSPORTATION – General Conditions

- AT1. Bus Turnouts shall be constructed in conformance with details provided by the Engineering Division.
- AT2. Signage and curb markings for bus turnouts shall be in conformance with details provided by the Engineering Division.
- AT3. A Bus Shelter shall be constructed at each bus turnout. Bus Shelter drawings and specifications are available from the Engineering Division.

AVIATION/TRANSPORTATION – Project Specific Conditions

- AT4. Bus Turnout and Shelter shall be provided on the east side of Twelfth Street. Turnout concrete pad may be decreased from the standard 12' width to 10' due to allowed parking along Twelfth Street. Bus turnout and shelter location to be approved by Transportation Division prior to approval of the Improvement Plans.
- AT5. Bus turnout location to be moved next to building A on Twelfth Street per attached Exhibit A. Provide bus turning movements into bus turnout prior to approval of Improvement Plans by the Engineering Division.



- REMOVE ON STREET PARKING AT BUS TURNOUT LOCATION
- MAINTAIN 5' CLASS II BIKE LANE
- MAINTAIN 6' SIDEWALK WITH 1' BEHIND SIDEWALK TO ROW.

EXHIBIT A

NTS

VII. SOLID WASTE

SOLID WASTE – General Conditions

- SW1. Trash enclosures shall be designed, in accordance with City standards, for up to 440-gallon automated containers accessible to automated trash collection trucks and in locations as approved by the City Solid Waste Superintendent. The trash collection trucks

are side loading and have a 40-foot turning radius. On-site circulation for the trucks shall be designed so trash collection trucks will not need to back up in order to turn around and exit.

- SW2. Trash enclosures shall not have any doors and shall be enclosed on three sides with a six-foot wall, which is architecturally compatible with the on-site buildings. The City Planner shall approve the design of the six-foot wall.
- SW3. Trash enclosure access openings must be placed no more than one-foot from drive aisle.
- SW4. Trash containers must be kept side-by-side and parallel with alley or drive aisles. Enclosures with more depth than the minimum required seven-foot depth of one container must be constructed with a wheel-stop sufficient to keep the containers at the front edge of the enclosure so that the operator of the trash collection truck does not have to move containers out for collection.
- SW5. The project must provide adequate areas for collecting and loading recyclable materials. The recycling area(s) shall be located so they are convenient for those persons who deposit, collect, and load the recyclable materials. Whenever feasible, areas for collecting and loading recyclable materials shall be adjacent to the solid waste collection areas. A sign clearly identifying all recycling and solid waste collection and loading areas and the materials accepted therein shall be posted adjacent to all points of direct access to the recycling area(s).

Solid Waste – Project Specific Conditions

- SW6. Adequate areas must be provided for collection of solid waste, including trash and recyclable materials and made accessible to automated trash collection trucks
- SW7. Gates are shown on the trash enclosures. If gates are desired, the owner shall sign an agreement with the City stating that he will be responsible for refuse containers being pulled out and placed in an acceptable location on the days of service. The agreement, in a form satisfactory to the City Attorney, will be recorded prior to issuance of building permits for the project.
- SW8. Prior to approval of the Improvement Plans, the Applicant shall prepare and submit a Solid Waste Reduction Plan, including solid waste mitigation measures to the City for review and approval. The plan shall include or address the following measures:
- A portable wood grinder shall be on site to grind any brush and/or trees removed during the grubbing stage.
 - Separate containers for recycling construction debris such as wood, cardboard, metal, asphalt and/or concrete materials will be provided during the construction phase of the project.
 - The contractor will include the use of green materials during the construction phase of the project as feasible.
 - An area for three Solid Waste containers (trash, recycling and green waste) shall be incorporated into the design.

VIII. ELECTRIC

ELECTRIC – General Conditions

- EL1. The Applicant shall sign a Line Extension Agreement and pay all costs for the City to furnish and install electric power lines/equipment to and within the proposed development. These costs will include all labor, labor overhead, material, material handling charges and equipment/vehicle rentals necessary for the City to extend the City's electrical distribution system to serve the project. The total estimated cost, as mentioned in the Line Extension Agreement, must be paid prior to the City issuance of building permits.
- EL2. The Applicant shall provide a single line diagram showing voltage, phase, load requirements, and size of planned switchboard. Three-phase electric services up to 200 Amps shall have 7-jaw meter sockets. Three-phase electric services above 200 Amps shall have 13-jaw meter sockets and provisions for a test switch and for current transformers. The main switchboard shall conform to Electric Utility Service Equipment Requirements approved by the City of Lompoc. The Applicant shall pay the Meter Installation Fee, prior to the issuance of the building permit.
- EL3. Electric meters and main disconnect switches shall be located on the exterior of the building or in an enclosure opening only to the exterior of the building. Meter enclosures shall be accessible at all times to electric division personnel. If the enclosure is to be locked, the lock shall be keyed to Schlage Lock No. C38587.
- EL4. The Applicant shall provide all necessary trenching and backfilling to Electric specifications. This shall include trenching for primary cable, secondary cable, street light wiring and associated vaults and boxes. The Applicant shall provide transformer pads as required. The project shall be at final grade prior to trenching for installation of underground electric facilities.
- EL5. The Applicant shall furnish and install the service wire and conduit from the service panel to the transformer or secondary box. Upon approval of the building inspector, the City shall make the final connections to the transformer and energize the service.
- EL6. For three-phase electrical service over 200 Amps, the Applicant shall run a telephone service wire to the meter location for remote meter readings.
- EL7. Provide and install one 2-inch conduit, from the pull box in the street easement to the building, in same trench with the electrical service conduit.

ELECTRIC – Project Specific Conditions

- EL8. An electric easement will be required for public electric lines and/or pad mount equipment installed on private property.

IX. WATER

WATER – General Conditions

- W1. This facility must comply with plumbing cross-connection control standards as required by City Ordinance and State law for the protection of water supplies. Information on acceptable back-flow assemblies is available from the City Water Division.
- W2. The size and location of all water meters shall be determined by the Engineer/Architect or authorized representative. All water meters will be furnished and installed by the Water

Division at the expense of the Applicant.

- W3. All meter protection shall be by an approved Reduced Pressure Principle Backflow Prevention Assembly (RP) at the service connection. Information on acceptable assemblies is available from the City Water Division.
- W4. All public water system components must be constructed within public right-of-way or public easements.
- W5. When a fire sprinkler system is required or proposed, the utility plan shall show the location of Fire Department Connection FDC with reference dimensions to the nearest fire hydrant. Fire Department requires fire department connections to be within 150' of a fire hydrant.
- W6. When a fire sprinkler system is required or proposed the utility plan shall show the fire line connection point to water main.
- W7. All requests for information needed to design fire sprinkler systems and to determine available or needed fire hydrant flow shall be made with the City Water Division.
- W8. All water connections to the City Of Lompoc Water Distribution system shall be shown on the Improvement Plans. This includes irrigation water meters for general open areas in a development project. Water irrigation meters and related impact fees will be paid before the Improvement Plans are approved and will be based on the City of Lompoc current meter fee schedule.
- W9. Improvement Plan sheets showing public water facilities shall include an itemized schedule that shows all water meter requirements for the project. The schedule shall identify water meter quantity, size and plan sheet where meter is shown.

EXAMPLE

Water Meter Requirements:			
Meter Type	Meter Size	Quantity	Plan Sheet #
House	¾" x ¾"	24	5 of 20
Irrigation	1.5"	2	4 of 20

- W10. All cross-connection control wet fire sprinkler systems with fire department connection shall be installed on private property and outside City right-of-way, per City Std. Dwg. No. 404 (last revised 06/2008).
- W11. Where backflow protection is required, the backflow assembly shall be installed on private property and outside City right-of-way.

WATER – Project Specific Conditions

- W12. The two wells located at the southeast corner of the project must be abandoned. These two wells are approximately 25-feet apart and must be abandoned according to State and City Standards.
- W13. All unused City water facilities must be abandoned to City Standards. Example: 12-inch

water line entering property from HWY 246.

W14. All efforts shall be made to avoid dead end water lines in design.

VI. WASTEWATER

WASTEWATER – General Conditions

- WW1. All new sewer main and lateral installations will be of Polyvinyl Chloride Plastic (PVC) SDR35 sewer pipe, including all pipe fittings and miscellaneous appurtenances. No glue joints are permissible.
- WW2. All PVC SDR35 sewer piping shall be furnished in the following lengths:
Piping from 8" to 12" in diameter – 20' maximum length
Piping from 15" to 60" in diameter – 12.5' maximum length
- WW3. For cut-in to an existing sewer, a wye tie-in shall be used. Saddles are not allowed.
- WW4. No steps shall be installed in new or replacement maintenance holes. Steps will be removed for any coatings of maintenance holes.
- WW5. Bedding will be 3/8" float rock or compacted sand.
- WW6. In existing paved streets or alleys trench backfill, from one-foot above sewer pipe to subgrade, shall be one-sack cement slurry. Slurry cement backfill shall conform to the provisions of Subsection 19-3.062, "Slurry Cement Backfill," of the Caltrans Standard Specifications.
- WW7. Maintenance hole reducer/cone will be concentric molded construction.
- WW8. Outer and inner drop maintenance hole connections are not allowed.
- WW9. No clean-out connections to City main sewer lines.
- WW10. A grease trap/interceptor is required to be installed in community buildings where commercial appliances will be used.
- WW11. All food handling establishments must demonstrate compliance with Wastewater Division Ordinance requirements, sized according to Appendix H of the Uniform Plumbing Code (UPC) and show location and type of grease interceptor/trap.
- WW12. No approval for connection to dispose of industrial waste into the public sewer shall be made until a permit for industrial wastewater discharge has been applied for and approved by the Wastewater Division and before final approval of a development plan for said connection.
- WW13. All wastewater improvements must comply with Federal, State and City laws/ordinances for the protection of the Wastewater System.

WASTEWATER – PROJECT SPECIFIC CONDITIONS

- WW14. All onsite sewer mains and laterals are private and will be maintained by the owner. Private sewer lines shall be designed in conformance with current CBC requirements.
- WW15. The Development Plans show a new 8-inch sanitary sewer main in Twelfth Street serving this development that extends northerly into undeveloped property herein identified as River Terrace Development – LOM 533. Planning Commission approved a Tentative Map and Preliminary Development Plan for this undeveloped property but to date no plans have been approved, public utility easements recorded, permits issued or improvements constructed. To pursue public sewer design and construction along the alignment as proposed on the Development Plan the Applicant of the Santa Rita Hills Wine Facility will be responsible for public sewer main construction from Twelfth Street to the intersection of College and Third Street if Subdivision LOM 533 does not construct the sewer improvements prior to the Wine Facility development. Off-site public sewer improvement design and construction details will be shown on the Wine Facility Improvement Plans.

Options – In lieu of the above the following two alternate sewer main alignments are suggested:

- Option 1: Pipe Burst existing 6-inch sewer main to 8-inch PVC from Maintenance Hole (MH) 10-214 at Sixth/Seventh Street Alley on Chestnut Avenue to Maintenance Hole (MH) 10-025 at Chestnut Avenue and Third Street intersection – approximately 1,300 lineal feet.
- Option 2: Install two new Maintenance Holes (MH) in Laurel Avenue at the intersections of Twelfth Street and Eighth Street and connect the two new Maintenance Holes with an 8-inch PVC line. Northerly, from the new Eighth Street/Laurel Avenue MH to existing Eighth Street MH #10-303, install a new 8-inch PVC main. Northerly, from existing MH #10-303 to MH #10-304 in Eighth Street, pipe burst existing 6-inch sewer line to 8-inch. Pipe burst existing sewer line in Maple Avenue, from MH # 10-309 (west of Seventh Street) to MH # 10-021 (at Third Street). Approximately 2,500 lineal feet.

XI. WIRELESS BROADBAND UTILITY -- No General or Project Specific Conditions

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**Draft MITIGATION MEASURES
Santa Rita Hills Wine Center
EIR 08-02, DR 08-01, LOM 582**

These Mitigation Measures were extracted from the Final Environmental Impact Report for the Santa Rita Hills Wine Center (SCH No. 2008081067) which was reviewed by the Planning Commission on May 27, 2009 and certified by the City Council on _____, 2009. Language may be modified herein to clarify applicability to the southern parcel of the project and to provide clarification regarding compliance to contractors and future property owners. No revisions have been made to modify the intent or requirements of the Mitigation Measures. In the case of conflict, the Mitigation Measures contained herein shall supercede those contain in the FEIR.

Aesthetics

1. Prior to issuance of any permit for the project, a lighting plan prepared by a lighting consultant shall be submitted to the City of Lompoc Community Development Department for review and approval. The lighting plan shall incorporate recommended guidelines (0.5 foot-candle, the minimum parking lot security level as a threshold for spill, and the minimum streetlamp glare level of 2.0 foot-candles). A lighting plan would include the height of lights, the direction of the light, preferably pointing directly down, and the incorporation of light shields. (Aesthetics 4.1-1)
2. When installed, all street lighting fixtures shall be tested and adjusted to ensure that light levels do not exceed 2 foot-candles of glare and 0.5 foot-candle (or other lighting standards or guidelines) of spill at the project boundaries. (Aesthetics 4.1-2)
3. All concrete structures, such as drainage ditches, detention basins, rip-rap, crib walls, swales, or curbs, located in natural areas shall be constructed with colored concrete to blend with the surrounding terrain. (Aesthetics 4.1-3)
4. To minimize the change in the visual character of the site, tree screens and shrubs shall be placed where necessary and feasible to limit views of the proposed structures upon approval of the landscape plan. Trees and shrubs shall be consistent with the character of the area and (at maturity) shall be of sufficient size as to screen the proposed structures. Initial plantings shall be no less than 15-gallon cans for trees and no less than 5-gallon cans for shrubs. (Aesthetics 4.1-4)

Air Quality

5. A dust abatement program shall be prepared and implemented during all construction activities occurring on the project site. The following measures shall be included in the dust abatement program:
 - Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions.
 - Construction sites shall be watered and all equipment cleaned in the morning and evening to reduce particulate and dust emissions.

- Cover stockpiles of sand, soil, and similar materials, or surround them with windbreaks.
 - Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces or have adequate freeboard to prevent spillage.
 - Post signs that limit vehicle speeds on unpaved roads and over disturbed soils to 10 miles per hour during construction.
 - Soil binders shall be spread on construction sites, on unpaved roads, and on parking areas; ground cover shall be re-established through seeding and watering.
 - Sweep up dirt and debris spilled onto paved surfaces immediately to reduce re-suspension of dust through vehicle movement over those surfaces.
 - Require the construction contractor to designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary. (Air Quality 4.2-1)
6. To reduce ROC emissions associated with the application of architectural coatings during building construction, the applicant shall use the following methods during the application of necessary architectural coating materials:
- Minimize the use of paints and solvents by using pre-coated building materials;
 - Minimize the use of paints and solvents by using naturally colored building materials;
 - Use water-based or low-ROC coatings; and
 - Utilize coating application equipment with high transfer efficiency rates. (Air Quality 4.2-2)
7. All construction equipment engines and emission systems shall be maintained in proper operating order, in accordance with manufacturers' specifications, to reduce ozone precursor emissions from stationary and mobile construction equipment. Construction equipment engines and emission systems shall also abide by the following to reduce ozone precursor emissions as well as other criteria pollutant emissions:
- All portable diesel-fired engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.
 - Portable engines rated at 50 brake-horsepower or greater must meet specific emissions requirements as outlines in the *Air Toxic Control Measure (ATCM) for Diesel Particulate Matter from Portable Engines* (17 CCR Section 93116). The ATCM requires cleaner burning engines to be phased in based on their "tier," which is determined by a number of factors. Engines rated as "Tier 0" are phased out beginning January 1, 2010. APCD recommends the use of Tier 1 engines at a minimum, and the use of Tier 2 engines or greater to the maximum extent feasible. (Air Quality 4.2-3)

8. To minimize the emissions of diesel particulate matter, the following measures should be implemented:
- Heavy-duty diesel-powered construction equipment manufactured after 1996 should be utilized wherever feasible.
 - The engine size of construction equipment shall be the minimum practical size.
 - The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
 - Fleet owners of mobile construction equipment shall comply with the California Air Resources Board (CARB) Regulation for In-use Off-road Diesel Vehicles (13 CCR Chapter 9, Section 2449), to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
 - All diesel-powered equipment shall use ultra low sulfur diesel fuel.
 - Diesel powered equipment should be replaced by electric equipment, whenever feasible.
 - Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible. State law (13 CCR Chapter 10, Section 2485) requires (with some exceptions) that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:
 - Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location,
 - Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 100 feet of a restricted area (homes and schools). (Air Quality 4.2-4)
9. To minimize the potential for nuisance complaints under SBCAPCD Rule 303 (Nuisance), the winery facility shall develop and implement an Odor Action Plan (OAP), which shall include the following elements:
- Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints;
 - Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond;
 - Description of potential odor sources at the facility;
 - Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add on air pollution control equipment; and
 - Contingency measures to curtail emissions in the event of a public nuisance complaint. (Air Quality 4.2-5)
10. As proposed in CARB's Proposal for Significance Thresholds for Greenhouse Gases (GHGs) under CEQA, the project will achieve energy efficiency equal to the California Energy Commission Tier II building energy use standards, which generally require a reduction in energy usage of 30 percent beyond Title 24 building code requirements. (Air Quality 4.2-6)

11. The project should comply with the following SBCAPCD-recommended energy conservation measures as feasible.
 - Use of photovoltaic and wind generators;
 - Duct system within the building thermal envelope;
 - Passive cooling strategies;
 - High efficiency, motion controlled outdoor lighting;
 - Natural lighting in buildings;
 - Building siting and orientation, and landscaping to reduce energy use;
 - Summer shading and wind protection measures;
 - Use of concrete or other non-polluting materials for parking lots instead of asphalt;
 - Installation of energy efficient appliances and lighting;
 - Installation of mechanical air conditioners and refrigeration units that use non-ozone depleting chemicals; and
 - Installation of sidewalks, bike paths, and covered bus stops. (Air Quality 4.2-7)

12. Additional SBCAPCD-recommended energy conservation measures include the use of green building materials and green building practices. The project should follow these measures as feasible:
 - At least 50 percent of exterior of local masonry; plaster or cementitious siding; recycled, salvaged or certified sustainably harvested wood; recycled roofing material or combination cement-fiber roofing; 30-year rated life on minimum 50 percent of roof;
 - At least 50 percent interior floor of tile, stone, finished concrete; cork or natural linoleum, carpet and pad (tacked) of recycled content or natural content, minimal finishes;
 - All insulation to be 100 percent recycled content, wet-blown, and/or cellulose with Underwriters Laboratories® (UL) fire retardant;
 - The use of light colored water based paint and roofing materials; and
 - Prepare a construction waste management plan to encourage material reuse and minimize waste. (Air Quality 4.2-8)

Biological Resources

13. Within 30 days prior to ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have weekly surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors and special-status species) of the disturbance zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than 7 days prior to initiation of disturbance work. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than 7 days will have elapsed between the survey and ground disturbance activities. Surveys would not be extended to 300 feet and 500 feet to the west of the site. Such distances would result in biologists surveying the Home Depot parking lot and landscaping.

If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors and special-status species) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged or the nest has failed, as determined by the biologist, and there is no evidence of a subsequent attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the surveys shall be provided to CDFG in the Annual Mitigation Status Report.

In the event a nest becomes active subsequent to construction activities already occurring within 300 feet (500 feet for raptors and special-status species) of the nest, then the setbacks will not apply. (Biological Resources 4.3-1)

14. Fencing shall be placed between the edge of development and the SYR riparian zone to deter access into this area. A series of morning surveys inside the property shall be conducted to assess how many animals are getting through the fence. The surveys should be once per week for two months. A biologist shall count the number of animals sighted directly plus the number of sign observed (tracks, scat). A biologist shall also conduct a limited live-trap survey. If the number of animals detected inside is low (0–5 per week) and limited to small mammals and herps, then no additional fencing would be needed. If the numbers are greater, or if larger mammals (coyote, raccoon, gray fox, opossum) are accessing the property, then other alternatives shall be considered. Such alternatives could include a solid wall, a shortened solid wall, or smaller mesh wire at the bottom of the existing fence. If deer are entering the property, perhaps the fence would potentially need to be raised (the top of the fence would need to be several feet higher above the ground). (Biological Resources 4.3-2)
15. Trash containers and disposal methods within the development area shall be designed to prevent access by raccoons, crows, feral animals, and other wildlife species that can become habituated to the site. (Biological Resources 4.3-3)

16. All lighting along the perimeter of natural areas, particularly street lamps and development-related lighting, shall be downcast luminaries and shall be shielded and oriented in a manner that will prevent spillage or glare into the remaining natural open space areas. Perimeter security lighting shall be activated by motion detectors. (Biological Resources 4.3-4)
17. Vehicles carrying supplies, such as concrete, should not be allowed to empty, clean out, or otherwise place materials into natural areas on or immediately adjacent to the site and construction personnel shall not be allowed to access any of the natural areas located to the north, northeast, and east of the project site. Signage and fencing must notify construction workers and drivers about site boundaries and seasonal restrictions of access to suitable sites for sensitive species. (Biological Resources 4.3-5)
18. Prior to construction, grading, or other ground disturbing activities, silt fencing shall be placed around the perimeter of the project site, so that terrestrial animals cannot move onto the site (from adjacent habitats) and so that construction of the site does not generate sediment within the adjacent Santa Ynez River. The bottom of the silt fencing shall be backfilled so that animals cannot access the site from underneath the fencing material and so that sediment is confined to the project site. Silt fencing shall be removed from the site immediately following the completion of construction-related activities. Monitoring of the silt fence shall be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made. (Biological Resources 4.3-6)
19. A City-approved biologist shall be retained, at the expense of the applicant, as a construction monitor to ensure that incidental construction impacts on adjacent biological resources are avoided or minimized, and to conduct pre-grading field surveys for wildlife species that may be destroyed as a result of construction and/or site preparation activities. Responsibilities of the construction environmental monitor include the following:
 - Facilitate a pre-construction meeting with the contractor and other key construction personnel describing the importance of restricting work to designated areas and the importance of ensuring that no impacts occur to the Santa Ynez River. The monitor should also discuss procedures for minimizing harm/harassment of wildlife encountered during construction.
 - Review/designate the construction area in the field with the contractor and the City inspector in accordance with the final approved grading plan. Haul roads, access roads, and on-site staging and storage areas should be sited within grading areas to minimize degradation of habitat adjacent to these areas. If activities outside these limits are necessary, they should be evaluated by the biologist to ensure no special-status species or habitat will be adversely affected.
 - Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other special-status resources (such as large trees or bird nests) may be flagged or temporarily fenced by the monitor, at his/her discretion.

- Visit the site weekly during construction to coordinate and monitor compliance with the above provisions.
 - Monitoring of the silt fence shall be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made. (Biological Resources 4.3-7)
20. Removal of any noxious or invasive vegetation from the site shall be disposed at an off-site location. Under no circumstances shall vegetation removed from the site be stored or disposed within areas that are adjacent to the site. (Biological Resources 4.3-8)

Hazards and Hazardous Materials

21. The on-site groundwater pump-and-treat system shall continue remedial activities at LUFT No. 50087 until the groundwater contamination levels meet the state guidelines for MCLs for MTBE and 1, 2 DCA and at which time the Department of Toxic Substances Control (DTSC) issues the LUFT No. 50087 a case closure letter. (Hazards and Hazardous Materials 4.4-1)
22. The applicant's construction contractor shall notify the City of Lompoc Police and Fire Department of construction activities that would impede movement (such as a lane closures) along North 12th Street or SR-246 to allow emergency response teams to reroute traffic to alternative routes, if needed. (Hazards and Hazardous Materials 4.4-2)

Hydrology and Water Quality

23. A Notice of Intent shall be filed with the State Water Quality Control Board and a Storm Water Pollution Prevention Plan (SWPPP), meeting all the requirements of the currently adopted Construction General Permit, shall be submitted to the City Planning Division and the City Engineering Division for review. No grading shall take place until a SWPPP for the project has been approved, a grading permit has been issued, and the approved SWPPP is on site. (Hydrology and Water Quality 4.5-1)
24. The proposed project shall be modified to include post-construction water-quality control measures as required in the City's Storm Water Management Program, which was conditionally approved at the Regional Water Quality Control Board hearing of October 17, 2008, to offset the impact of the additional impervious area proposed. These measures include the following:
1. Filters that remove sediment, oil, grease, and trash shall be provided to treat all storm water that will drain to the City's storm drain system from on-site paved areas and private streets. The locations, types and details of the filters proposed shall be shown on the project's erosion control plan, grading and drainage plans which, shall be reviewed by the City Planning and Engineering Divisions, prior to issuance of grading permits.
 2. No pollutants, including, but not limited to, sediment, chemicals, trash and contaminated storm water shall be discharged from private property into, or where they could be transported to, City property, the City's storm drain system, streets, storm channels, or waterways, either during or after construction.

3. Filters that remove sediment, oil, grease, and trash shall be provided to treat all storm water draining from pavement to percolation basins, ponds, bioswales and rain gardens or similar structures.
 4. All roof drains and gutters shall drain to landscaping or to properly installed and maintained rain barrels.
 5. All landscaping shall be drought tolerant and low maintenance.
 6. Permeable pavement and other pervious hardscape shall be permitted for use in walkways and in landscaped areas. Permeable pavement shall not be permitted in areas where vehicular traffic or parking is proposed.
 7. If rain gardens and bioswales, detention basins or similar structures are proposed, they shall be shown, and details provided on grading, drainage, and landscaping plans. Their design, location, and proposed plantings shall be subject to review by the City Engineering and Planning Divisions.
 8. Where the property proposed for development adjoins or incorporates natural riparian vegetation, a wetland or waterway, a minimum setback of 30 feet shall be provided.
 9. These measures shall be submitted to the City's Planning Division and Public Works Department for review and approval prior to issuance of grading permits. The BMPs shall be designed, constructed, and maintained to meet a performance standards established by the City. These may include fossil filters in the inlet structures for pretreatment of the storm water or a storm water interceptor capable of handling the first flush of the storm drain system. Other BMPs that can be effective in treating site runoff include, but are not limited to, detention basins, a vegetated bioswale, or the installation of permeable pavers in landscaping treatments. (Hydrology and Water Quality 4.5-2)
25. All post construction control measures shall be privately maintained. Adequate maintenance and replacement of storm water filters shall be ensured. Filters shall be adequately maintained and replaced, per manufacturer's specifications. Filters must be cleaned out at least twice a year, before and after the rainy season. At any time filters are not functioning correctly and water is ponding as a result, the filters shall be cleaned out and replaced, if necessary. Maintenance of detention basins shall include dredging of the accumulation of soils and inspection of the inflow and outflow outlets to maintain the existing flows as approved by the City Engineer. The owner shall provide the Community Development Department with annual maintenance reports within 45 days of the conclusion of the maintenance, documenting maintenance activities and the status of the detention basins. (Hydrology and Water Quality 4.5-3)

Noise

26. The project applicant shall require construction contractors to locate stationary noise sources as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be muffled and enclosed within temporary sheds. (Noise 4.7-1)
27. The project applicant shall require construction contractors to implement feasible noise controls to minimize equipment noise impacts on nearby sensitive receptors. Feasible noise controls include improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds. (Noise 4.7-2)

28. Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dB(A). External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible. (Noise 4.7-3)
29. The construction contractor shall implement appropriate additional noise reduction measures that include shutting off idling equipment, and notifying adjacent residences and businesses (at least one time) in advance of construction work. In addition, the City shall require the posting of signs prior to grading activities with a phone number for residents to call with noise complaints. (Noise 4.7-4)
30. The construction contractors during grading and earthmoving activities shall adjust vibration amplitudes of the construction equipment on site, such as by limiting the number of pieces concurrently operating in one location in areas where conditions would affect structures, sensitivity of vibration equipment, and/or human tolerance. (Noise 4.7-5)
31. The applicant to the proposed project shall include signage at the load docking areas of the wine production and storage facility that will require any trucks delivering goods to the project site to shut off their engines when docked. This will promote a decrease in noise produced by the loading dock facilities associated with the wine production and storage facility on the proposed project site. (Noise 4.7-6)

Transportation and Circulation

32. The contractor shall conduct operations so as to cause the minimum obstruction and inconvenience to traffic and to residences adjacent to the work. No greater quantity of work shall be under construction at any one time than can be properly conducted with due regard for the rights of the public. (Transportation and Circulation 4.8-1)
33. Convenient access to driveways, and buildings along the line of work shall be maintained. (Transportation and Circulation 4.8-2)
34. Streets shall not be closed to traffic without approval of the City Engineer, and then only for as short a period as possible to complete the work. All closed streets shall be barricaded at all intersecting streets with Type III barricades, which shall be illuminated at night by a flashing device. (Transportation and Circulation 4.8-3)
35. Safe, adequate pedestrian access to all residences, places of business, and other establishments affected by the work shall be provided and maintained by the contractor at all times. (Transportation and Circulation 4.8-4)

36. The contractor shall provide safe, adequate crossings for pedestrians at each street intersection, cross street, and pedestrian crossing. (Transportation and Circulation 4.8-5)
37. The contractor shall expedite the passage of any necessary traffic around the work. (Transportation and Circulation 4.8-6)
38. The contractor shall furnish, install and maintain signs, detours, lights, flares, and barricades, and shall furnish flagmen and other facilities for the convenience and direction of public traffic. (Transportation and Circulation 4.8-7)
39. Spillage resulting from hauling or ditching operations along or across any public traveled way shall be removed daily at the contractor's expense. Any spoils piles, bedding gravel, base material etc., shall be placed as far out of the traveled way as possible and removed within 24 hours. No material or equipment shall be stored where it will interfere with the free and safe passage of public traffic. The contractor shall remove all equipment and other obstructions from that portion of the roadway open for use by public traffic at the end of each day's work and at other times when construction operations are suspended for any reason. (Transportation and Circulation 4.8-8)
40. The contractor shall promptly restore normal facilities for the convenience of access by the public including restoration of sidewalks, driveways, and similar types of access, and the prompt removal of excess materials from streets and parkways when a reasonable portion of the work in any location has been completed. (Transportation and Circulation 4.8-9)
41. A two-way left-turn lane shall be constructed from the terminus of the existing westbound left-turn lane at the signalized intersection of SR-246/12th Street to the east along the frontage of the project. This will provide storage for eastbound left-turning vehicles into the main access driveway and eliminate potential conflicts between eastbound and westbound left-turning vehicles between the two intersections by providing nearly 400 feet of storage for both movements. (Transportation and Circulation 4.8-10)
42. Stop signs shall be installed on site at the proposed unsignalized access points to control traffic entering 12th Street, Laurel Avenue, and SR-246, as well as the internal shared access driveway with the River Terrace Project. (Transportation and Circulation 4.8-11)
43. Caltrans STAA trucks shall be restricted to the external loading dock on 12th Street only. Trucks with AASHTO 1990 SU dimensions or smaller can safely perform all turning movements at the main access driveway on Highway 246 and the second (southern) access driveway on 12th Street. On-site circulation of the smaller (AASHTO 1990 SU dimensioned) trucks shall be limited to the drive aisles between the main access driveway on Highway 246 and the internal loading dock and the second (southern) access driveway and the internal loading dock. Truck circulation beyond the aforementioned drive aisles shall be prohibited to turning restrictions. Due to the narrowness of the travel way and location of the third (northern) access driveway and the fourth (internal) shared access driveway–Shared access with River Terrace Project, truck access is not recommended. (Transportation and Circulation 4.8-12)

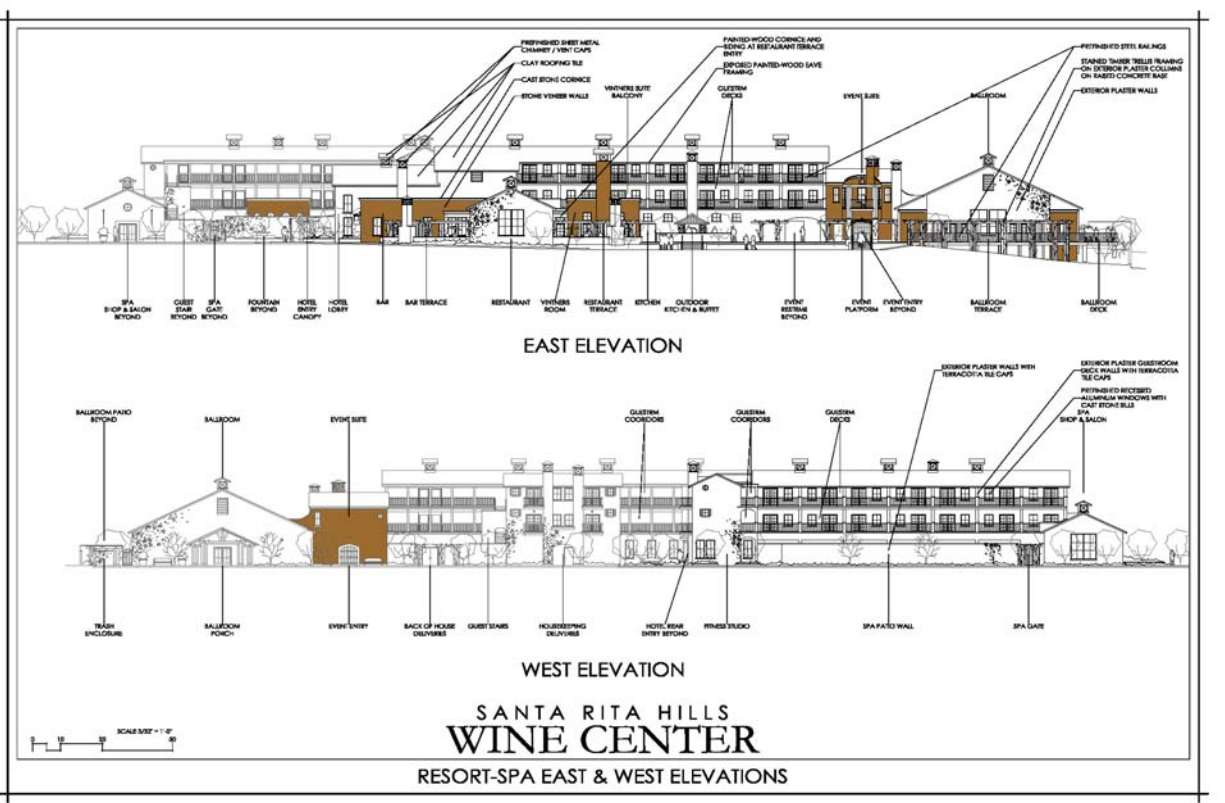
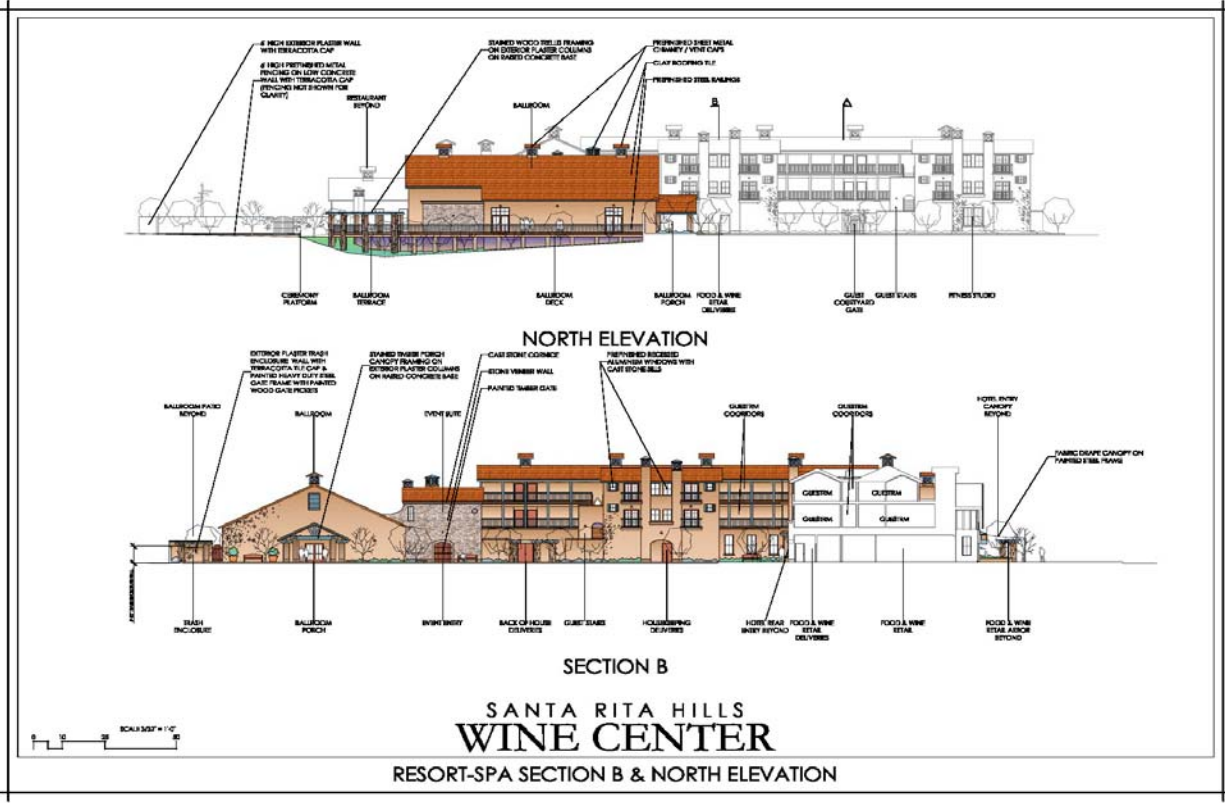
Cultural Resources

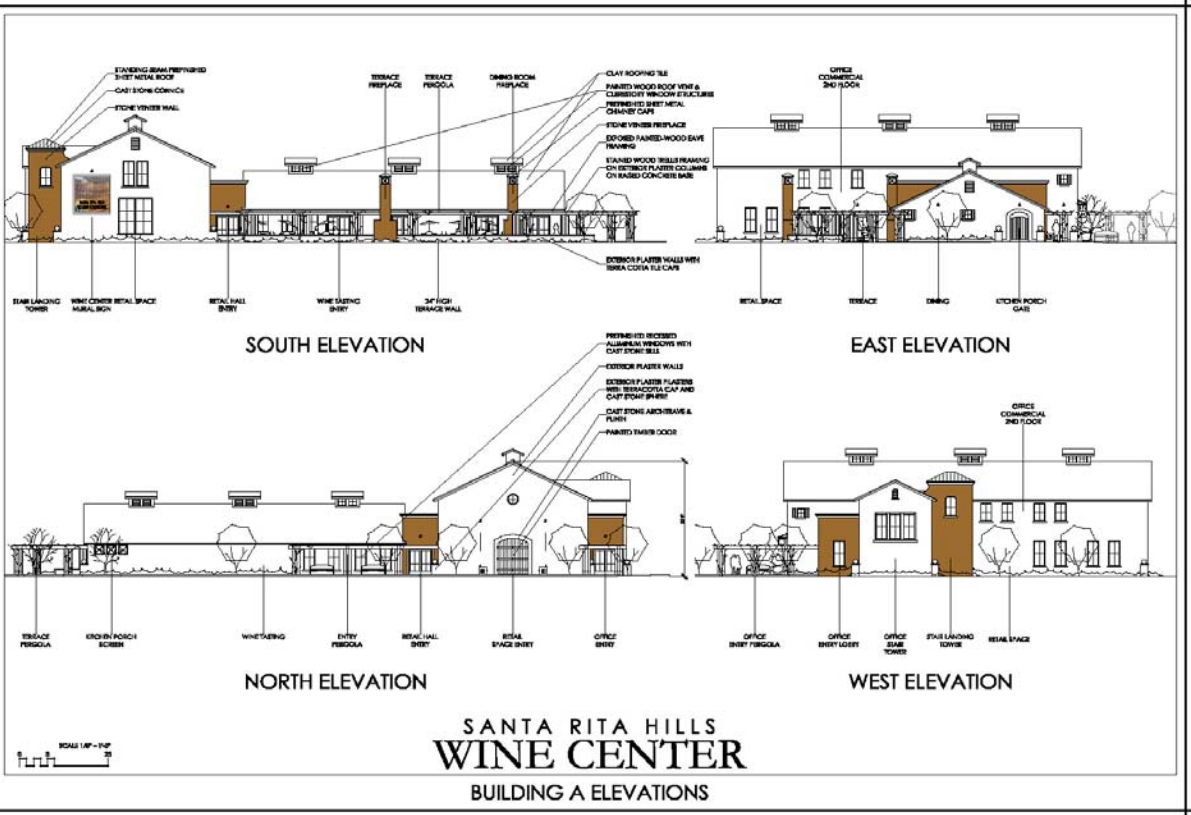
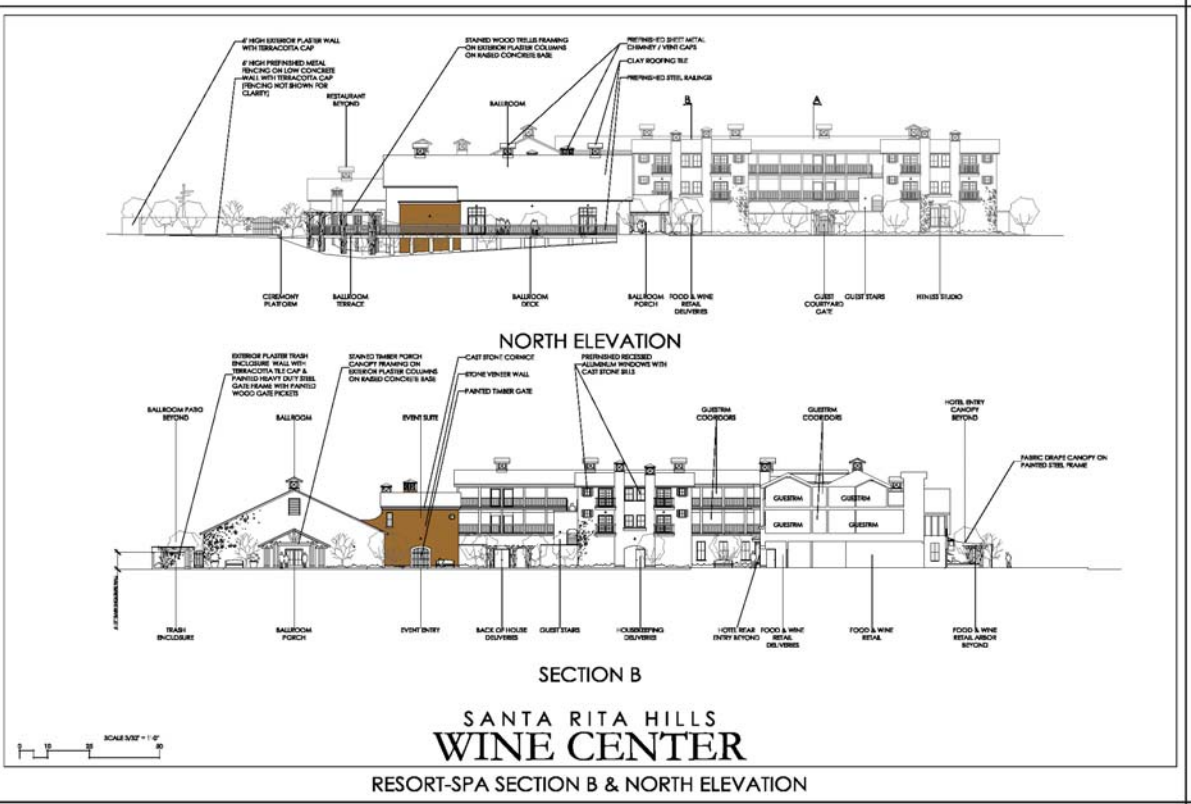
44. In the event that archaeological resources are exposed during project construction, all earth disturbing work within 50 feet of the find must be temporarily suspended until a City qualified archaeologist has evaluated the nature and significance of the find. The City of Lompoc shall be notified of any such find. A Chumash representative should be contacted to monitor any archaeological field work associated with Native American materials. (CR-1)
45. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to *Public Resources Code* Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. The City of Lompoc shall also be notified of any such find cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the *State CEQA Guidelines*. (CR-2)
46. If paleontological artifacts are unearthed or exposed during construction, all ground disturbing work within 50 feet of the location shall stop immediately and the City notified. The artifacts and site shall be evaluated by an experienced paleontologist. An appropriate plan for the evaluation of the artifacts from the site shall be prepared and its implementation overseen by an experienced paleontologist. (CR-3)

Geology and Soils

47. The applicant shall comply with all recommendations for the project site as identified in the Soils Engineering Report for the project site, prepared by Earth Systems Pacific, July 2, 2008. (GEO-1)
48. The project shall utilize seismic design parameters contained in the latest edition of the *California Building Code*. (GEO-2)
49. Design and construction of all structural elements of the project shall adhere to the most current state, County, and City standards for earthquake-resistant construction. (GEO-3)

PC Resolution No. 647 (09)
EXHIBIT D – Elevations





**Santa Rita Hills Wine Center
Proposed Final EIR
Volume III**

SCH No. 2008081067

Prepared for:

The City of Lompoc
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Lompoc, California 93436

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May 2009

Santa Rita Hills Wine Center Proposed Final Environmental Impact Report

SCH No. 2008081067

Volume III

City Project Numbers:

EIR 08-02
General Plan Amendment – GP 08-01
Zone Change – ZC 08-01
Tentative Parcel Map – LOM 582
Development Plan – DR 08-01

Lead Agency:

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May 2009

TABLE OF CONTENTS

Section	Page
1.0 INTRODUCTION TO THE FINAL EIR	1.0-1
2.0 SUMMARY.....	2.0-1
3.0 COMMENTS AND RESPONSE TO COMMENTS	3.0-1
Letter 1 Governor’s Office of Planning and Research.....	3.0-2
Letter 2 California Department of Fish and Game	3.0-5
Letter 3 California Department of Transportation	3.0-10
Letter 4 Santa Barbara County Air Pollution Control District	3.0-14
Letter 5 Coastal Vision, Inc.	3.0-20
Letter 6 Urban Planning Concepts, Inc.	3.0-23
Letter 7 Errin Briggs.....	3.0-38
4.0 MINOR EDITS TO THE DRAFT EIR.....	4.0-1

1.0 INTRODUCTION TO THE FINAL EIR

PURPOSE

This document along with the Draft Environmental Impact Report (EIR) represents the Final EIR for the Santa Rita Hills Wine Center project. It has been prepared in accordance with Section 15132 of the *California Environmental Quality Act (CEQA) Guidelines*, as amended. The City of Lompoc will consider this Final EIR in its capacity as Lead Agency before it approves, denies, or recommends changes to the proposed project. The findings of fact and any statement of overriding consideration would be made after the City has considered the information contained in this Final EIR. Likewise, the Mitigation Monitoring and Reporting Program (MMRP) is adopted at the time the findings are adopted and would also be included in the public record.

As required by this Section 15132 of the *State CEQA Guidelines*, a Final EIR shall consist of the following:

- The Draft EIR or a revision of the Draft EIR
- Comments and recommendations received on the Draft EIR, either verbatim or in summary
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process
- Any other information added by the Lead Agency

The evaluation and response to public comments is an important part of the CEQA process, as it allows the following: (1) the opportunity to review and comment on the methods of analysis contained within the Draft EIR; (2) the ability to detect any omissions which may have occurred during preparation of the Draft EIR; (3) the ability to check for accuracy of the analysis contained within the Draft EIR; (4) the ability to share expertise; and the ability to discover public concerns.

PROCESS

As defined by Section 15050 of the *State CEQA Guidelines*, the City of Lompoc is serving as “Lead Agency,” responsible for preparing the EIR for this project. A Notice of Preparation (NOP) was prepared and circulated by the City of Lompoc between August 18, 2008 and September 17, 2008 for the required 30-day review period. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that will be discussed in the Draft EIR. The NOP and written responses to the NOP are contained in Appendix 1.0 of the Draft EIR. In addition, the City of Lompoc also held a scoping

meeting on the project to solicit oral and written comments from the public and public agencies. The public scoping meeting was held September 23, 2008.

The Draft EIR was then prepared and circulated for a 45-day public review period, as required by state law, between February 10, 2009 and April 6, 2009. The Notice of Availability (NOA)/Notice of Completion (NOC) of the Draft EIR was published in the Lompoc Record, sent to property owner within 300 feet of the project site, and posted on the City of Lompoc website. In addition, the NOA/NOC was posted with the Santa Barbara County Clerk.

CONTENTS OF THE FINAL EIR

As discussed above, the primary intent of the Final EIR is to provide a forum to raise and address comments pertaining to the analysis contained within the Draft EIR. Pursuant to Section 15088 of the *State CEQA Guidelines*, the City of Lompoc, as the Lead Agency for this project, has reviewed and addressed all comments received on the Draft EIR prepared for the Santa Rita Hills Wine Center project. Included within the Final EIR are written comments that were submitted during the required public review period. These comments are included in the interest of providing a complete public record for this project.

In order to adequately address the comments provided by interested agencies and the public in an organized manner, this Final EIR has been prepared as follows:

Section 2.0, Executive Summary, provides a brief project description and presents a summary of probable environmental effects of the Santa Rita Hills Wine Center project.

Section 3.0, Comments and Response to Comments, on the Draft Environmental Impact Report, provides a list of commenters, copies of written comments (coded for reference), and the responses to those written comments.

Section 4.0, Minor Edits to the Draft EIR, consists of minor text changes made to the Draft EIR as a result of comments raised during the public review process, or minor staff edits.

INTRODUCTION

This section summarizes the proposed project and the alternatives assessed in the Environmental Impact Report (EIR), and also identify the environmental impacts, mitigation measures, and residual impacts associated with the project.

Lead Agency

City of Lompoc
Community Development Department
100 Civic Center Plaza
Lompoc, California 93103
Contact: Lucille T. Breese, AICP, Planning Manager
(805) 875-8273

Project Characteristics

The location of the proposed project site is located within the City of Lompoc, and the County of Santa Barbara, California. Regional access to the site is provided by Highway 246, which links the City to Highway 101 and Highway 1 to the east. From a local perspective, the project site is located at 300 North 12th Street at the northeast corner of the intersection of North 12th Street and Highway 246. The site is bound along the eastern edge by the City limit.

The project site is approximately 9.6 acres and consists of a single parcel (assessor parcel number [APN] 099-141-022). The project site was formerly occupied by the Grefco diatomaceous earth (DE) processing plant and was annexed into the City of Lompoc in 2005. The current *City of Lompoc General Plan* land use designation and zoning for the project site is Business Park (B-P). Land uses that bound the project site include the proposed River Terrace mixed residential and commercial project which is approved directly to the north; the Santa Ynez River 0.1 mile to the east; vacant parcels across Highway 246 to the south, and commercial uses, including a Home Depot warehouse store and light-industrial uses across 12th Street to the west.

Existing land uses on the project site consists of a large cluster of four industrial buildings and outdoor covered loading areas on the northwest corner of the project site. These four buildings (known as Units A, B, C, and D) and the outdoor covered loading areas comprise a total of approximately 83,171 square feet (sf) of space. Of this total, approximately 71,000 sf of space is dedicated to the enclosed building area,

6,171 sf is the outdoor covered loading dock areas, and 6,000 sf is for future production. The four enclosed building areas are currently used for wine storage. The remainder of the project site consists of weathered paving adjacent to the buildings and vacant, disturbed mowed field.

The proposed project would include the development 68,545 square feet (sf) of space consisting of a resort hotel, spa, event center, restaurant-bar, commercial-retail and office uses, the conversion of 83,171 square feet of existing industrial buildings and outdoor covered loading areas into a wine processing and storage facility, and other associated amenities to serve the City of Lompoc and visitors to the community. These uses are anticipated to result in the generation of approximately 50 jobs within the City of Lompoc. Development of the proposed project would require the following approvals by the City of Lompoc: a General Plan Amendment (GP 08-01), Rezone (ZC 08-01), Tentative Parcel Map (LOM 582), Design Review (DR 08-01), and an Environmental Impact Report (EIR 08-02).

Objectives of the Project

Section 15124(b) of the *State California Environmental Quality Act (CEQA) Guidelines* requires that the project description in an EIR include “a statement of the objectives sought by the proposed project,” which should include “the underlying purpose of the project.” The following are the project objectives for the Santa Rita Hills Wine Center Project:

- Convert a long-established industrial site to a mixed-use commercial, visitor-serving, and wine support master-planned development.
- Create a high-quality, comprehensive commercial, retail, and, entertainment area that is distinctive, creating a new “sense of place” and front door to the City while supporting the wine industry in the Lompoc Valley.
- Development of this mixed-use site with a high-quality bed and breakfast and event center will create synergy to support the City of Lompoc.
- Create pedestrian-oriented outdoor event spaces characterized by groves of trees, fountains, public plazas and outdoor dining areas linked together by a meandering path of trellised pedestrian walkways and protected outdoor event space to serve numerous community and social event functions.
- Enhance the City of Lompoc by providing unique space for outdoor and convention events.
- Provide an expanded economic base for the City that maximizes bed and sales tax revenue while augmenting the existing hospitality industry in Lompoc.
- Provide employment opportunities for City residents.

ALTERNATIVES

The range of alternatives in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to make a reasoned choice. The alternatives shall be limited to ones that would avoid or lessen any significant effects of the project (Section 15126[d][5]). Of those alternatives, the EIR only need examine in detail the ones that the lead agency determines could feasibly attain the basic objectives of the project. When addressing feasibility, the *State CEQA Guidelines* state that “among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, jurisdictional boundaries, and whether the applicant can reasonably acquire, control or otherwise have access to the alternative site.” The *State CEQA Guidelines* also specify that the alternatives discussion should not be remote or speculative, and need not be presented in the same level of detail as the assessment of the proposed project.

Therefore, based on the *State CEQA Guidelines*, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of detail of analysis that should be provided for each alternative. These factors include: (1) the nature of the insignificant impacts of the proposed project; (2) ability of alternatives to avoid or lessen the impacts associated with the project; (3) the ability of the alternatives to meet the objectives of the project; and (4) the feasibility of the alternatives. Each of these factors will be unique for each project. Details regarding the site selection criteria, including alternatives that were initially considered, but are not analyzed in this EIR can be found in Section 8.0, Alternatives, of the Draft EIR. The following alternatives were examined in this EIR in accordance with the *State CEQA Guidelines*.

- **Alternative 1 – No Project/No Development Alternative**
- **Alternative 2 – 25 Percent Reduced Alternative**
- **Alternative 3 – 50 Percent Reduced Alternative**

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 2.0-1, below, presents a summary of project impacts and identifies three types of potential impacts, described as follows:

- **Significant and Unavoidable Impacts** are impacts that cannot be avoided or lessened by implementing mitigation measures or alternatives. Specific economic, social, technical, or other considerations make infeasible the mitigation measures or project alternatives identified in the EIR. If the City of Lompoc decides to approve the project, a Statement of Overriding Considerations must be adopted by the City Council for any identified significant and unavoidable impacts, as required by the State CEQA *Guidelines*, Section 15093(b).
- **Significant Impacts** are impacts that can be feasibly mitigated to a less than significant level. State CEQA *Guidelines*, Section 15091(a)(1), requires that “findings” be made indicating that changes or alterations have been required in the project to avoid or substantially lessen these impacts.
- **Less Than Significant or Adverse Impacts** are impacts that have been found not to significantly impact the environment even without the implementation of mitigation measures.

**Table 2.0-1
Summary of Project-Specific Impacts**

Environmental Impact	Mitigation Measure(s)	Residual Impact
Aesthetics		
<p>Development of the proposed project would require the demolition/dismantling and removal of portions of the existing asphalt areas that are either not going to be used for this project or that are severely deteriorated. Most of the equipment will be used early in the process and only for a short period of time. The length of construction would potentially have a temporary impact as an additional source of light and glare. As the existing conditions of the project site include the on-site wine storage and production facility buildings, gravel roads, and a disturbed, mowed field the potential impact to the visual character or quality of the site would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The proposed project is not located along a state designated scenic highway. Additionally, the Scenic Ridgelines and Roads map designates SR-1 and SR-246 from the intersection of North 12th Street northeast to the intersection of Purisima Road as scenic roads. There are no landmark trees located in the project site. The proposed project would implement a landscape plan, grading plan, and drainage plan that would cohesively integrate vegetation and the natural terrain of the project site to minimize damage to the surrounding scenic resources. Due to the absence of any historic buildings, rock outcrops, and landmark trees, the proposed project would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Aesthetics (continued)		
<p>As per the Lompoc Zoning Ordinance, the proposed project would be required to be within a maximum, height of no more than four stories or 50 feet whichever is less. The existing heights of the wine storage and production facility, Units A through D, are 37 feet and 2 inches. Therefore, the proposed project would not substantially alter the effects of the surrounding views. Since the proposed project is not located on or near any scenic ridgelines and would comply with zoning requirements for height restrictions, then any potentially substantial adverse effects to the scenic vistas and ridgelines would be less than significant.</p> <p>The existing visual character of the project site includes four buildings, a gravel road, and a disturbed, pervious land. The proposed project would include a resort hotel and spa, two commercial/retail buildings, and a demonstration vineyard. The conceptual landscape plan would intermingle ground cover, trees, shrubs, and vines along the south and west project boundaries and within the project site to minimize light or glare and to provide aesthetic breaks by reducing the project's visual presence along SR-246 and North 12th Street. Planning Commission review will assure conformance with the architectural guidelines¹ of the City and would therefore have less than significant impacts to the visual character or quality of the project site and its surroundings.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

¹ City of Lompoc, *Architectural Review Guidelines*, 2001.

Environmental Impact	Mitigation Measure(s)	Residual Impact
Aesthetics (continued)		
<p>The potential sources of light or glare would come from the windows and outside light fixtures associated with the proposed buildings, from the surface of sidewalks and the parking lot and parking lot light posts. To minimize the light and glare emanating from the proposed project the building materials used would be non-reflective and the outside light fixtures would not add additional light as per the <i>Lompoc General Plan</i> and Zoning Ordinance. Mitigation measures shall be implemented to minimize a significant impact from light and glare.</p>	<p>4.1-1 Prior to the issuance of any permit for the project, a lighting plan prepared by a lighting consultant shall be submitted to the City of Lompoc Community Development Department for review and approval. The lighting plan shall incorporate recommended guidelines (0.5 foot-candle, the minimum parking lot security level as a threshold for spill, and the minimum streetlamp glare level of 2 foot-candles). A lighting plan would include the height of lights, the direction of the light, preferably pointing directly down, and the incorporation of light shields.</p> <p>4.1-2 When installed, all street lighting fixtures shall be tested and adjusted to ensure that light levels do not exceed 2 foot-candles of glare and 0.5 foot-candle (or other lighting standards or guidelines) of spill at the project boundaries.</p> <p>4.1-3 All concrete structures, such as drainage ditches, detention basins, rip-rap, crib walls, swales, or curbs, located in natural areas shall be constructed with colored concrete to blend with the surrounding terrain.</p> <p>4.1-4 To minimize the change in the visual character of the site, tree screens and shrubs shall be placed where necessary and feasible to limit views of the proposed structures upon approval of the landscape plan. Trees and shrubs shall be consistent with the character of the area and (at maturity) shall be of sufficient size as to screen the proposed structures. Initial plantings shall be no less than 15-gallon cans for trees and no less than 5-gallon cans for shrubs.</p>	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality		
<p>In the interest of public disclosure, the Santa Barbara County Air Pollution Control District (SBCAPCD) recommends quantification of construction-related emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter (PM₁₀ and PM_{2.5}). Overall, emissions generated during the construction of the proposed project would be well under the SBCAPCD guidelines.</p>	<p>4.2-1 A dust abatement program shall be prepared and implemented during all construction activities occurring on the project site. The following measures shall be included in the dust abatement program:</p> <ul style="list-style-type: none"> • Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions. • Construction sites shall be watered and all equipment cleaned in the morning and evening to reduce particulate and dust emissions. • Cover stockpiles of sand, soil, and similar materials, or surround them with windbreaks. • Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces or have adequate freeboard to prevent spillage. • Post signs that limit vehicle speeds on unpaved roads and over disturbed soils to 10 miles per hour during construction. • Soil binders shall be spread on construction sites, on unpaved roads, and on parking areas; ground cover shall be re-established through seeding and watering. • Sweep up dirt and debris spilled onto paved surfaces immediately to reduce re-suspension of dust through vehicle movement over those surfaces. • Require the construction contractor to designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary. 	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality (continued)		
<p>Construction impacts would be less than significant with the incorporation of mitigation measures.</p>	<p>4.2-2 To reduce reactive organic compounds (ROC) emissions associated with the application of architectural coatings during building construction, the applicant shall use the following methods during the application of necessary architectural coating materials:</p> <ul style="list-style-type: none"> • Minimize the use of paints and solvents by using pre-coated building materials; • Minimize the use of paints and solvents by using naturally colored building materials; • Use water-based or low-ROC coatings; and • Utilize coating application equipment with high transfer efficiency rates. <p>4.2-3 All construction equipment engines and emission systems shall be maintained in proper operating order, in accordance with manufacturers' specifications, to reduce ozone precursor emissions from stationary and mobile construction equipment. Construction equipment engines and emission systems shall also abide by the following to reduce ozone precursor emissions as well as other criteria pollutant emissions:</p> <ul style="list-style-type: none"> • All portable diesel-fired engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months. • Portable engines rated at 50 brake-horsepower or greater must meet specific emissions requirements as outlines in the <i>Air Toxic Control Measure (ATCM) for Diesel Particulate Matter from Portable Engines</i> (17 CCR Section 93116). The ATCM requires cleaner burning engines to be phased in based on their "tier," which is determined by a number of factors. Engines rated as "Tier 0" are phased out beginning January 1, 2010. APCD recommends the use of Tier 1 engines at a minimum, and the use of Tier 2 engines or greater to the maximum extent feasible. 	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality (continued)		
	<p>4.2-4 To minimize the emissions of diesel particulate matter, the following measures should be implemented:</p> <ul style="list-style-type: none"> • Heavy-duty diesel-powered construction equipment manufactured after 1996 should be utilized wherever feasible. • The engine size of construction equipment shall be the minimum practical size. • The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. • Fleet owners of mobile construction equipment shall comply with the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR Chapter 9, Section 2449), to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. • All diesel-powered equipment shall use ultra low sulfur diesel fuel. • Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible. State law (13 CCR Chapter 10, Section 2485) requires (with some exceptions) that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds: <ul style="list-style-type: none"> – Shall not idle the vehicle’s primary diesel engine for greater than 5 minutes at any location, – Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 100 feet of a restricted area (homes and schools). 	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality (continued)		
<p>Operational emissions generated by the project site after buildout would not exceed the SBCAPCD thresholds for all sources, both stationary and mobile, generated by the project. In addition, the proposed project would not exceed the new vehicular trips threshold of 25 pounds per day for ROG and NO_x. Therefore, the project would result in less than significant operational impacts on local and regional air quality related to this criterion.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>For toxic air contaminants the CARB <i>Air Quality and Land Use Handbook</i> recommends that lead agencies, where possible, avoid locating new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. The proposed project is not located near any freeway or urban roads with more than 100,000 vehicles per day or any rural roads with 50,000 vehicles per day. Therefore, the project would not be subjected to increased health impacts relative to the background levels.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality (continued)		
<p>It is unlikely that a wine production facility of the size included as part of the project would generate emissions that would cause a nuisance. However, odor impacts are possible; therefore, the project will be considered significant with respect to odor impacts and would require mitigation in the form of an odor abatement plan (OAP).</p>	<p>4.2-5 To minimize the potential for nuisance complaints under SBCAPCD Rule 303 (Nuisance), the winery facility shall develop and implement an OAP, which shall include the following elements:</p> <ul style="list-style-type: none"> • name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints; • policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond; • description of potential odor sources at the facility; • description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add-on air pollution control equipment; and • contingency measures to curtail emissions in the event of a public nuisance complaint. 	Less than significant
<p>The proposed project would not result in a direct population increase, as the project does not contain any residential units. Therefore, the proposed project would also be consistent with the 2004 Clean Air Plan (CAP) emission projections. As such, impacts would be less than significant.</p>	No mitigation measures are required.	Less than significant
<p>A project that does not exceed the SBCAPCD project-specific thresholds and that is consistent with the CAP is considered to have a less than significant cumulative air quality impact. As stated previously, the net emissions generated by the proposed project would not exceed the SBCAPCD project-specific thresholds and the project is consistent with the 2004 CAP. Therefore, cumulative impacts would be less than significant.</p>	No mitigation measures are required.	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality (continued)		
<p>The proposed project's cumulative emissions with all other projects in the state could result in climate change impacts. To address cumulative impacts, the California Air Resources Board (CARB) recommends projects meet the California Energy Commission (CEC) Tier II building energy use standards, which generally require a reduction in energy usage of 30 percent beyond Title 24 building code requirements. Therefore, while the net greenhouse gas (GHG) emissions are relatively small, the proposed project is determined to be cumulatively significant because it does not comply with the CEC Tier II building energy use standards. Mitigation measures to reduce the project's cumulative climate change impacts are presented.</p>	<p>4.2-6 As proposed in CARB's Proposal for Significance Thresholds for GHGs under CEQA, the project will achieve energy efficiency equal to the California Energy Commission Tier II building energy use standards, which generally require a reduction in energy usage of 30 per cent beyond Title 24 building code requirements.</p> <p>4.2-7 The project should comply with the following SBCAPCD-recommended energy conservation measures as feasible.</p> <ul style="list-style-type: none"> • Duct system within the building thermal envelope; • Passive cooling strategies; • High efficiency, motion controlled outdoor lighting; • Natural lighting in buildings; • Building siting and orientation, and landscaping to reduce energy use; • Summer shading and wind protection measures; • Use of concrete or other non-polluting materials for parking lots instead of asphalt; • Installation of energy efficient appliances and lighting; • Installation of mechanical air conditioners and refrigeration units that use non-ozone depleting chemicals; and • Installation of sidewalks, bike paths, and covered bus stops. 	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality (continued)		
	<p>4.2-8 Additional SBCAPCD-recommended energy conservation measures include the use of green building materials and green building practices. The project should follow these measures as feasible:</p> <ul style="list-style-type: none"> • At least 50 percent of exterior of local masonry; plaster or cementitious siding; recycled, salvaged or certified sustainably harvested wood; recycled roofing material or combination cement-fiber roofing; 30-year rated life on minimum 50 percent of roof; • At least 50 percent interior floor of tile, stone, finished concrete; cork or natural linoleum, carpet and pad (tacked) of recycled content or natural content, minimal finishes; • All insulation to be 100 percent recycled content, wet-blown, and/or cellulose with Underwriters Laboratories® (UL) fire retardant; • The use of light colored water based paint and roofing materials; and • Prepare a construction waste management plan to encourage material reuse and minimize waste. 	Less than significant
Biological Resources		
<p>The loss of the ruderal vegetation would not substantially diminish habitat for plants or wildlife, substantially affect special-status species, or cause a wildlife population to drop below self-sustaining levels. Therefore, the loss of this vegetation is not considered a significant impact.</p>	No mitigation measures are required.	Less than significant
<p>Construction activity and operation of the proposed project would not directly disturb wildlife on the project site. Project implementation would not cause an existing wildlife population on or adjacent to the project site to drop below self-sustaining levels. Therefore, no significant impacts on common wildlife species are expected to occur.</p>	No mitigation measures are required.	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
<p>The Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF) protect active nests of native bird species. Therefore, any construction-related loss of active nests of common bird species would conflict with these federal and state laws. The loss of active nests due to construction or operation would represent a potentially significant impact.</p>	<p>4.3-1 Within 30 days prior to ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through August in the Project region, or as determined by a qualified biologist), the applicant shall have weekly surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors and special-status species) of the disturbance zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than seven days prior to initiation of disturbance work. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities. Surveys would not be extended to 300 feet and 500 feet to the west of the site. Such distances would result in biologists surveying the Home Depot parking lot and landscaping.</p> <p>If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors and special-status species) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged or the nest has failed, as determined by the biologist, and there is no evidence of a subsequent attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the surveys shall be provided to California Department of Fish and Game in the Annual Mitigation Status Report.</p> <p>In the event a nest becomes active subsequent to construction activities already occurring within 300 feet (500 feet for raptors and special-status species) of the nest, then the setbacks will not apply.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
Due to the disturbed, ruderal condition of the site, no special-status plant or wildlife species are present, or have the potential to occur on the project site. No significant impacts to special-status biological resources would occur.	No mitigation measures are required.	Less than significant
No jurisdictional resources occur on the project site. The project site consists of a single drainage area that sheet flows off site to the northeast. The proposed project would include a dual detention basin system that would have the capacity to hold 1 acre-foot (af) of water runoff developed for a 100-year storm event. Therefore, runoff generated by the implementation of the project site would not impact the adjacent Santa Ynez River (SYR). Impacts would be less than significant.	No mitigation measures are required.	Less than significant
Because the project site is not considered an essential component of any regional movement corridor that serves as a link between large open space areas, development of the project site would not represent a substantial impact to regional wildlife movement. The proposed project design would not impact the integrity of the SYR as a wildlife movement corridor and would not create impacts on local and regional wildlife movement. As such, no significant impacts on local or regional wildlife movement would occur.	No mitigation measures are required.	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
<p>Indirect impacts on biological resources would occur subsequent to project buildout in natural habitat areas of the SYR adjacent to the proposed project site. It is expected that implementation of the proposed project would generally result in indirect impacts to biological resources such as increased light and glare; daily operations and special events; and construction activities. Indirect impacts would be mitigated with the following mitigation measures.</p>	<p>4.3-2 Fencing shall be placed between the edge of development and the Santa Ynez River riparian zone to deter access into this area. A series of morning surveys inside the property shall be conducted to assess how many animals are getting through the fence. The surveys should be once per week for two months. A biologist shall count the number of animals sighted directly plus the number of sign observed (tracks, scat). A biologist shall also conduct a limited live-trap survey. If the number of animals detected inside is low (0–5 per week) and limited to small mammals and herps, then no additional fencing would be needed. If the numbers are greater, or if larger mammals (coyote, raccoon, gray fox, opossum) are accessing the property, then other alternatives shall be considered. Such alternatives could include a solid wall, a shortened solid wall, or smaller mesh wire at the bottom of the existing fence. If deer are entering the property, perhaps the fence would potentially need to be raised (the top of the fence would need to be several feet higher above the ground).</p> <p>4.3-3 Trash containers and disposal methods within the development area shall be designed to prevent access by raccoons, crows, feral animals, and other wildlife species that can become habituated to the site.</p> <p>4.3-4 All lighting along the perimeter of natural areas, particularly street lamps and development-related lighting, shall be downcast luminaries and shall be shielded and oriented in a manner that will prevent spillage or glare into the remaining natural open space areas. Perimeter security lighting shall be activated by motion detectors.</p> <p>4.3-5 Vehicles carrying supplies, such as concrete, should not be allowed to empty, clean out, or otherwise place materials into natural areas on or immediately adjacent to the site and construction personnel shall not be allowed to access any of the natural areas located to the north, northeast, and east of the project site. Signage and fencing must notify construction workers and drivers about site boundaries and seasonal restrictions of access to suitable sites for sensitive species.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
	<p>4.3-6 Prior to construction, grading, or other ground disturbing activities, silt fencing shall be placed around the perimeter of the project site, so that terrestrial animals cannot move onto the site (from adjacent habitats) and so that construction of the site does not generate sediment within the adjacent Santa Ynez River. The bottom of the silt fencing shall be backfilled so that animals cannot access the site from underneath the fencing material and so that sediment is confined to the project site. Silt fencing shall be removed from the site immediately following the completion of construction-related activities. Monitoring of the silt fence shall be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made.</p>	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
	<p data-bbox="810 272 1633 492">4.3-7 A City-approved biologist shall be retained, at the expense of the applicant, as a construction monitor to ensure that incidental construction impacts on adjacent biological resources are avoided or minimized, and to conduct pre-grading field surveys for wildlife species that may be destroyed as a result of construction and/or site preparation activities. Responsibilities of the construction environmental monitor include the following:</p> <ul data-bbox="909 505 1633 1356" style="list-style-type: none"> <li data-bbox="909 505 1633 691">• Facilitate a pre-construction meeting with the contractor and other key construction personnel describing the importance of restricting work to designated areas and the importance of ensuring that no impacts occur to the Santa Ynez River. The monitor should also discuss procedures for minimizing harm/harassment of wildlife encountered during construction. <li data-bbox="909 704 1633 954">• Review/designate the construction area in the field with the contractor and the City inspector in accordance with the final approved grading plan. Haul roads, access roads, and on-site staging and storage areas should be sited within grading areas to minimize degradation of habitat adjacent to these areas. If activities outside these limits are necessary, they should be evaluated by the biologist to ensure no special-status species or habitat will be adversely affected. <li data-bbox="909 967 1633 1154">• Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other special-status resources (such as large trees or bird nests) may be flagged or temporarily fenced by the monitor, at his/her discretion. <li data-bbox="909 1167 1633 1224">• Visit the site weekly during construction to coordinate and monitor compliance with the above provisions. <li data-bbox="909 1237 1633 1356">• Monitoring of the silt fence shall be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made. 	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
	4.3-8 Removal of any noxious or invasive vegetation from the site shall be disposed at an off-site location. Under no circumstances shall vegetation removed from the site be stored or disposed within areas that are adjacent to the site.	Less than significant
The project site has been substantially altered from a natural open space area to a highly disturbed area, dominated by non-native, ruderal vegetation. Because of the highly disturbed nature of the project site and the relatively low biological value of on-site habitats, the loss of on-site biological resources will not substantially contribute to the loss of native biological resources in the project region. Therefore, the loss of on-site resources is not considered a significant cumulative impact	No mitigation measures are required.	Less than significant
Hazards and Hazardous Materials		
The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed project does not include construction of commercial or industrial uses that would use large amounts of hazardous materials or generate hazardous wastes.	No mitigation measures are required.	Less than significant
Grading and construction activities are associated with certain routine hazardous materials including fuel, building materials, and paint. No extraordinary hazardous materials would be routinely transported to, used on, or disposed of on the proposed project site. The proposed project does not include construction of commercial or industrial uses that would use large amounts of hazardous materials or generate hazardous wastes. Construction impacts would be less than significant.	No mitigation measures are required.	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Hazards and Hazardous Materials (continued)		
<p>During project operation, typical chemicals such as cleaning solvents would be used in the proposed resort hotel and spa. However, these products do not pose a substantial risk to people or property and are not likely to be hazardous to the environment if correctly disposed of. Operational impacts for hazards and the use of hazardous substances by the project site would not have the potential to result in significant impacts associated with the transportation, use, or disposal of these household chemicals.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The City of Lompoc maintains a household hazardous waste facility that provides for the disposal of these materials. Conditionally Exempt Small Quantity Generators (CESQGs) are eligible to use this facility. Business users are subject to disposal fees, which are based on the type and quantity of waste. Businesses will receive a disposal receipt, which can serve as proof of proper disposal for regulatory agencies. Impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Hazards and Hazardous Materials (continued)		
<p>Removal of a 1,000-gallon UST (underground storage tank) from the southeast portion of the project site in 1988 resulted in fuel leaking and contamination on site. Soil was impacted and excavated for the area to a depth of 34 feet. Impacted soil remained at depths ranging from 30 to 40 feet. Eight groundwater monitoring wells and two vapor extraction wells were installed in 2004. Approximately 700 cubic yards of additional petroleum hydrocarbon-impacted soil were excavated and treated on site by land farming. Additional information on the remediation process is available in Appendix 4.4. A groundwater-extraction system to treat the dissolved petroleum hydrocarbons was installed in the former UST area in late 2005. The most recent remedial progress report (April 2007) indicated that the granulated-activated-carbon-treated groundwater reduced the contaminant concentrations to acceptable levels for discharge into the on-site settling/infiltration pond. While levels are considered acceptable, in order for a case closure determination to be issued by the state, several quarters of acceptable levels must be documented. Until such time that the case closure letter is issued by the state, potential impacts on the project site are considered to be significant.</p>	<p>4.4-1 The on-site groundwater pump-and-treat system shall continue remedial activities at LUFT (leaking underground fuel tank) No. 50087 until the groundwater contamination levels meet the state guidelines for MCLs (maximum contaminant levels) for MTBE (methyl tertiary butyl ether) and 1, 2 DCA (1,2-dichloroethane) and at which time the Department of Toxic Substances Control (DTSC) issues the LUFT No. 50087 a case closure letter.</p>	<p>Less than significant</p>
<p>The likelihood that all properties listed on various government databases within 0.25 mile of the project site have impacted the site is low due to regulatory status (historical UST or waste generator), distance from the site, and down-gradient locations of the site. Based on these findings, impacts to the project site from off-site hazardous site locations are considered less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Hazards and Hazardous Materials (continued)		
<p>The project site is currently in proximity to State Route 246 (SR-246) and State Route 1 (SR-1). These routes provide the City emergency evacuation routes west towards the Pacific Ocean and Vandenberg Air Force Base, and east and south towards State Route 101, which travels north and south through the state. During the construction activities, the project may include short-term single-lane closures along these routes, which could slow down evacuation along these routes and result in a significant impact.</p>	<p>4.4-2 The applicant's construction contractor shall notify the City of Lompoc Police and Fire Department of construction activities that would impede movement (such as a lane closures) along North 12th Street or SR-246 to allow emergency response teams to reroute traffic to alternative routes, if needed.</p>	<p>Less than significant</p>
<p>The proposed project is currently not designated within a wildland fire hazard area. However, there is wildland fire potential across the river to the east and across SR-246 to the south which is designated for local responsibility area as a high severity fire hazard zone. With the implementation of the conceptual landscape plan and the latest development codes related to fire, impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The proposed project site is not located within an airport use plan or within 2 miles of a public airport, public-use airport, or a private airstrip. Therefore, impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>There is no school within 0.25 mile of the proposed project, nor is there one proposed within that distance of the site. Therefore, there is no potential for a significant impact on the environment.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant.</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Hazards and Hazardous Materials (continued)		
<p>It is anticipated that related projects would result in an incremental increase in the amount of hazardous materials transported, used, treated, stored, and disposed of areawide. Although each development site has potentially unique hazardous material considerations, it is anticipated that all hazardous materials delivered to and hazardous waste removed from the project site and each cumulative project site would be in accordance with Title 24 of the Code of Federal Regulations. Cumulative impacts associated with related projects would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The proposed project would not result in significant public hazards as a result of hazardous materials disposed of, used, treated, or stored. The project would comply with all applicable laws and regulations related to the transport, use, treatment, storage, and disposal of hazardous materials. Because proposed project impacts would be reduced to a less than significant level, the proposed project's contribution to these impacts would not be cumulatively considerable.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>It is also possible that a number of the related projects could expose construction workers and other persons to contaminated soil. It is anticipated that future development would adhere to applicable federal, state, or local laws, and regulations that govern USTs and the disposal and clean up of contaminants. As a result, cumulative impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Hazards and Hazardous Materials (continued)		
<p>It is anticipated that development of related projects would comply with applicable laws and regulations pertaining to hazardous wastes, and that risk with identified hazardous material sites would be eliminated or reduced through proper procedures. Development would be denied by the City if adequate cleanup or treatment is not feasible. Accordingly, cumulative impacts to the public or environment associated with development on or near listed contaminated sites would be less than significant. As LUFT No. 80057, is still not remediated, the proposed project could have significant cumulative impacts. However, the mitigation measures listed in the proposed project and the pending case closure letter for LUFT No. 80057 would reduce cumulative impacts to less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Construction and development associated with related projects could result in activities that interfere with emergency response or evacuation plans. It is anticipated that future development would go through CEQA review of potential impacts on adopted emergency response or evacuation plans, and would be required to implement measures to mitigate potential impacts. As a result, cumulative impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Hydrology and Water Quality		
<p>Grading activities associated with the construction of the proposed project will temporarily increase the amount of suspended solids from surface flows derived from the project site during a concurrent storm event due to sheet erosion of exposed soil. Compliance with the National Pollution Discharge Elimination System (NPDES) permit requirements would reduce the impacts of construction-related sedimentation and erosion to less than significant.</p>	<p>4.5-1 A Notice of Intent shall be filed with the State Water Quality Control Board and a Storm Water Pollution Prevention Plan (SWPPP), meeting all the requirements of the currently adopted Construction General Permit, shall be submitted to the City Planning Division and the City Engineering Division for review. No grading shall take place until a SWPPP for the project has been approved, a grading permit has been issued, and the approved SWPPP is on site.</p>	Less than significant
<p>The proposed project would include a dual detention basin approach that would have the capacity to hold 1 af of water runoff developed for a 100-year storm event. The proposed detention basin and drainage system will decrease the amount of runoff from the existing conditions by approximately 38 percent. The outlet structure will attenuate all flows from the detention basin to meet or lessen the current existing flows that would exit the northeast corner of the project site. Impacts would be less than significant.</p>	No mitigation measures are required.	Less than significant
<p>Storm water quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area, and quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, fertilizer/pesticide uses, human/animal littering, careless material storage and handling, and poor property management. These pollutants have the potential to degrade water quality and may result in significant impacts.</p>	<p>4.5-2 The proposed project shall be modified to include post-construction water-quality control measures as required in the City's Storm Water Management Program, which was conditionally approved at the Regional Water Quality Control Board hearing of October 17, 2008, to offset the impact of the additional impervious area proposed. These measures include the following:</p> <ol style="list-style-type: none"> 1. Filters that remove sediment, oil, grease, and trash shall be provided to treat all storm water that will drain to the City's storm drain system from on-site paved areas and private streets. The locations, types and details of the filters proposed shall be shown on the project's erosion control plan, grading and drainage plans which, shall be reviewed by the City Planning and Engineering Divisions, prior to issuance of grading permits. 	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Hydrology and Water Quality (continued)		
	<p>4.5-2 (continued)</p> <ol style="list-style-type: none"> 2. No pollutants, including, but not limited to, sediment, chemicals, trash and contaminated storm water shall be discharged from private property into, or where they could be transported to, City property, the City's storm drain system, streets, storm channels, or waterways, either during or after construction. 3. Filters that remove sediment, oil, grease, and trash shall be provided to treat all storm water draining from pavement to percolation basins, ponds, bioswales and rain gardens or similar structures. 4. All roof drains and gutters shall drain to landscaping or to properly installed and maintained rain barrels. 5. All landscaping shall be drought tolerant and low maintenance. 6. Permeable pavement and other pervious hardscape shall be permitted for use in walkways and in landscaped areas. Permeable pavement shall not be permitted in areas where vehicular traffic or parking is proposed. 7. If rain gardens and bioswales, detention basins or similar structures are proposed, they shall be shown, and details provided on grading, drainage, and landscaping plans. Their design, location, and proposed plantings shall be subject to review by the City Engineering and Planning Divisions. 8. Where the property proposed for development adjoins or incorporates natural riparian vegetation, a wetland or waterway, a minimum setback of 30 feet shall be provided. 	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Hydrology and Water Quality (continued)		
	<p>4.5-2 (continued)</p> <p>9. These measures shall be submitted to the City’s Planning Division and Public Works Department for review and approval prior to issuance of grading permits. The best management practices (BMPs) shall be designed, constructed, and maintained to meet a performance standards established by the City. These may include fossil filters in the inlet structures for pretreatment of the storm water or a storm water interceptor capable of handling the first flush of the storm drain system. Other BMPs that can be effective in treating site runoff include, but are not limited to, detention basins, a vegetated bioswale, or the installation of permeable pavers in landscaping treatments.</p> <p>4.5-3 All post-construction control measures shall be privately maintained. Adequate maintenance and replacement of storm water filters shall be ensured. Filters shall be adequately maintained and replaced, per manufacturer’s specifications. Filters must be cleaned out at least twice a year, before and after the rainy season. At any time filters are not functioning correctly and water is ponding as a result, the filters shall be cleaned out and replaced, if necessary. Maintenance of detention basins shall include dredging of the accumulation of soils and inspection of the inflow and outflow outlets to maintain the existing flows as approved by the City Engineer. The owner shall provide the Community Development Department with annual maintenance reports within 45 days of the conclusion of the maintenance, documenting maintenance activities and the status of the detention basins.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Hydrology and Water Quality (continued)		
<p>Buildout of the proposed project along with all other planned and future projects in the area would result in the construction of additional impervious surfaces that would reduce water absorption and increase surface runoff and velocities. Each future project is required to provide adequate capacity to convey drainage to a safe point of discharge. Additionally, as noted in this analysis, the development of the project site with the wine production and storage facility would not cause a net increase in runoff when compared to existing conditions. As a result, the project's contribution to cumulative drainage impacts is not cumulatively considerable. Given the above, no significant cumulative impacts would occur.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Potential water quality impacts of related projects would be less than significant in light of the preparation and implementation of the SWPPP and Standard Urban Storm Water Mitigation Plan (SUSMP), and the enforcement of these requirements by the City. Based on the NPDES requirements for all future projects, no significant cumulative impacts will occur.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
Land Use and Planning		
<p>A consistency analysis comparing the proposed project with policies contained in the City's general plan was prepared in order to determine if a conflict would occur. Only the policies that are applicable to the proposed project were addressed in the analysis. Overall, the proposed project is consistent with the general plan.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Noise		
<p>Noise experienced by sensitive receptors around the proposed project site during construction would be temporary in occurrence, and construction would be limited by the construction hour limits; impacts regarding the proposed project creating noise during construction, with implementation of the discussed mitigation measures, would result in a less than significant.</p>	<p>4.7-1 The project applicant shall require construction contractors to locate stationary noise sources as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be muffled and enclosed within temporary sheds.</p> <p>4.7-2 The project applicant shall require construction contractors to implement feasible noise controls to minimize equipment noise impacts on nearby sensitive receptors. Feasible noise controls include improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds.</p> <p>4.7-3 Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 A-weighted decibels (dB(A)). External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible.</p> <p>4.7-4 The construction contractor shall implement appropriate additional noise reduction measures that include shutting off idling equipment, and notifying adjacent residences and businesses (at least one time) in advance of construction work. In addition, the City shall require the posting of signs prior to grading activities with a phone number for residents to call with noise complaints.</p> <p>4.7-5 The construction contractors during grading and earthmoving activities shall adjust vibration amplitudes of the construction equipment on site, such as by limiting the number of pieces concurrently operating in one location in areas where conditions would affect structures, sensitivity of vibration equipment, and/or human tolerance.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Noise (continued)		
<p>Increased vehicular trips associated with the proposed project will generate corresponding increases in roadway noise levels. The largest project related increase of 0.5 dB(A) would occur on 12th Street between Industrial Way and SR-246. This noise increase is not considered significant. Therefore, the project would not result in a significant impact to off-site sensitive receptors due to roadway noise increases.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The average noise level on the project site from aircraft overflights is less than 60 dB(A) CNEL (Community Noise Equivalent Level). Additionally, the proposed project is not located adjacent, nor does it contain plans for the development of a private airstrip. Therefore, impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The acoustical analysis conducted for the Lompoc Hospital estimated that the CNEL generated by the sirens would be 86 dB at a reference distance of 25 feet. The City considers that given that the noise generated by the sirens would be sporadic, short-term in nature, and necessary for safety during an emergency that impacts would not be considered significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Noise (continued)		
<p>Operations occurring at the Home Depot loading docks are blocked from the direct "line of sight" of the resort hotel-spa portion of the proposed project by commercial/industrial uses that currently exist between the Home Depot and the proposed project site. Additionally, the proposed project will include a landscaping plan that will use trees and hedges to provide a separation between the activities occurring at the Home Depot property and the sensitive-use area (resort hotel-spa) of the proposed project. For these reasons, noise generated by the loading docks at the Home Depot building would not represent a significant impact to the resort-spa portion of the proposed project.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Sound generated by a line source typically attenuates at a rate of 3 dB(A) and 4.5 dB(A) per doubling distance from the source to the receptor for hard and soft sites, respectively. Therefore, the distance the hotel spa-resort is located from the on-site loading docks and the wine production and storage facility, 100 feet, will help reduce possible noise that the hotel spa-resort could experience due to operation of this facility on the proposed project site. Impacts would be considered less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Noise (continued)		
<p>Noise levels at the closest proposed residential units to the north of the project site would be determined to face away from the residential units in order to limit noise produced from the trucks entering the loading dock facilities. Since the loading dock facilities will be blocked from line of sight by the proposed project the residential units will experience noise levels that are below the City's standard exterior noise limit of 60 dB(A) CNEL for residential units. With implementation of the discussed mitigation measures, impacts would be considered less than significant.</p>	<p>4.7-6 The applicant to the proposed project shall include signage at the load docking areas of the wine production and storage facility that will require any trucks delivering goods to the project site to shut off their engines while docking. This will promote a decrease in noise produced by the loading dock facilities associated with the wine production and storage facility on the proposed project site.</p>	<p>Less than significant</p>
<p>Cumulative noise increases anticipated to occur on the studied roadway segments would range from 1.1 to 2.0 dB(A) CNEL. There would no cumulative roadway noise level increase as above 3 dB(A) CNEL. Overall, all of the cumulative roadway noise-level increases projected to occur at the roadway segments selected for this analysis would result in less than significant impacts.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
Transportation and Circulation		
<p>In order to minimize potential conflicts between construction activity and through traffic, a construction traffic control plan would be developed for use during construction activity. With the implementation of a traffic control plan, and because the majority of vehicle trips associated with construction activities would occur during off-peak hours, potential impacts would be reduced to less than significant with the incorporation of mitigation measures.</p>	<p>4.8-1 The contractor shall conduct operations so as to cause the minimum obstruction and inconvenience to traffic and to residences adjacent to the work. No greater quantity of work shall be under construction at any one time than can be properly conducted with due regard for the rights of the public.</p> <p>4.8-2 Convenient access to driveways, houses, and buildings along the line of work shall be maintained.</p> <p>4.8-3 Streets shall not be closed to traffic without approval of the City Engineer, and then only for as short a period as possible to complete the work. All closed streets shall be barricaded at all intersecting streets with Type III barricades, which shall be illuminated at night by a flashing device.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Transportation and Circulation (continued)		
	<p>4.8-4 Safe, adequate pedestrian access to all residences, places of business, and other establishments affected by the work shall be provided and maintained by the contractor at all times.</p> <p>4.8-5 The contractor shall provide safe, adequate crossings for pedestrians at each street intersection, cross street, and pedestrian crossing.</p> <p>4.8-6 The contractor shall expedite the passage of any necessary traffic around the work.</p> <p>4.8-7 The contractor shall furnish, install and maintain signs, detours, lights, flares, and barricades, and shall furnish flagmen and other facilities for the convenience and direction of public traffic.</p> <p>4.8-8 Spillage resulting from hauling or ditching operations along or across any public traveled way shall be removed daily at the contractor's expense. Any spoils piles, bedding gravel, base material etc., shall be placed as far out of the traveled way as possible and removed within 24 hours. No material or equipment shall be stored where it will interfere with the free and safe passage of public traffic. The contractor shall remove all equipment and other obstructions from that portion of the roadway open for use by public traffic at the end of each day's work and at other times when construction operations are suspended for any reason.</p> <p>4.8-9 The contractor shall promptly restore normal facilities for the convenience of access by the public including restoration of sidewalks, driveways, and similar types of access, and the prompt removal of excess materials from streets and parkways when a reasonable portion of the work in any location has been completed.</p>	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Transportation and Circulation (continued)		
<p>All study area intersections currently operate at Level of Service (LOS) C or better under existing-without-project conditions during the AM and PM peak hours. With the addition of project trips (existing with project conditions), all study area intersections are expected to continue to operate at LOS C or better during the AM and PM peak hours. Consequently, impacts to City of Lompoc intersections would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The Congestion Management Plan (CMP) analysis results show that the LOS at the intersection of Ocean Avenue/7th Street and Ocean Avenue/12th Street (Highway 1) under existing, existing-plus-project, cumulative, and cumulative-plus-project conditions is LOS C or better during both AM and PM peak hours. Consequently, impacts to CMP intersections would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The project could result in conflicts between eastbound and westbound left-turning vehicles, and there could be potential truck turning problems on-site. In order to alleviate these problems, mitigation measures were included into the project.</p>	<p>4.8-10 A two-way left-turn lane shall be constructed from the terminus of the existing westbound left-turn lane at the signalized intersection of SR-246/12th Street to the east along the frontage of the project. This will provide storage for eastbound left-turning vehicles into the main access driveway and eliminate potential conflicts between eastbound and westbound left-turning vehicles between the two intersections by providing nearly 400 feet of storage for both movements.</p> <p>4.8-11 Stop signs shall be installed on site at the proposed unsignalized access points to control traffic entering 12th Street, Laurel Avenue, and SR-246, as well as the internal shared access driveway with the River Terrace Project.</p> <p>4.8-12 Caltrans STAA trucks shall be restricted to the external loading dock on 12th Street only. Trucks with AASHTO 1990 SU dimensions or smaller can safely perform all turning movements at the main access driveway on Highway 246 and the second (southern) access driveway on 12th Street. On-site circulation of the smaller (AASHTO</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Transportation and Circulation (continued)		
	<p>4.8-12 (continued)</p> <p>1990 SU dimensioned) trucks shall be limited to the drive aisles between the main access driveway on Highway 246 and the internal loading dock and the second (southern) access driveway and the internal loading dock. Truck circulation beyond the aforementioned drive aisles shall be prohibited to turning restrictions. Due to the narrowness of the travel way and location of the third (northern) access driveway and the fourth (internal) shared access driveway– Shared access with River Terrace Project, truck access is not recommended.</p>	
<p>All the project segments and intersections are calculated to be less than the statewide average accident rate with the exception of 7th Street between Laurel Avenue and Ocean Avenue. The project is expected to add only 35 trips, (less than 5 percent of total traffic), to this roadway segment, which would not adversely impact roadway safety; thus, impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Peak hour signal warrants are not met at any of the five subject intersections and the traffic volumes are calculated to be well below the minimum vehicular traffic needed to meet the peak hour signal warrants under existing and future traffic conditions. Consequently, impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>A total of 419 parking spaces would be located throughout the project site. The Planning Commission will make the justification for reductions in parking would be due to the amount of tour coaches anticipated, the joint use of hotel guests/spa usage, and the seasonal and off-hour mixed use of proposed uses. Consequently, impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Transportation and Circulation (continued)		
Overall, the proposed project will not impact existing public transportation facilities or bikeways.	No mitigation measures are required.	Less than significant
All study area intersections are expected to continue to operate at LOS C or better under cumulative-without-project conditions during the AM and PM peak hours. With the addition of project trips (cumulative-with-project conditions), all study area intersections are expected to continue to operate at LOS C or better during the AM and PM peak hours. Therefore, the project is not expected to have any significant impacts at the study intersections under cumulative conditions.	No mitigation measures are required.	Less than significant

3.0 COMMENTS AND RESPONSE TO COMMENTS

INTRODUCTION

This section of the Final Environmental Impact Report (EIR) presents copies of comments on the Draft EIR received in written form during the public review period, and it provides the City of Lompoc's responses to those comments.

Each comment letter is numbered, and the issues within each comment letter are also bracketed and numbered. Comment letters are followed by responses, which are numbered in corresponding fashion for that comment letter.

The City's Responses to Comments on the Draft EIR represent a good faith, reasoned effort to address the environmental issues identified by the comments. Case law under California Environmental Quality Act (CEQA) recognizes that the City need only provide responses to comments that are commensurate in detail with the comment itself. In the case of specific comments, the City has responded with specific analysis and detail; in the case of a general comment, the reader is referred to a related response to a specific comment, if possible. The absence of a specific response to every comment does not violate CEQA if the response would be cumulative to other responses.

LIST OF AGENCIES AND INDIVIDUALS THAT COMMENTED ON THE DRAFT EIR

In accordance with CEQA, a list of agencies and individuals that commented on the Draft EIR is provided as follows:

Letter No. 1 Governor's Office of Planning and Research, Terry Roberts, dated April 7, 2009

Letter No. 2 California Department of Fish and Game, Edmund J. Pert, dated April 3, 2009

Letter No. 3 California Department of Transportation, Chris Shaeffer, dated April 1, 2009

Letter No. 4 Santa Barbara County Air Pollution Control District, Molly Pearson, dated April 6, 2009

Letter No. 5 Coastal Vision, Inc., Carlos C. Yanez, received April 6, 2009

Letter No. 6 Urban Planning Concepts, Inc., Frances Romero, dated April 6, 2009

Attachment No. 1 Penfield and Smith, Brianna M. Daniels, dated April 6, 2009

Attachment No. 2 Penfield and Smith, Joshua Roberts, dated May 23, 2008

Letter No. 7 Private Individual, Errin Briggs, dated April 6, 2009



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

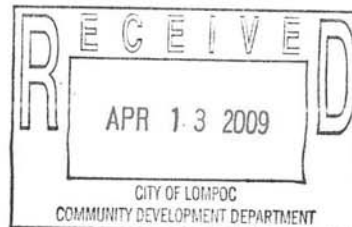


CYNTHIA BRYANT
DIRECTOR

April 7, 2009

Lucille T. Breese
City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436

Subject: Santa Rita Hills Wine Facility
SCH#: 2008081067



Dear Lucille T. Breese:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 6, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008081067
Project Title Santa Rita Hills Wine Facility
Lead Agency Lompoc, City of

Type EIR Draft EIR
Description The proposed project would include the development of a three-story 5-room resort hotel including a restaurant and bar, wine related retail space, a spa, and event center, which combined total 51,413 square feet. The construction of two (2) two-story buildings that could be utilized for mixed-use, commercial retail professional office space, dining, and wine tasting, totaling 17,132 square feet. There are currently four (4) industrial warehouses on site to be utilized as wine processing and storage facility totaling 83,171 square feet. Parking and landscaping are included in the project.

Lead Agency Contact

Name Lucille T. Breese
Agency City of Lompoc
Phone (805) 875-8273 **Fax**
email
Address 100 Civic Center Plaza
City Lompoc **State** CA **Zip** 93436

Project Location

County Santa Barbara
City Lompoc
Region
Lat / Long
Cross Streets East Ocean Avenue (State HWY 246) and North Twelfth Street
Parcel No. 099-141-022
Township **Range** **Section** **Base**

Proximity to:

Highways 1/246
Airports
Railways Southern Pacific RR
Waterways Santa Ynez River
Schools La Honda and Filmore
Land Use General Plan Plan Use Designation and Zoning are Business PARK

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Landuse; Noise; Toxic/Hazardous; Traffic/Circulation; Water Quality

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Regional Water Quality Control Board, Region 3; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 02/18/2009 **Start of Review** 02/18/2009 **End of Review** 04/06/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter No. 1 Governor's Office of Planning and Research, Terry Roberts, dated April 7, 2009

Response 1

The Office of Planning and Research (OPR) is simply indicating that the City has complied with State Clearinghouse review requirements. This comment is acknowledged. Because this comment does not address the content of the Draft EIR, no further response is required. Two state agencies, the California Department of Fish and Game and the California Department of Transportation, submitted comments to the OPR and City of Lompoc. These comments are provided in Letter No. 2 and Letter No. 3.



California Natural Resources Agency
DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov
South Coast Region
4949 Viewridge Avenue
San Diego, CA. 92123
(858) 467-4201

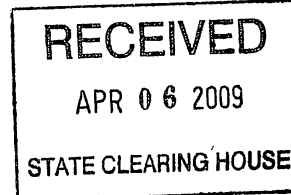
ARNOLD SCHWARZENEGGER, Governor
DONALD KOCH, Director



April 3, 2009

Ms. Lucille T. Breese
City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436
FAX # (805) 875-8273

Cleer
4.6.09
e



Subject: Notice of Completion of a Draft Environmental Impact Report for the Santa Rita Hills Wine Facility Project SCH #2008081067

Dear Ms. Breese:

The Department of Fish and Game (Department) reviewed the Draft Environmental Impact Report (DEIR) for the above mentioned project relative to impacts to biological resources.

The proposed development project would take place on 9.6 acres and include a three-story 55 room resort hotel totaling 51,143 square feet; a two-story retail/commercial building totaling 9,663 square feet, a two-story retail/commercial building totaling 7,469 square feet; reuse of 4 existing storage buildings currently onsite; and associated parking and landscaping.

The project has the potential to impact federally endangered and state (candidate for listing) endangered California tiger salamander (*Ambystoma californiense*); federally endangered red-legged frog (*Rana aurora draytonii*); California species of concern yellow warbler (*Dendroica petechia brewsteri*), yellow-breasted chat (*Icteria virens*), and burrowing owl (*Athene cunicularia*); federally and state endangered southwestern willow flycatcher (*Empidonax traillii extimus*) and least Bell's vireo (*Vireo bellii pusillus*). Habitat types potentially affected by the project include disturbed "ruderal" vegetation and the adjacent riparian community of the Santa Ynez River.

1

Mitigation for the impacts includes preconstruction surveys for nesting birds, establishment of buffers around active nests if they are found; installation of silt-fencing to keep wildlife from entering the construction area; construction area boundary flagging; worker education on sensitive species; pre-construction "clearance" surveys prior to grading activities; fencing to prevent facility operations and attendees from encroaching onto the adjacent riparian area; use of trash containers and disposal methods that would prevent wildlife access; and orientation and shielding of lighting to prevent glare into adjacent habitat.

The Department prepared the following statements and comments pursuant to authority as Trustee Agency with jurisdiction over natural resources affected by the project under the California Environmental Quality Act (CEQA Section 15386) and Responsible Agency (Section 15381) over those aspects of the proposed project that come under the purview of the California

Conserving California's Wildlife Since 1870

Endangered Species Act (Fish and Game Code Section 2050 et seq) and Fish and Game Code Section 1600 et seq. regarding impacts to streams and lakes.

1

Project Description:

Landscaping within the proposed project shall not include anything found on the Noxious Weed List according to the California Department of Food and Agriculture (CCR Title 3, Section 4500) or considered "invasive" according to the California Invasive Plant Council Inventory found at: <http://www.cal-ipc.org/ip/inventory/>. The Department recommends using native plants where applicable.

2

Impacts to biological resources:

Burrowing Owl-

The DEIR states that "no suitable habitat occurs on or adjacent to the project site." Burrowing owls can occur in disturbed habitats, and may utilize existing burrows dug by ground squirrels and also use burrows of Botta's pocket gopher as "starts". Terrestrial burrows were observed onsite according to the surveys conducted by Impact Sciences, as stated in the DEIR (pg. 4.3-4).

3

Burrowing owls are protected from "take" under Section 3503.5 of the Fish and Game Code. The Department recommends performing pre-construction surveys for burrowing owls following the protocol listed in the *1995 Staff Report on Burrowing Owl Mitigation* as well as the Burrowing Owl Consortium's *1993 Burrowing Owl Protocol and Mitigation Guideline*, located at http://www.dfg.ca.gov/wildlife/species/survey_monitor.html. If burrowing owls are found onsite the Department recommends avoiding disturbance within 50 meters of an active burrow during the non-breeding season (September 1- January 31) or 75 meters during the breeding season (February 1st- August 31st). The Department also recommends habitat land acquisition and protection in perpetuity for project-related loss of occupied wintering and breeding habitat for burrowing owl, as listed in the aforementioned documents.

Mitigation:

Measure 4.3-1 The Department recommends that the pre-construction survey area include at least 500 feet of the adjacent properties. Figure 3.0-3 depicts development right up to property boundary lines. The EIR states that "foraging and potential nesting habitat exist in the SYR riparian woodland adjacent to the project site" (pg. 4.3-8) Therefore there is a potential for impacts to wildlife, especially nesting birds, if they are occupying riparian woodland habitat adjacent to the property boundary during the construction period. Pre-construction surveys should include areas beyond project limit/boundary, as department staff noticed foraging birds in existing vegetation during a recent site visit. This would be consistent with the proposed 500 foot buffer to account for nesting raptors. If nesting birds are found, the Department agrees with the establishment of buffers as stated in the DEIR.

4

Measure 4.3-2 The Department requests further information be included in this mitigation measure in order to determine how access into the Santa Ynez River riparian zone would be deterred. Please include specific performance criteria that would be used to determine fence design and height. The Department also requests that the fence be designed to deter wildlife

5

Ms. Lucille Breese
April 3, 2009
Page 3 of 3

from accessing the Wine Center property. Recommended performance criteria for wildlife exclusion include either a mesh or complete barrier that would prevent small mammals and reptiles from getting through, height sufficient to prevent large mammals from jumping over, and a footing installed deep enough and constructed of sufficient material to prevent burrowing animals from accessing the property.


5

Measures 4.3-6 and 4.3-7 The Department recommends these measures include monitoring for the condition of the silt fence. The silt fence should be maintained in good condition, with no holes or tears which would allow access onto the construction site by wildlife from adjacent habitats. The biological monitor should be directed to check the condition of the silt fence as part of his/her duties and given authority to direct the maintenance of the silt fence as required.

6

Thank you for this opportunity to provide comment. Please include the above concerns and comments into the final EIR for the subject project. Please contact Mr. Sean Carlson, Staff Environmental Scientist at (909) 596-9120 for any questions and further coordination.

Sincerely,



Edmund J. Pert
Regional Manager
South Coast Region

cc: Helen Birss, Los Alamitos
Betty Courtney, Santa Clarita
Martin Potter, Ojai

Scott Morgan
State Clearinghouse
P.O. Box 3044
Sacramento, Ca 95812-3044

Letter No. 2 California Department of Fish and Game, Edmund J. Pert, dated April 3, 2009

Response 1

Comment indicating the California Department of Fish and Game's (CDFG) authority as a trustee agency is noted.

Response 2

The following text has been added, at the request of the CDFG, to the Project Description:

Landscaping associated with the proposed project shall not include anything found on the Noxious Weed List.¹ This revision is presented within **Section 4.0, Minor Edits to the Draft EIR**. The applicant will use native plant to the extent tractable.

Response 3

The Draft EIR indicates the occurrence of Botta's pocket gopher burrows, but does not mention California ground squirrel burrows. Burrowing owls (BUOW) are much more likely to utilize ground squirrel burrows. During an April 30, 2009, survey, no California ground squirrel burrows were found. Although it is true that gopher burrows may be used as "starts" by BUOW, no gopher burrows observed on April 30, 2009, were large enough to accommodate a BUOW. No sign of BUOW (scat, pellets) was noted on site.

Overall, BUOW numbers have declined substantially in Santa Barbara County (Lehman 1994, Holmgren and Collins 1999). Although rare in the Lompoc area, wintering and migratory BUOWs are still observed on Vandenberg Air Force Base. No nesting has been observed since the late 1970s/early 1980s.

Considering there is no sign of BUOW presence nor appropriately sized burrows, protocol surveys for BUOW do not seem warranted.

Response 4

Conducting surveys out to 500 feet for all breeding bird species does not seem warranted. Conditions of many permits and other approvals often require preconstruction surveys for non-raptor bird species to be conducted out to 100 feet or less. As such, the 300-foot and 500-foot distances are already substantially further than the conditions of many permits. The same permits and approvals are usually consistent with

¹ California Code of Regulations, Section 4500, "Noxious Weed Species."

buffer distances if active nests are found. That is, no work is to be done within 300 feet of an active raptor nest, or within 75 or 100 feet of active nests of other bird species.

Although the site is adjacent to the riparian zone of the Santa Ynez River (SYR), it is also adjacent to State Route 246, heavily used city streets, and a shopping center. Thus, birds nesting in the vicinity would have at least a moderate amount of noise to habituate to already. The 300-foot distance for non-raptor species and the 500-foot distance for raptors are appropriate for preconstruction surveys and avoidance buffers for active nests. Thus, increasing the 300-foot distance to 500 feet for non-raptors does not seem warranted.

Moreover, the mitigation measure has been modified to specify that surveys would not be extended to 300 feet or 500 feet to the west of the site. Such distances would result in biologists surveying the Home Depot parking lot and landscaping.

Response 5

As mentioned in the Draft EIR and include as mitigation, fencing shall be placed between the edge of development and the SYR riparian zone to deter access into this area.

In order to clarify performance criteria as requested by CDFG, the following language has been added to **Mitigation Measure 4.3-2**: “A series of morning surveys inside the property shall be conducted to assess how many animals are getting through the fence. The surveys should be once per week for two months. A biologist shall count the number of animals sighted directly plus the number of sign observed (tracks, scat). A biologist shall also conduct a limited live-trap survey. If the number of animals detected inside is low (0–5 per week) and limited to small mammals and herps, then the no additional fencing would be needed. If the numbers are greater, or if larger mammals (coyote, raccoon, gray fox, opossum) are accessing the property, then other alternatives shall be considered. Such alternatives could include a solid wall, a shortened solid wall, or smaller mesh wire at the bottom of the existing fence. If deer are entering the property, perhaps the fence would potentially need to be raised (the top of the fence would need to be several feet higher above the ground).”

Response 6

The City of Lompoc concurs with CDFG. Monitoring the condition of the silt fence shall be added to the monitor’s duties—to be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made.

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

April 1, 2009

Lucille Breese
City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436

SB-246 / 001

Subject: Santa Rita Hills Wine Center Draft Environmental Impact Report

Dear Ms. Breese:

Thank you for the opportunity to comment upon the subject project's draft Environmental Impact Report. The Department offers the following comments:

- 1. The traffic study with respect to Level of Service and operational analyses is generally satisfactory.
- 2. Aesthetics and landscaping: The landscape palette adjacent to SR 246 should be coordinated with Caltrans landscape architecture staff through the City's urban forester.
- 3. SR 246 roadway improvements. The DEIR is not entirely clear on the scope of the proposed improvements along SR 246 fronting the project nor at the intersection of SR246 & 12th Street. The document discusses construction of a continuous two-way left turn lane and the truck movement analysis appears to discuss a right turn lane, which would require the removal of one parking space on 12th St. to accommodate STAA trucks.

1
2
3

Based on review of the DEIR and the diagrams & figures within the document, we offer this discussion:

Staff does not support the concept of an island at 12th St. / SR246 in conjunction with either a free-right or stop control right turn lane. We recommend that the project's sidewalk match with Ocean Avenue's Home Depot sidewalk and the crosswalk be installed straight across. This will eliminate the need for separate right-turn channelization. Caltrans requests that curb and gutter proposed by the project be placed in conjunction with widening SR 246. That widening would occur northerly of the centerline and include the two-way left turn lane (TWLTL), a through lane, and a shared through-right lane, and standard shoulder. This configuration would be carried back to the project's driveway on SR 246. East of the project driveway, the roadway would transition to the westbound through lane and TWLTL.

The TWLTL east of the driveway must accommodate storage of two exiting passenger cars turning left out of the driveway, and then accommodate acceleration requirements and taper lengths to transition the TWLTL back to the existing highway striping and width, as required by Caltrans design standards.

"Caltrans improves mobility across California"

Lucille Breese
April 1, 2009
Page 2

4. Hydraulic structures. As discussed on page 4.5-4, there is drainage facility beneath the southern project boundary and SR 246. During the Home Depot project planning period, this facility created challenges to the design and implementation of that project's road improvements. This applicant should investigate if or how that facility will affect the design and costs of both the project proper and highway improvements prior to certification of the DEIR.
5. Hydraulic analysis. Caltrans has no issue with the overall analysis at this time. The Department may offer additional comments or guidance over time relative to the drainage facility discussed above and whether the project or roadway design will affect and its operational capability.

4

5

Thank you for the opportunity to provide input on this DEIR. If you have any questions or concerns pertaining to this letter, or would like to schedule a meeting between the City and Caltrans, please call me at (805) 549-3632.

Sincerely,



Chris Shaeffer
Caltrans D5
Development Review

CC. L. Newland, Planning
P. McClintic, Traffic
J. Gonzalez, Signals
D. Chesebro, Safety
M. Cresswell, Hydraulics

"Caltrans improves mobility across California"

Letter No. 3 California Department of Transportation, Chris Shaeffer, dated April 1, 2009

Response 1

Caltrans is merely indicating that the Level of Service and operational analysis presented within the EIR are adequate. No further response is required.

Response 2

The revisions have been made to reflect this comment. These revisions are presented within **Section 4.0, Minor Edits to the Draft EIR.**

Response 3

On December 15, 2008, the project applicant's engineer contacted Caltrans regarding the proposed redesign of the corner at Highway 246 and 12th Street that would not involve relocating the power pole. This proposed redesign is presented in the Draft EIR. Caltrans replied on the design of the configuration indicating that "the pole measures at over 20 feet from the mainline #2 lane etc." and could remain. In addition, Caltrans replied that the redesign was a "viable option assuming the clearances work." The proposal for this layout is strictly to avoid the relocation of the existing light pole and provide for the right-turn movement of a large truck. The City will require that the westbound right-turn movement from Highway 246 northbound onto 12th Street accommodate Surface Transportation Assistance Act (STAA) dimensions and minimum turning paths to allow trucks to make this movement safely. This has been incorporated into the project as condition of approval.

It is noted that Caltrans requires a two-way left-turn lane (TWLTL) to extend east of the proposed entrance on Highway 246 to accommodate the storage of two exiting passenger cars and then taper back to the existing highway travel-lane width. The City will require this TWLTL to extend through the existing driveway entrance on the south side of Highway 246 and then taper, per Caltrans standards. This is part of the project imposed as a condition of approval.

Response 4

The construction of this project will require protection of this existing conduit, especially in areas that are proposed to have traffic over the conduit. A condition of approval has been included as part of the project that requires that this conduit be protected and additional calculations and structural enhancements be provided to achieve the necessary protection in locations where traffic will cross the conduit.

Response 5

The City will require a condition of approval that the storm water basins be designed per Engineering Bulletin #04-01 for Detention Basin Design Criteria for up to a 25-year event. In addition, condition of approval requires that the storm water must be delivered to the Santa Ynez River via a storm drain. The site must be designed to capture the 100-year event and route storm water to the river through the storm drain and not spill onto the adjacent City property. The City will grant the developer an easement to go through the City property to the east to the river or the developer will be required to drain into the existing arched conduit and upgrade accordingly.

In addition, a condition of approval has been added to the project that all improvements along Highway 246 will require the approval of Caltrans prior to the approval of the Improvement Plans by the City of Lompoc Engineering Department.



Santa Barbara County
Air Pollution Control District

Our Vision Clean Air

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APR 06 2009

CITY OF LOMPOC
PLANNING DIVISION

April 6, 2009

Ms. Lucille Breese, AICP, Planning Manager
City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93438

Re: Draft EIR for Santa Rita Hills Wine Center Project

Dear Ms. Breese:

The Santa Barbara County Air Pollution Control District (APCD) has reviewed the Draft Environmental Impact Report (EIR) for the Santa Rita Hills Wine Center Project. The proposed project includes the development of a three-story, 55-room bed and breakfast hotel including a restaurant and bar, wine-related retail space, a spa, and an event center, which cobined total 51,413 square feet. The construction of two (2) two-story buildings that could be utilized for mixed-use, commercial retail professional office space, dining and wine tasting, totaling 17,132 square feet. There are currently four (4) industrial warehouses on site to be utilized as wine processing and storage facility totaling 83,171 square feet. Parking and landscaping are included in the project.

1

APCD staff generally concurs with the California Environmental Quality Act (CEQA) findings of the Draft EIR and with the proposed mitigation measures, with exceptions noted in the comments below. In particular, the construction mitigations for air quality should be revised to reflect statewide regulations related to portable engines and construction equipment. Specific comments are offered below:

Section 2.0, Executive Summary:

1. **Table 2.0-1, Summary of Project-Specific Impacts, Page 2.0-8:** The first impact presented for air quality in this table includes the statement that, *"Overall, emissions generated during the construction of the proposed project would be well under the SBCAPCD guidelines."* It should be noted that APCD has not adopted CEQA significance thresholds for short-term construction activities. However, mitigations for particulate matter (PM), ozoné precursors (reactive organic compounds and nitrogen oxides) and diesel PM from construction equipment are generally recommended for projects of this nature.
2. **Table 2.0-1, Summary of Project-Specific Impacts, Page 2.0-8 through 2.0-10, Mitigation Measures 4.2-1 through 4.2-6:** These mitigation measures should be revised to delete repetitive measures (for example, the fourth and sixth bulleted items for Measure 4.2-6 are repetitive of Measures 4.2-3 and 4.2-5, respectively). Also, measures should be added to reflect compliance with the following permit requirements and statewide regulations to reduce diesel PM. Changes to these construction mitigation measures should be reflected in Table 2.0-1, as well in Section 4.0, Air Quality, under Construction Impacts:

2

3

Terence E. Dressler • Air Pollution Control Officer
260 North San Antonio Road, Suite A • Santa Barbara, CA • 93110 • www.sbcapcd.org • 805.961.8800 • 805.961.8801 (fax)

- a. All portable diesel-fired engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months. For more information about the PERP program, refer to the California Air Resources Board (CARB) website at www.arb.ca.gov/portable/portable.htm.
- b. Portable engines rated at 50 brake-horsepower or greater must meet specific emissions requirements as outlined in the *Air Toxic Control Measure (ATCM) for Diesel Particulate Matter from Portable Engines* (17 CCR § 93116). The ATCM requires cleaner burning engines to be phased in based on their "tier", which is determined by a number of factors. Engines rated as "Tier 0" are phased out beginning January 1, 2010. APCD recommends the use of Tier 1 engines at a minimum, and the use of Tier 2 engines or greater to the maximum extent feasible. For more information, refer to the California Air Resources Board website at www.arb.ca.gov/regact/2007/perp07/froatcm.pdf.
- c. Fleet owners of mobile construction equipment are subject to the CARB *Regulation for In-use Off-road Diesel Vehicles* (13 CCR Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- d. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible. State law (13 CCR Chapter 10, § 2485) requires (with some exceptions) that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:
 - Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location,
 - Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 100 feet of a restricted area (homes and schools).

3

Section 4.2, Air Quality

3. **Introduction, Page 4.2-1:** The third sentence in the first paragraph of this section includes a reference to "*SBCAPCD's Guidelines for the Implementation of the California Environmental Quality Act of 1970.*" This reference should be changed to *SBCAPCD's Environmental Review Guidelines for the Santa Barbara County Air Pollution Control District*, which were developed based on the State of California Office of Planning & Research (OPR)'s CEQA Guidelines. This comment also applies to the text at the bottom of Page 4.2-18, under the *CEQA Air Quality Guidelines* subheading.
4. **Impact Analysis, Operational Impact Thresholds, Toxic Air Contaminant Thresholds, Page 4.2-37:** The second sentence of this section states that Toxic Air Contaminants (TACs) are, "...defined under California law as air pollutants that have carcinogenic effects." California Health and Safety Code § 39655.a. defines TAC as "*an air pollutant which may cause or*

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contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health..." TAC's also include pollutants that have acute and chronic non-cancer health effects.

5

5. **Impact Analysis, Operational Impacts, Project Consistency with the CAP, Page 4.2-44:** APCD's Scope and Content document, Page 13, offers guidance for indentifying projects' consistency with the Clean Air Plan. The last paragraph on Page 13 states that, "*Commercial or industrial projects will be judged consistent with the CAP if they are consistent with APCD rules and regulations.*" Therefore, APCD recommends adding a discussion of the proposed project's consistency with the following permit and/or rule requirements related to construction, demolition or renovation activities, and winery operations:

- a. If contaminated soils are found at the project site, the APCD must be contacted to determine if Authority to Construct and/or Permit to Operate permits will be required.
- b. Prior to land use clearance, the proposed winery shall apply for, and obtain, either written permit exemptions or Authority to Construct permits from the APCD for winery-related equipment (fermentation and storage tanks, emergency standby generators, fire water pumps and boilers) as subject to APCD Rules and Regulations. The application forms can be downloaded from www.sbcapcd.org/eng/winery/winery.htm.
- c. Pursuant to the National Emissions Standards for Hazardous Air Pollutants – Subpart M, Emissions Standards for Asbestos (APCD Reg. X), the applicant should determine whether the structure(s) proposed for demolition contains asbestos that is friable or has the potential to become friable during demolition or disposal. If the structure does contain friable asbestos, the asbestos should be removed by a contractor that is state certified for asbestos removal. The project proponent is required to complete the "Asbestos Demolition/Renovation Notification" form (which can be downloaded from the APCD website at www.sbcapcd.org/biz/asbestos.htm) for each regulated structure to be demolished or renovated, regardless of whether asbestos is present or not. The completed form should be mailed to the Santa Barbara County Air Pollution Control District no later than 10 working days prior to starting work on the regulated structure.

6

6. **Impact Analysis, Project Consistency with the CAP, Page 4.2-44:** This section should be revised to reflect the most recent Clean Air Plan (CAP), which is the 2007 CAP, and the emission inventory that was used in the 2007 CAP, which is the 2002 Emission Inventory. This comment also applies to the *Cumulative Impacts* discussion on Page 4.2-45, second sentence in the fourth paragraph.

7

7. **Impact Analysis, Global Climate Change Impacts, Table 4.2-11, Page 4.2-48:** The bottom row of this table presents "*Total Annual Existing Emissions.*" It appears that this table is for operations of the proposed project, therefore this row should be revised to state, "*Total Annual Operational Emissions.*"

8

8. **Mitigation Measures, Construction Mitigation Measures, Pages 4.2-49 through 4.2-51:** These measures should be revised as stated in comment number 2 of this letter.

9

APCD Comments on Draft EIR for Santa Rita Hills Wine Center
April 6, 2009
Page 4

Thank you for your consideration of our comments. If you have any questions related to the comments, please contact me at 961-8838 or by e-mail at mmp@sbcapcd.org.

Sincerely,



Molly Pearson
Air Quality Specialist
Technology and Environmental Assessment Division

cc: Project File
TEA Chron File

Letter No. 4 Santa Barbara County Air Pollution Control District, Molly Pearson, dated April 6, 2009

Response 1

Revisions to the EIR have been made to reflect this comment. These revisions are presented within **Section 4.0, Minor Edits to the Draft EIR**, of this document.

Response 2

The discussion in Section 2.0, Executive Summary, of the Draft EIR has been revised to state that air quality mitigations for particulate matter (PM), reactive organic compounds (ROC), nitrogen oxides (NO_x), and diesel PM from construction equipment would reduce project construction-related impacts to a less than significant level. The text is presented in **Section 4.0, Minor Edits to the Draft EIR**.

Response 3

The list of mitigation measures have been revised to eliminate repetitive measures and are presented in **Section 4.0, Minor Edits to the Draft EIR**, of this document. Additional measures have been included in accordance with Santa Barbara County Air Pollution Control District (SBCAPCD) recommendations.

Response 4

The comment has been addressed and the reference to the SBCAPCD *Environmental Review Guidelines for the Santa Barbara County Air Pollution Control District* has been corrected in Section 4.2, Air Quality, and is shown in **Section 4.0, Minor Edits to the Draft EIR**, of this document.

Response 5

The definition of “toxic air contaminant” (TAC) has been rephrased to match the definition found in California Health and Safety Code Section 39655(a) in **Section 4.0, Minor Edits to the Draft EIR**, in this document.

Response 6

The discussion of the project’s consistency with the Clean Air Plan changes are presented in **Section 4.0, Minor Edits to the Draft EIR**, and has been updated to include a discussion of the project’s consistency with specific SBCAPCD permit and/or rule requirements for construction, demolition or renovation activities, and winery operations, as recommended by the SBCAPCD in this document.

Response 7

The comment has been addressed to reflect the correct language. The heading for Table 4.2-11 has been corrected to refer to the project's operational emissions rather than existing operational emission. All references in the text that refer to this table have also been corrected and are presented in **Section 4.0, Minor Edits to the Draft EIR**, in this document.

Response 8

The list of mitigation measures have been corrected and are located in **Section 4.0, Minor Edits to the Draft EIR**, of this document and have been revised to eliminate repetitive measures. Additional measures have been included in accordance with SBCAPCD recommendations

Response 9

Please refer to **Response 2**, above.

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APR 06 2009

CITY OF LOMPOC PLANNING DIVISION

COASTAL VISION, INC.
Corporate Headquarters:
31826 Village Center Rd. #C
Westlake Village, CA 91361
(818) 991-6629 fax (818) 991-0450

City of Lompoc
Attn: Lucille Breeze, AICP
100 Civic Center Drive
Lompoc, CA 93463

RE: Santa Rita Hills Wine Center
Comments to Draft EIR

Dear Ms. Breeze,

As representative of the Coastal Vision, Inc., the owner of the land adjacent to this project along the north, I would like to submit the following comments to the draft environmental impact report. First I would like to complement each of the parties involved in this project. It is very apparent that the project is well thought out and that it will be a significant community benefit to the City of Lompoc once complete. Over all the environmental impact report is well written and accurate but I did find a few errors that should be addressed.

The first is in the Hydrology and Water Quality section. The text and diagram in section 4.5-3 conflict each other. This text states that existing storm water drains to the south west. The diagram that is also included shows the flow to the north east. Based on years of personal observation and knowledge of the existing topography I can state that the diagram is correct and that the text is in error.

1

My next comment is related to the **Noise section 4.7-23**. The project will have loading docks along the north of warehouse. These would be the closest source of noise to any of residential structures within our project. The environmental impact report already has a mitigation measure to address this potential impact.

“4.7-6 The applicant to the proposed project shall include signage at the load docking areas of the wine production and storage facility that will require any trucks delivering goods to the project site to shut off their engines while docking. This will promote a decrease in noise produced by the loading dock facilities associated with the wine production and storage facility on the proposed project site.”

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However: I would suggest an additional condition that would limit loading and unloading to normal business hours. I would propose from 8 am to 4:30 pm, but anything along these lines would be an insignificant burden on applicant yet a significant reduction of the impact.

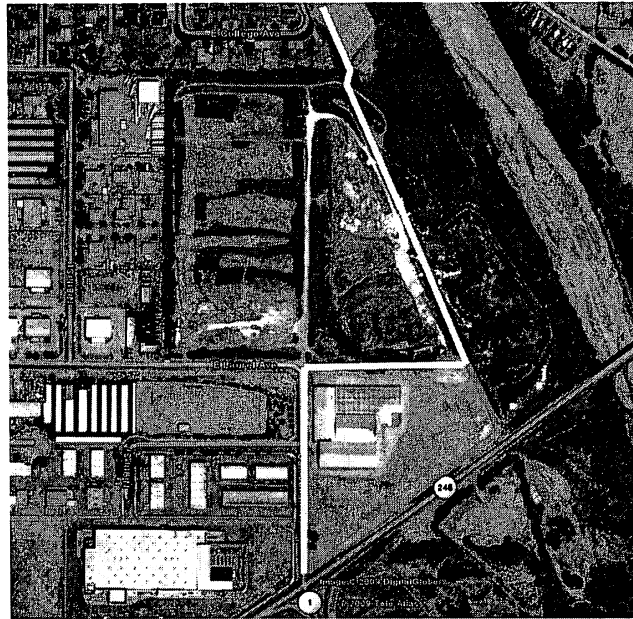
Transportation and Circulation: Construction impacts: Minimal impact to our project, none if they start work first. No comment suggested.

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Section 4.8-19 under transportation and circulation recommends that this third access not be built and that a reciprocal access agreement be made with River Terrace project for a fourth Shared Access Driveway that will align with Laurel Avenue. Representatives from applicant and our own engineering have already met regarding this possibility and we are agreeable to accommodating the suggestion.

There is one design element to which I take exception. The Transportation and Circulation which discusses found no impact. I disagree. The project proposes a class II bike path along 12th street on the project's western side. [4.6-7] This bike path would be crossed by 3 or 4 driveways depending on the final plan circulation plan adopted. Two of the driveways would be used primarily by truck traffic. Add that trucks would be backing into the warehouses on 12th near Industrial way. These hazards could all be avoided if the bike path were located along the eastern property line from the River Terrace site to Ocean. This is a logical extension of the bike path will be built as part of River Terrace.

The air photo to the right shows in green the Class 1 bike path that will be installed as part of the River Terrace project. As suggest now in the current plan in the bike path will continue along the yellow line. My suggestion is for the bike path to continue along the blue line. This would keep the path as class 1 all the way to the Hwy 1 intersection and reduce the number of crossings and potential hazards. This would also keep the path along the river longer rather than going between houses and warehouses as currently proposed.



Additionally, most of the major cycling events (such as Aids Ride) currently have the cyclists spend the night at River Park. The blue path would create a friendlier and more direct path.

Thank you all in advance for your attention to these items.

Sincerely,
Coastal Vision, Inc.

Carlos C Yanez
Santa Barbara Division President

Letter No. 5 Coastal Vision, Inc., Carlos C. Yanez, received April 6, 2009

Response 1

As presented in **Section 4.0, Minor Edits to the Draft EIR**, the comment has been changed to reflect the on-site flow as moving to the northeast.

Response 2

The project applicant will be limited to loading dock activities between the hours of 7:00 AM and 10:00 PM, in accordance with the City's Noise Ordinance. Any more restrictive requirement is at the discretion of the City Council and is presented here for consideration. It should be noted that loading dock operations were considered to be mitigated to a less than significant level.

Response 3

The comment is noted and does not pertain to the adequacy or completeness of the Draft EIR. No further response is required.

Response 4

The comment references the combination driveway entrance for the River Terrace project and the proposed Santa Rita Hills project. This is a requirement included as condition of approval and will incorporate the need to align the entrance/exit with the Laurel Avenue intersection such that traffic exiting the site will line up with the Laurel Avenue westbound lane.

The comment discusses the Class II bike lane that will be provided along 12th Street. The requirement to provide a Class II bike lane along the west and east sides of 12th Street will remain, per conditions of approval for the project. The comment has been noted for the decision-makers and would require an amendment to the Circulation Element of the General Plan.



April 6, 2009

Ms. Lucille Breese, Principal Planner
 City of Lompoc
 100 Civic Center Plaza
 PO Box 8001
 Lompoc, CA 93438
L_BREESE@ci.lompoc.ca.us

RECEIVED
 APR 06 2009
 CITY OF LOMPOC
 PLANNING DIVISION

RE: Comments on Santa Rita Hills Wine Center Draft EIR Volume I, SCH No. 2008081067 prepared for the City of Lompoc by Impact Sciences, February 2009

Dear Ms. Breese,

The following comments are submitted by Urban Planning Concepts, Inc., after review of the Santa Rita Hills Wine Center Draft EIR Volumes I and II. Urban Planning Concepts, Inc., is the agent for the Santa Rita Hills Wine Center, LLC, a proposed resort hotel and spa, restaurants, and retail commercial development located at the northeast corner of Highway 246 and Twelfth Street, known as APN# 099-141-022 and addressed as 300 North Twelfth Street, Lompoc. Please consider the following comments:

1. The project description should be corrected to reflect 68,545 square feet of proposed development instead of 151,716 square feet. The four existing industrial buildings and outdoor covered loading areas total 83,171 square feet of existing site coverage. This change should be reflected throughout the document, especially when characterizing impacts.
2. The Tentative Parcel Map is referenced on the title page of the document as LOM 582 but there is no text or exhibit included in the document. Please add references and exhibit.
3. Please clarify that all references to "Construction-Related Activities" are "short-term" impacts throughout the document.
4. Please see attached comment letter dated April 3, 2009 from Brianna M. Daniels, P.E., Penfield and Smith regarding the Santa Rita Hills Winery Traffic Related Discussions and Conditions with attached exhibits to illustrate revisions or proposed conditions.

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Page (P) Table (T) Figure (F)	Comments
P 2.0-10	We recommend that mitigation measure 4.2-4 be deleted as it does not apply to this project site. The project site is only 9.6 acres and the condition applies to sites larger than 15 acres.
P 3.0-5	Please correct project description to clarify existing building square footage of 83,171 sf versus proposed development of 68,545 sf.
P 3.0-6	Table 3.0-1 should be revised to identify 83,171 sf of existing building area and reflect the net increase of 68,545 sf.

F 3.0-7 - 3.0-9	<p>We suggest the following figure labeling to provide a clearer description for public reference:</p> <p>3.0-4 Section B – Partial West Elevation at Event and Guest Parking 3.0-5 South Elevation from Highway 246 Section A – Partial East Elevation at Wine and Food Terrace 3.0-6 West Elevation from Wine Production and Storage Building</p>															
F 3.0-10	<p>Figure is confusing, should be placed on two pages as originally submitted with corresponding labeling.</p>															
P 3.0-12	<p>Based on the recent revisions to the Parking Ordinance that apply to wineries, the applicant is selecting Option C for this project. Option C requires 1 space per 1,500 square feet of warehouse plus 1 space for each full time employee. This will result in 53 parking spaces for the storage facility.</p> <table border="1" data-bbox="561 663 1162 867"> <thead> <tr> <th>Required Parking for Existing Wine Storage</th> <th>Building Square Footage</th> <th>Option C</th> </tr> </thead> <tbody> <tr> <td>Storage and Processing Area</td> <td>75,000</td> <td>50</td> </tr> <tr> <td>Employees</td> <td>3</td> <td>3</td> </tr> <tr> <td>Tasting & Office</td> <td>2,000</td> <td>N/A</td> </tr> <tr> <td>Total</td> <td>77,000</td> <td>53</td> </tr> </tbody> </table>	Required Parking for Existing Wine Storage	Building Square Footage	Option C	Storage and Processing Area	75,000	50	Employees	3	3	Tasting & Office	2,000	N/A	Total	77,000	53
Required Parking for Existing Wine Storage	Building Square Footage	Option C														
Storage and Processing Area	75,000	50														
Employees	3	3														
Tasting & Office	2,000	N/A														
Total	77,000	53														
P 3.0-17	<p>Correct discussion to reflect the project description. Sewer is going to the north to the River Terrace project.</p> <p>Penfield & Smith conducted a thorough sewer analysis to determine the most feasible discharge location for the site. Information was provided by the property owner to the north, the River Terrace project, regarding their site design and sewer capacity. It was determined that the existing system to the west was near capacity and would require numerous pipe upgrades to accept the proposed project flows. Therefore, it is proposed that sewage flows from the Santa Rita Hills Wine Center Project be directed to the north, utilizing the future infrastructure to be installed as part of the River Terrace Project.</p> <p>Memo dated May 23, 2008 from Penfield and Smith is attached.</p>															
P 4.1-25	<p>Policy 4.6 Consistency: "The number of trees that would line the proposed project boundary would approximately be 65 canopy and/or aspect trees."</p> <p>The conceptual landscape plan included 42 trees along SR-246 and 12th Street. This plan considered the power lines along 12th Street as well as locating all landscaping on the applicant's property; no landscaping is proposed in the Cal Trans right of way. We believe that the 42 trees along SR-246 and 12th Street are consistent with Policy 4.6.</p>															
P 4.1-26	<p>Change "tract map approval" to "zoning clearance" in mitigation measure 4.1-1</p>															
P 4.2-52	<p>We will comply with standard Title 24 requirements per mitigation measure 4.2-8</p>															
P 4.2-52	<p>SBCAPCD Energy Conservation Measures will apply to the proposed project, not the existing storage buildings.</p> <p>We have already incorporated most of the mitigation measures included in 4.2-9. We will not be using photovoltaic and wind generators.</p>															
P 4.2-34	<p>Although the number of existing vehicle trips to the site are currently minimal and no credit will be given for existing emissions, an estimate of three daily trips for wine storage employees should be included in this discussion.</p>															
P 4.2-35	<p>We recommend that the "sensitive receptors" distance/radius be included in this section.</p>															

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P 4.2-45 P 4.6-4 P 4.6-5	The applicant's project description includes the possibility for live work units. This potential use should not be excluded.		17
P 4.3-17	Due to the placement of Building "A" and the proximity to the PG&E pole, both cork oak trees will be removed.		18
P 4.3-21	The placement of a solid fence will preclude all access and not be visually appealing. Mitigation 4.3-2 should be revised to include low decorative fencing with the ability for access through a gate. No trespass signage can be posted at the edge of the project in conjunction with the transition from landscaped area to natural area to discourage access until such time that public trails are in place.		19
P 4.4-16	Please correct text to state that the existing storm water drains to the north east, not the south west.		20
P 4.6-10	Policy 2.1 states, "The City shall require undergrounding of existing overhead utility distribution lines in association with new development and for major remodeling projects." This policy does not address the technical issues and expense of undergrounding high voltage lines. The lines along 12 th Street are 115 kv lines that are not as easily undergrounded as other lines due to the requirement for cooling which causes a significant increase in cost. We request an exemption from this policy for the 115 kv lines.		21
P 4.6-12 and P 4.6-14	Policy 17.2 and 2.2 state the proposed detention basin and drainage system will reduce the amount of runoff compared to the existing conditions by approximately 5.5%. Page 2.0-24 states a decrease of 32%. Based on Sheet 8 of the revised Penfield and Smith Drainage Report the decrease in discharge are as follows: 100-yr storm event: decrease in discharge of approximately 38% 25-yr storm even: decrease in discharge of approximately 17%		22
P 4.8-1	The year on the Rick Engineering traffic study should be 2009, not 2008.		23

Sincerely,



Frances Romero, Senior Planner
 Urban Planning Concepts

Enc: Memo dated April 6, 2009 from Brianna M. Daniels, P.E. RE: Santa Rita Hills Winery Traffic Related Discussions and Conditions

Memo dated May 23, 2008 from Joshua Roberts, P.E., Penfield and Smith re: River Terrace Sewer System

Cc: Mark Hudgens
 Project Team
 File

Letter No. 6 Urban Planning Concepts, Inc., Frances Romero, dated April 6, 2009

Response 1

Revisions to the EIR have been made to reflect this comment. These revisions are presented in **Section 4.0, Minor Edits to the Draft EIR**, of this document.

Response 2

Figure 3.0-11, Tentative Parcel Map, has been included in Section 3.0, Project Description, to illustrate the tentative parcel map as LOM 582.

Response 3

The comment has been clarified and additional language has been added to inform the reader on page 4.0-1, which is presented in **Section 4.0, Minor Edits to the Draft EIR**.

Response 4

Please refer to the responses to comments to Attachment No. 1, which follow this letter.

Response 5

Mitigation Measure 4.2-4 has been deleted from the document, as it does not apply to the project site. The project site is only 9.6 acres and the measure applies to sites larger than 15 acres. This revision is presented within **Section 4.0, Minor Edits to the Draft EIR**, of this document.

Response 6

The correct project description of the proposed project has been clarified to reflect development of 68,545 square feet with the conversion of 83,171 square feet of the four existing industrial buildings for use as a wine production and storage facility.

Response 7

This comment has been reflected to show the correct square footage of the proposed development of the proposed project. This is presented in **Section 4.0, Minor Edits to the Draft EIR**.

Response 8

The comment has been addressed to reflect the division of Figure 3.0-10 into two figures, **3.0-10a** and **3.0-10b**, which are provided in **Section 4.0, Minor Edits to the Draft EIR**.

Response 9

Revisions to the EIR have been made to reflect this comment. These revisions are presented within **Section 4.0, Minor Edits to the Draft EIR**, of this document.

Response 10

The attached memo from Penfield and Smith is in regards to taking the sewer north through the proposed River Terrace sewer. However, the River Terrace sewer is not constructed, nor are there easements in place to propose the sewer construction across the River Terrace property. Therefore, a condition of approval was added to the project (WW 15) that provides two options for upgrading existing sewer mains to allow for the proposed project to gravity feed to the existing sewer treatment plant. However, if during the design phase of the Santa Rita Hills project and prior to construction, the sewer for the River Terrace project were installed, the City would coordinate with the developer to review the possibility of making this the location of connection to the City's sewer system.

Response 11

The comment has been addressed and updated to reflect the correct amount of planned trees along SR-246 and 12th Street. See **Section 4.0, Minor Edits to the Draft EIR**.

Response 12

Revisions to the EIR have been made to reflect the conditions of approval which requires the approval of a lighting plan prior to issuance of any permit for the project. These revisions are presented within **Section 4.0, Minor Edits to the Draft EIR**, of this document.

Response 13

The comment is noted and does not pertain to the adequacy or completeness of the Draft EIR. No further response is required.

Response 14

The use of photovoltaic and wind generators was removed from **Mitigation Measure 4.2-9** of the Draft EIR. These are considered to be existing components of the project as indicated by the applicant's representative. The updated information is presented in **Section 4.0, Minor Edits to the Draft EIR**.

Response 15

Revisions to the EIR have been made to reflect this comment. Existing daily trips due to uses on the project site amount to approximately three trips. This revision is presented within **Section 4.0, Minor Edits to the Draft EIR**, of this document.

The discussion of existing motor vehicle trips to the project site has been added and is contained within **Section 4.0, Minor Edits to the Draft EIR**, of this document, which has been updated to indicate the approximate number of existing daily trips due to wine storage employees.

Response 16

Revisions to the EIR have been made to reflect this comment. These revisions are presented within **Section 4.0, Minor Edits to the Draft EIR**, of this document.

Response 17

The text has been corrected to reflect the appropriate language as described in the project description. Refer to **Section 4.0, Minor Edits to the Draft EIR**, of this document for the change. Please note that the live/work units are not allowed in the PCD designation, and a future use of such may require additional discretionary actions and/or environmental review.

Response 18

The City's Urban Forester has included a condition of approval on the project requiring the cork trees be retained. No change to the Draft EIR has been made.

Response 19

As mentioned in the Draft EIR and included as mitigation, fencing shall be placed between the edge of development and the SYR riparian zone to deter access into this area. In order to clarify performance criteria as requested by CDFG (refer to **Letter No. 3, Response 5**), the following language has been added to **Mitigation Measure 4.3-2**: "A series of morning surveys inside the property shall be conducted to assess how many animals are getting through the fence. The surveys should be once per week for two

months. A biologist shall count the number of animals sighted directly plus the number of sign observed (tracks, scat). A biologist shall also conduct a limited live-trap survey. If the number of animals detected inside is low (0–5 per week) and limited to small mammals and herps, then the no additional fencing would be needed. If the numbers are greater, or if larger mammals (coyote, raccoon, gray fox, opossum) are accessing the property, then other alternatives shall be considered. Such alternatives could include a solid wall, a shortened solid wall, or smaller mesh wire at the bottom of the existing fence. If deer are entering the property, perhaps the fence would potentially need to be raised (the top of the fence would need to be several feet higher above the ground). “

Response 20

The text has been corrected to reflect the correct drainage pattern. See **Section 4.0, Minor Edits to the Draft EIR**, of this document for the change.

Response 21

This comment is a planning issue and does not pertain to the adequacy or completeness of this EIR. The request to be exempted from this policy is the decision of the City Council.

Response 22

Revisions to the EIR have been made to reflect this comment. These revisions are presented within **Section 4.0, Minor Edits to the Draft EIR**, of this document.

Response 23

Revisions to the EIR have been made to reflect this comment. These revisions are presented within **Section 4.0, Minor Edits to the Draft EIR**, of this document.



Penfield & Smith
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tel 805-925-2345 • fax 805-925-1539

MEMORANDUM

TO: City of Lompoc
FROM: Brianna M. Daniels, P.E.
Penfield & Smith
SUBJECT: Santa Rita Hills Wine Center
Draft EIR
Prepared by: Impact Sciences
WORK ORDER: 18351.03
DATE: April 6, 2009

This memo is in response to the above stated draft EIR prepared by Impact Sciences. The report identified several considerations and mitigation measures in Section 4.8, Transportation and Circulation. Our response to these considerations and mitigation measures is presented below.

Discussion on Page 4.8-19:

"...consideration should be given to aligning the southern access driveway with the Home Depot driveway located approximately 200 feet north of Highway 246.

Response:

Aligning the southerly access on 12th Street with the Home Depot Driveway would locate this access point less than 80' from the ECR at the intersection of 12th Street and Highway 246. While this recommendation is ideal to prevent driver confusion, it creates the possibility for a backup onto Highway 246 and is therefore not recommended for further analysis.

1

Discussion on Page 4.8-19:

"It is not recommended that the Third (northern) Access Driveway be constructed as indicated on Figure 3.0-3, due to its close proximity of the adjacent proposed River Terrace driveway to the north. Instead, it is recommended that a reciprocal access agreement be made with the approved River Terrace project and the Fourth (Internal) Shared Access Driveway be used to access the shared driveway that will align with Laurel Avenue.

Response:

Historically, access has been provided to the existing building through this driveway. Initial site design for the Santa Rita Hills Wine Center was predicated on the continued usage of this access point. A shared access utilizing the driveway shown on as part of the River Terrace Project is not a desirable solution as it changes an existing usage pattern. The preferred solution would be that the City of Lompoc

2

require the River Terrace driveway be relocated to the existing driveway location, to coincide with the future Santa Rita Hills Wine Center. This option would provide additional parking spaces for both projects and maintain historic traffic patterns. A reciprocal access agreement would be required. See the attached "4.8-19 DEIR Comment Response, Proposed River Terrace Parking" Exhibit.

2

Mitigation Measure 4.8-10:

"A two-way left turn lane shall be constructed from the terminus of the existing westbound left turn lane at the signalized intersection of SR-246/12th Street to the east along the frontage of the project. This will provide storage for eastbound left-turning vehicles into the main access driveway and eliminate potential conflicts between eastbound and westbound left-turning vehicles between the two intersections by providing nearly 400 feet of storage for both movements.

3

Response:

The site entrance will be modified to accommodate a two-way left turn lane between 12th Street and the Highway 246 entrance to the project. Per the Caltrans comment letter dated April 1, 2009, this two-way left turn lane will extend beyond the main access far enough to accommodate the storage of two exiting passenger cars turning left out of the driveway. A taper will then be provided to transition back to the existing highway striping. It should be noted that the two-way left turn lane will be designed in accordance with Caltrans Standard Specifications, but that the full width of the TWLTL will not extend along the entire frontage of the project. See the attached "4.8-10 Highway 246 Proposed Striping" Exhibit.

Mitigation Measure 4.8-12:

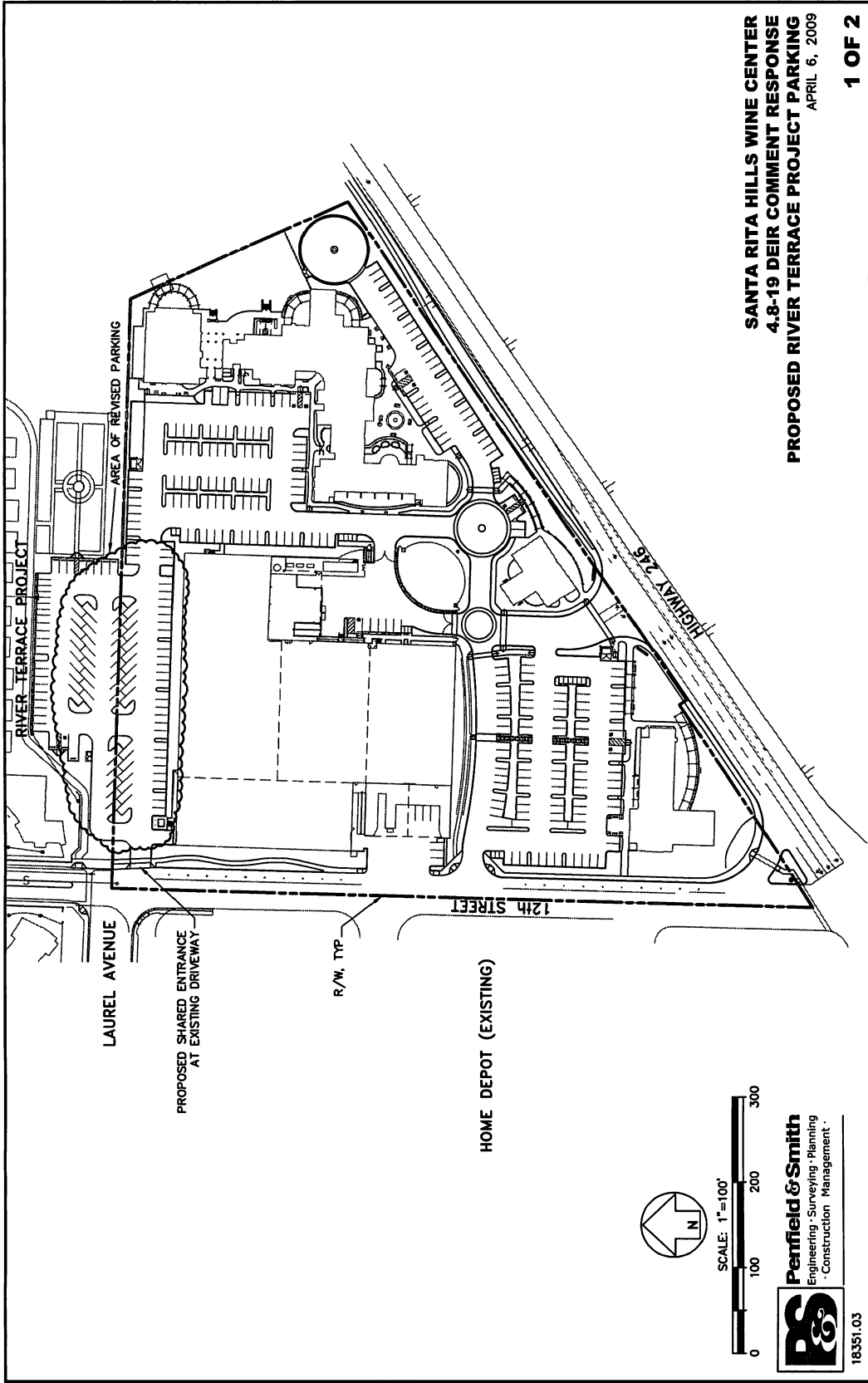
"Caltrans STAA trucks shall be restricted to the external loading dock on 12th Street. Trucks with AASHTO 1990 SU dimensions or smaller can safely perform all turning movements at the main access driveway on Highway 246 and the second (southern) access driveway on 12th Street. On-site circulation of the smaller (AASHTO 1990 SU dimensioned) trucks shall be limited to the drive aisles between the main access driveway on Highway 246 and the internal loading dock and the second (southern) access driveway and the internal loading dock."

4

Response:

The main access driveway was modified to accommodate a larger turning radius in the event a truck should attempt to enter at this location. Internal circulation was also modified between the access point and the loading docks of the existing building. See the attached "4.8-12 Revised Island and Driveway Exhibit" for the revised driveway entrance layout. The main entrance is intended for use by customers and smaller vehicles. However, for added safety and redundancy, the main entrance can accommodate a Caltrans STAA truck.

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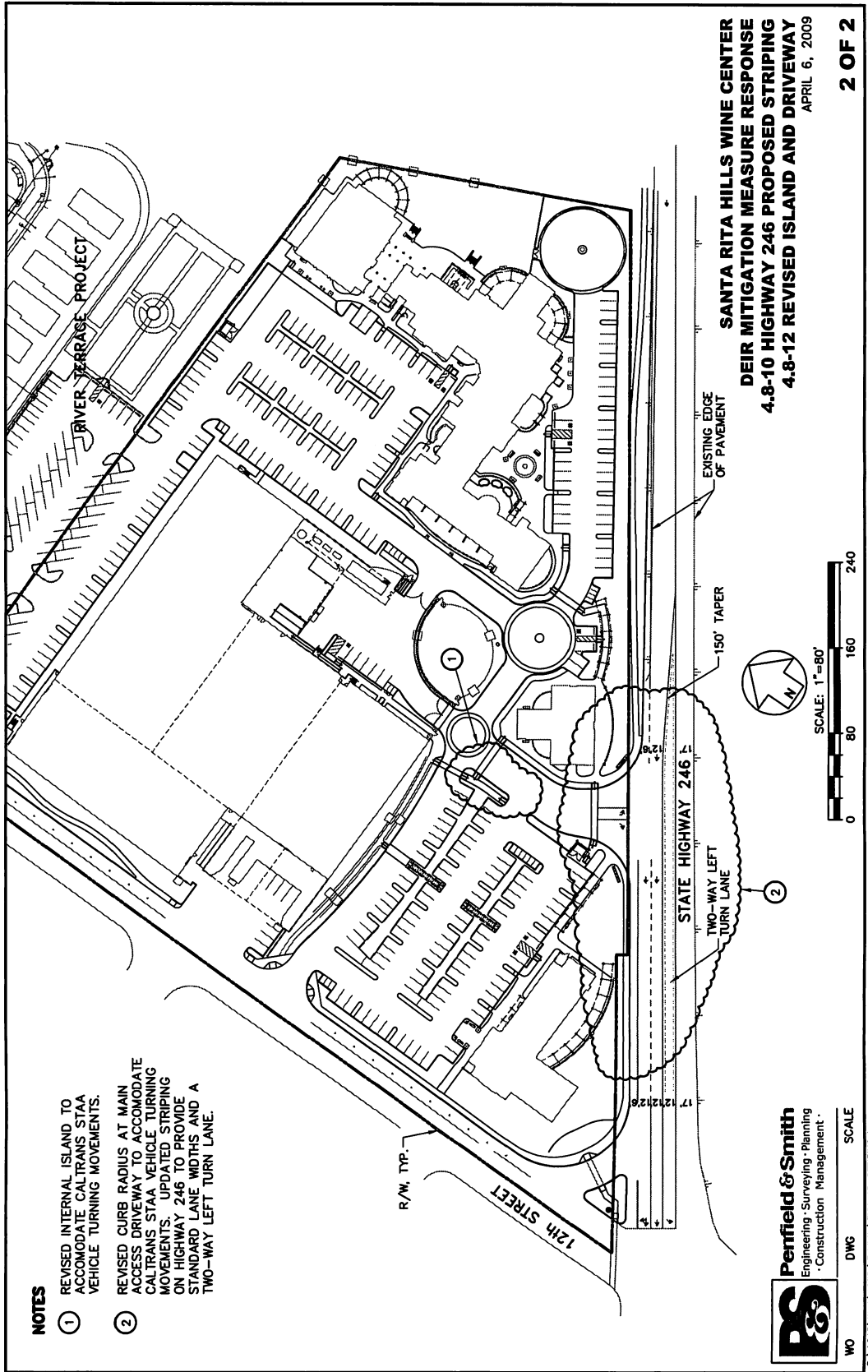


SANTA RITA HILLS WINE CENTER
4.8-19 DEIR COMMENT RESPONSE
PROPOSED RIVER TERRACE PROJECT PARKING
 APRIL 6, 2009
1 OF 2

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18351.03

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NOTES

- ① REVISED INTERNAL ISLAND TO ACCOMMODATE CALTRANS STAA VEHICLE TURNING MOVEMENTS.
- ② REVISED CURB RADIUS AT MAIN ACCESS DRIVEWAY TO ACCOMMODATE CALTRANS STAA VEHICLE TURNING MOVEMENTS. UPDATED STRIPING ON HIGHWAY 246 TO PROVIDE STANDARD LANE WIDTHS AND A TWO-WAY LEFT TURN LANE.

**SANTA RITA HILLS WINE CENTER
 DEIR MITIGATION MEASURE RESPONSE
 4.8-10 HIGHWAY 246 PROPOSED STRIPING
 4.8-12 REVISED ISLAND AND DRIVEWAY
 APRIL 6, 2009**

2 OF 2

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WO DWG SCALE
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Attachment No. 1 Penfield and Smith, Brianna M. Daniels, dated April 6, 2009

Response 1

The comment is noted by the City of Lompoc Engineering Division. No revisions to the EIR have been made.

Response 2

The comment discusses using the existing driveway at the intersection of 12th Street and Laurel Avenue. However, the historical traffic patterns and the proposed traffic patterns will be dramatically different; thus, some revision to the design of this access point is required. A condition of approval for the project will require a shared driveway with the River Terrace project site and a construction, access, and maintenance easement. In addition, another condition of approval will provide for a shared access and align the entrance/exit with the Laurel Avenue intersection such that traffic exiting the site will line up with the Laurel Avenue westbound lane.

Response 3

The comment is noted by the City of Lompoc Engineering Division. No revisions to the EIR have been made.

Response 4

The comment is noted by the City of Lompoc Engineering Division. No revisions to the EIR have been made.



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MEMORANDUM

TO: Frances Romero
FROM: Joshua Roberts, P.E.
SUBJECT: Wine Center Project
WORK ORDER: 18351.01
DATE: May 23, 2008

Based on preliminary analysis of the proposed River Terrace sewer system, it appears that there is sufficient capacity (without up-sizing) to handle flows developed by the Wine Center Project. This assertion is based on our own calculations and data provided by Triad/Holmes. It appears that the original sewer design basis for River Terrace included flows from the Fess Parker Winery (now the Wine Center). Proposed flows from the Fess Parker project were over four times proposed flows from the Wine Center (146,000 GPD vs. 32,000 GPD).

RECOMMENDATION: Coordinate with the River Terrace project developer to extend an 8" sewer to Laurel Avenue with a new man hole in Laurel.

1

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Complete sewer calculations for River Terrace do not appear to be readily available. Sewer calculations provided by Triad/Holmes appear to be in regard to the existing 6", adjacent to the Wine Center, that extends down Chestnut to 3rd and relate to the Fess Parker Winery project (now the Wine Center).

To analyze capacity of the proposed River Terrace sewer system we produced our own estimates of loading based on the project's layout and assumptions of unit loading. Unit loading assumptions are based on values published by Laguna County Sanitation District (S.B. Co.) as the City of Lompoc does not publish values. LCSD unit loading values are generally considered very conservative.

Sewer system pipe sizing values are typically determined based on Peak flow. Peak flow within any pipe segment typically may not exceed 75% of the pipes capacity. For preliminary analysis purposes Peak flow is assumed to be four times average unit flow.

1

	Average Flow Range GPD	Peak Flow Range GPD	% Full
River Terrace	17,300 to 85,900	69,200 to 343,600	27 to 39
Wine Center	31,700	31,700	
Combined	49,000 to 117,600	196,000 to 470,400	45 to 56*

*Up sizing pipe segment 'C' shown on the attached calculations would result in a system-wide % Full of less-than 50% during peak flow conditions.

Including Fess Parker Winery flows in the River Terrace system (as it appears was designed) would result in a system % Full of approximately 75%.

Attachment No. 2 Penfield and Smith, Joshua Roberts, dated May 23, 2008

Response 1

This memo from Penfield and Smith is in regards to taking the sewer north through the proposed River Terrace sewer. However, the River Terrace sewer is not constructed, nor are there easements in place to propose the sewer construction across the River Terrace property. Therefore, a condition of approval was added to the project that provides two options for upgrading existing sewer mains to allow for the proposed project to gravity feed to the existing sewer treatment plant. However, if during the design phase of the Santa Rita Hills project and prior to construction, the sewer for the River Terrace project were installed, the City would coordinate with the developer to review the possibility of making this the location of connection to the City's sewer system.

Santa Rita Hills Wine Center DEIR Comments

Errin Briggs
214 South C Street
Lompoc, CA 93436
(805) 448-6903

April 6, 2009

Lucille Breese, Planner
City of Lompoc Planning Department
100 Civic Center Plaza
Lompoc, CA 93436

Dear Ms. Breese,

Thank you for considering my comments on the Santa Rita Hills Wine Center Draft EIR. It gives me great pleasure to see such a project moving forward in the City of Lompoc planning process. Indeed, this is the type of development that the City desperately needs, a project that will not only serve to compliment the local wine industry but also provide a high-end destination for people to enjoy and learn about the wines that our area and talented winemakers can produce. The new wine center will also create many short-term and permanent jobs in a softening economy and become an asset to the Lompoc community. My comments are as follows:

1. Tentative Parcel Map. The project description states that the existing 9.6-acre site would be split into four resultant parcels yet the DEIR does not contain the proposed parcel map. I assume that each of the unique uses would be located on respective parcels; the wine storage buildings, the hotel and spa building, and the two commercial buildings each would be contained on separate parcels. The DEIR does not discuss the reason for such a request, nor does it evaluate the effects, either positive or negative of doing so.

1

While splitting the existing site into four resultant parcels makes a lot of economic sense for the developer as he could sell the lots individually, I am struggling to understand why this would be of any benefit to the community. Once the project is constructed, the developer could sell each of these parcels to four different parties, putting them in separate ownership with separate interests. The individual parcels would then begin to function as separate entities, not necessarily working together to compliment the unified vision of the "Santa Rita Hills Wine Center." Separating the ownership of the site would compromise its integrity. What if future owners wish to change the commercial uses or don't agree on paint colors, landscaping, construction materials, signage, etc.? Would there be any conditions of approval that require the site's future uses and design to be compatible with each other? The property would certainly benefit from a unified vision under common ownership.

2

What if the resort portion of the project is constructed but the commercial buildings are not? Is there anything to require that the entire project be built comprehensively? What if one of the resultant lots falls into disrepair and is not maintained properly? The remaining lots (and owners)

3

would suffer. The effects of the Parcel Map request should be discussed in the *Land Use* section of the EIR.

3

I believe the integrity of the site as a whole, and the synergistic uses proposed with this project should remain under common ownership to ensure that the site is always part of one holistic, comprehensive vision. To allow such an important site/project to be parceled off and sold to separate owners would not serve the interest of the community and should not be allowed.

4

2. **Biology.** The Biology section of the DEIR states that a field survey was performed by Tom Olsen Biological Consulting on June 23, 2008 and a second survey was conducted by Impact Sciences on November 7, 2008. Unfortunately both of these surveys were conducted outside the recommended season for botanical surveys in Santa Barbara County, which is April to May. This fact is troubling because the DEIR states that “There is no evidence that special-status biological resources have the potential to occur on the project site.” (page 4.3-7) This is a very strong statement and I wonder how such a statement could be made with such confidence when the surveys were conducted out of season. Many of the special-status botanical species the surveys are intended to locate/identify have very short life-cycles and/or flowering periods and are nearly impossible to identify outside the spring season. In fact, the Olsen report states, “Regardless of the time of year that the environmental analysis begins, a survey of the site should be conducted. The survey should be more intensive than my site visit of June 23, 2008.” (page 4) Olsen further states, “Because the site boundaries were not well marked during the June 23, 2008 survey, there could be some potential for sensitive plant species to be onsite at the margins, particularly on the eastern side. For example, black-flowered figwort is known from riparian habitats in the vicinity. Some plants could be at the eastern edge of the site. As such, a sensitive plan survey at a time of year (re. April to May) when such plants are identifiable should occur.” This statement is in direct contrast to that made on page 4.3-7, that “There is no evidence that special-status biological resources have the potential to occur on the project site.”

5

The fact that the Biologist who performed the original study specifically called for subsequent studies during the proper time of year speaks for itself. The November, 2008 Impact Sciences survey does not address this concern. Additionally, Mr. Olsen states that a survey could be required in the future, prior to construction. However, this type of deferred analysis/mitigation is not permitted under CEQA. The *Biological Resources* section of the DEIR is deficient until a proper botanical survey is conducted and its results are analyzed in conjunction with the potential impacts of the proposed project.

6

Given the fact that the adjacent Santa Ynez River (SYR) native riparian scrub provides excellent habitat for numerous species and serves as the major wildlife corridor in the area, it seems odd that there is absolutely no setback for structural development afforded along this property line. The Event Center and Ballroom Terrace appear to be located co-terminus with the eastern property line. Additionally, a lawn intended to host large events and a paved fire-turnaround are also directly adjacent to the SYR habitat. Again, there is no setback to buffer the high-intensity uses of the project site from the SYR habitat. Any wildlife in this area will be negatively impacted by the site’s intense human presence, vehicle use and possible glare from night lighting.

7

Further, the DEIR states, “The CNDDDB has identified recorded occurrences of the CRLF (California Red-Legged Frog) within the project vicinity.” (page 4.3-9) One can only assume that such occurrences were located along the eastern property boundary in close proximity to the proposed

8

development or on the neighboring “River Terraces” property. Unfortunately the DEIR does not state exactly where and when such sightings occurred yet the blanket statement “There is no evidence that special-status biological resources have the potential to occur on the project site” is made. I disagree. It is well known that the CRLF utilizes upland habitat for hibernation. While standing pools are used for breeding and vegetated banks are used for foraging, it is the burrows located in the upland 300 feet from the watercourse that the frog uses to hibernate for several months of the year. The project has the potential to directly impact the CRLF if it occurs in the project vicinity. Proper surveys specific to the CRLF should be conducted by a qualified biologist during the proper time of year. Given the sandy soils located within the neighboring SYR, similar surveys should be conducted for the Silvery Legless Lizard as recommended by Olsen. Biological resources are an asset to the community and should be protected where appropriate.

8

3. **Visual Resources/Site Design.** In the *Aesthetics* section, the DEIR lists several City of Lompoc Goals and Policies and provides a brief consistency analysis. The consistency analysis essentially says that because trees will be planted, the night-lighting will be reviewed and the “Beautification Commission” will “establish policies and programs to define and enhance the entryways into the City...” that the project will result in less than significant impacts to aesthetics. While I agree that the project will likely not cause significant visual impacts, I do strongly believe that incremental improvements could, and should, be made to the project site design.

9

A basic principle of good design is neighborhood compatibility. I believe the western portion of the site will be compatible with the adjacent Sobhani Business Park and the Home Depot building but the Eastern portion of the site presents a strong contrast to the native riparian vegetation associated with the Santa Ynez River. The proposed three-story, 37-foot tall Resort building will visually dominate the area and loom over the river’s low-lying scrub habitat. The structures that will be built are typical of urban uses yet the site directly borders a rural area and does not “transition” into the immediately adjacent open space. The structural design of the project should respect its surroundings and be toned or stepped down along the eastern property line. Landscaping should be planted between the Resort building and the native vegetation to provide for a smoother and more appealing transition.

10

Goal 5 states “Ensure high-quality design and development.” The accompanying consistency analysis states “The project will include a variety of architectural features, light fixtures, and window designs as detailed on the project plans and landscape plans.” (page 4.1-25) Unfortunately these facts alone do not provide consistency with Goal 5 and Policy 5.1. This site is the gateway to the City of Lompoc, the entrance from two major highways, and as such, is an invaluable visual resource. Every effort should be made to produce the highest quality development possible. Once a project is approved and the site developed, there’s no going back. We must ensure that this project is something that the community will be proud of for years and even decades to come. It is extremely important to get this right, we only have one chance. As mitigation for potentially significant visual impacts, the project’s architecture, site design and landscaping should be peer-reviewed by other design professionals with extensive experience in the field.

11

Granted, the architecture of the individual structures (with the exception of the existing storage buildings) appears to be articulated and of high quality but improvements can always be made. Other design professionals are the only people capable of providing such input despite the best intentions of the Lompoc Planning Department and the Planning Commission/City Counsel. This

12

approach has been extremely successful at the County Planning Department, as well as the Cities of Santa Barbara, Goleta and Solvang.

12

4. **Parking.** The DEIR includes a detailed traffic analysis performed by a registered traffic engineer yet includes absolutely no information, studies or analysis of the proposed parking provisions. There is not even a statement about how the 419 proposed spaces were determined. Why does the project propose 419 parking spaces? Is this the number of spaces that would be required by the City of Lompoc parking requirements for the individual uses proposed onsite? Or is this number the result of a conjunctive use analysis not mentioned in the DEIR or conducted by staff? A full parking analysis should be performed by a registered engineer and discussed in the body of the *Traffic & Circulation* section of the DEIR.

13

For what it's worth, I believe the project is drastically over-parked and will result in yet another open ocean of parking spaces similar to those seen up and down Ocean Road and H Street. Each of the major shopping centers in the City is a perfect example of how not to develop parking areas, i.e. tons of parking spaces visible from the street and no landscaping. The last thing this City needs is another empty parking lot open to public view, especially on arguably the most important visual site the City has approved development on in the last 20 years. One only needs to look next door for God's sake at the Home Depot parking lot developed only three years ago. Please do not make the same mistake again. Basic planning principles tell us to define our street edges with buildings and landscaping and carefully locate parking areas away from public viewing corridors. The 37 parking spaces located in front of the Resort building along the 246 should be removed and replaced with additional plantings and walking paths and/or outdoor spaces for people to gather. Alternatively, the Resort building could be relocated 25 feet to the south along the street frontage and more open spaces created within the interior of the site. Who wants to drive by this site and see parked cars when the architecture and landscaping could be on full display? The two larger parking areas located within the interior of the site should be broken up by landscaped areas to improve water quality and visual appeal. How about a small park-like area with picnic tables or a lawn where people could enjoy a bottle of wine and a lunch purchased on the property? The linear parking area located behind the wine storage buildings is perfect, no changes needed there. And if the reduced parking I'm suggesting is overwhelmed once or twice a year by simultaneous large events, there's ample on-street parking located adjacent to the site and within the neighboring Sobhani Business Park, as well as additional parking in the Home Depot lot. There is not one parking lot in the City where I have ever had a problem finding a parking spot yet almost every parking lot in the City is a total eye-sore. Please don't be afraid of under parking this project.

14

Again, I appreciate the opportunity to provide comments on the DEIR and participate in the public review process. I believe that the Santa Rita Hills Wine Center project will be an invaluable asset to the City of Lompoc once constructed. Please remember that we only get one chance to plan this project. We must give the planning process all our energy and attention so that the community gets the best project possible; a project that we can be proud of.

15

Sincerely,

Errin Briggs

Letter No. 7 Private Individual, Errin Briggs, dated April 6, 2009

Response 1

A revision to the EIR has been made to reflect this comment. This revision includes adding the parcel map as figure. This figure is presented within **Section 4.0, Minor Edits to the Draft EIR**, of this document. The Draft EIR evaluates the environmental impacts of subdividing the parcel in four lots by assessing the impacts of the proposed development on such lots. The Draft EIR is not required to discuss the reason for such a request by the applicant, but to rather assess the environmental effects of the request. The subdividing of the parcel is included as part of the project description to meet the project goals.

Response 2

The comment is noted and does not pertain to the adequacy or completeness of the Draft EIR. The project will operate as a unit with multiple owners, and there will be a property owners' association (POA). Reciprocal parking and access will be recorded on the property, and there will be and a sign program for consistency. Any future changes would have to conform to the City Municipal Code, may require additional environmental review depending on the change, and may require additional discretionary approval and review by the Planning Commission and/or City Council. In other words, the City has procedures to prevent compromising the integrity of the project.

Response 3

The development of the project will be dependent on market conditions, which means that the resort could be constructed before, or even after, the commercial buildings. There is no requirement that the project be constructed comprehensively. Maintenance of the project would be the responsibility of the POA and be enforced through code enforcement action if nuisance issues should occur. Through this process the lots will be maintained properly and not fall into disrepair.

The parcel map is one component of the project. The entire project plan was assessed in the EIR for each environmental issue area. It is not clear what is meant by the recommendation that the effect of the parcel map should be assessed in the land use section of the EIR. Land-use-related issues such as noise, traffic, and air quality related to the development on each of the four parcels is addressed in EIR. In essence, the discretionary action of the parcel map from a land use perspective has been assessed.

Response 4

Please refer to **Responses 1, 2, and 3**. Also note that the City of Lompoc has several shopping centers that operate under separate ownership and this project would use the same principle.

Response 5

A field survey was conducted by botanist Kathy Rindlaub and wildlife biologist Tom Olson on April 30, 2009. At the time of the survey, boundary stakes were in place, which allowed Ms. Rindlaub and Mr. Olson to identify the outer boundaries of the site. The timing of the survey coincided with flowering periods for sensitive plants known in the vicinity. No black-flowered figworts or plants of other federally listed, state-listed, California Native Plant Society (CNPS)-listed, or locally rare plants were found on or near the site. The disturbed condition of the site (a combination of concrete pads, buildings, and an open field that is periodically disked) has minimized the habitat value of the site for sensitive plants. Based on observations made during the April 30, 2009, survey and other site visits, sensitive plant species are not expected to occur on site.

Response 6

An appropriately timed botanical survey was conducted on April 30, 2009 by Kathy Rindlaub and Tom Olson. No sensitive plants were found on or near the site. Sensitive plants are not expected to occur on site. As such, the project is not expected to result in impacts to sensitive species of plants.

Response 7

Mitigation Measure 4.3-1 requires that fencing shall be placed between the edge of development and the SYR riparian zone to deter access into this area. Depending on the type of material used, the fence or wall will act, to some degree, as a visual and noise screen. It should also keep wildlife species (other than birds) from entering the site and, thus, would substantially reduce the potential for vehicle-caused impacts to wildlife.

Mitigation Measure 4.3-4 requires all lighting along the perimeter of natural areas, particularly street lamps and development-related lighting, be downcast luminaries and be shielded and oriented in a manner that will prevent spillage or glare into the remaining natural open space areas. Perimeter security lighting shall be activated by motion detectors. In addition, **Mitigation Measure 4.1-1** requires that prior to the issuance of any permit for the project that a lighting plan prepared by a lighting consultant shall be submitted to the City of Lompoc Community Development Department for review and approval. The lighting plan shall incorporate recommended guidelines (0.5 foot-candle, the minimum parking lot security level) as a threshold for spill and the minimum streetlamp glare level of 2 foot-candles). The lighting plan

will include the height of lights, the direction of the light, preferably pointing directly down, and the incorporation of light shields.

With the implementation of such measures, it is unlikely that a setback would further reduce impacts to wildlife.

Response 8

Protocol surveys for the California red-legged frog were conducted for an adjacent parcel in 2003 (Thomas Olson Biological Consulting, 2004). The area surveyed along the Santa Ynez River included the entire reach next to the Santa Rita Hills Wine Center property. No red-legged frogs were observed during the surveys. The reach of the Santa Ynez River adjacent to both parcels (Santa Rita Hills Wine Center and the adjacent parcel to the north) did not represent breeding habitat for red-legged frogs. There were no pools within the channel. Surface water is present in that reach for only about four to six months in normal years. Overall, the reach of the Santa Ynez River adjacent to the Santa Rita Hills Wine Center could be used as a travel and dispersal corridor by red-legged frogs, but does not represent breeding or wintering habitat. Additional surveys are not warranted.

During the April 30, 2009, survey for sensitive plants, the biologists also used potato rakes to search for silvery legless lizards. None was found. Habitat suitability for legless lizards is low due to periodic disking and lack of shrub cover. The project is not expected to affect this species.

Response 9

The comment indicates that the aesthetic impacts are less than significant but that more improvements to design need to be done. This comment represents an opinion and is provided here for the decision-makers. Please also refer to **Response 11**, below.

Response 10

The project does include landscaping and a dual-use basin along the eastern boundary abutting the Santa Ynez River riparian area to allow for the transition of the project toward the open space area. Please also note, as illustrated in Figure 3.0-5, that the resort hotel, on the southern elevation, already steps down or transitions towards the river. Building B has been separated from the adjacent river area by the use of a terrace and fencing.

Response 11

The City of Lompoc requires projects located along Highway 1/Ocean Avenue to undergo design review. Applications for design review must be filed with the Planning Division together with a fee, as fixed by

resolution of the City. The design review process applies to the site plan, exterior elevations, building design and materials, signage, landscaping, parking, alterations adjacent to public roadways, grading and drainage, and other aspects of the project, as determined by the Planning Division. As such, the discretionary approvals required for the project include the review and approval of a Development Plan Review Permit (DR 08-01) by the City of Lompoc.

Please note that the City Architectural Review Guidelines charge the Planning Commission with architectural review of projects, the City of Lompoc does not utilize a peer-review process.

Response 12

Please refer to **Response 11**, above. The City of Lompoc does not utilize a peer-review process.

Response 13

Please refer to the following table, where the number of parking spaces required by the project based on the City of Lompoc Municipal Code is provided. Overall, the project would need 473 spaces.

Building (Occupancy)	Square Footage	Ratio	Required Parking
Resort Hotel-Spa			
55-room Hotel	28,852	1:1 + 1 per 10	60
Spa	6,945	1:250	28
Wine Retail	2,992	1:250	12
Wine Cafe	1,258	1:60	21
Bar-Restaurant	2,717	1:60	45
Bar-Restaurant Kitchen	3,040	1:250	12
Event Center Ballroom	5,033	1:35	144
Event Center Kitchen	226	1:250	1
Event Center Storage	350	1:750	1
Subtotal	51,413		324
Building A			
Retail	5,674	1:250	23

Building (Occupancy)	Square Footage	Ratio	Required Parking
Offices	1,940	1:250	8
Dining & Tasting	2,049	1:60	34
Subtotal	9,663		65
Building B			
Retail	3,562	1:250	14
Office	3,907	1:250	16
Subtotal	7,469		30
Wine Storage & Production Facility			
Storage	71,000	1:1,500 + 1 per employee	47 + 3
Future Production	6,000	1:1,500	4
Covered Loading Area	6,171	N/A	0
Subtotal	83,171		54
Total	151,716		473

This project site is being designed to allow for shared or reciprocal use of parking spaces which has been reviewed by the City of Lompoc Engineering Department. A total of 419 parking spaces will provide for project site as follows.

Type	Number
Standard	315
Motorcycle	23
Coach	12
12 th Street (off site)	16
River Terrace (off site)	53
Space Provided	419

These parking spaces provide for a variety of types of vehicle, including motorcycles, standard passenger vehicles, limousines, recreational vehicles (RVs), coaches, and handicapped. The Planning Commission will make the justification and findings for reductions in parking. Reasons for reduction could be due to the number of tour coaches anticipated, the joint use of hotel guests/spa usage, and the seasonal and off-hour mixed use of proposed uses. In the PCD designation, a reduction in the amount of parking is allowed per the City's Municipal Code.

Response 14

Please refer to **Response 13**, where the City of Lompoc is considering less parking space for the project than is required by the Municipal Code.

Many of the comments provided are planning- and design-related aspects proposed for consideration by the applicant. These comments do not directly pertain to the adequacy or completeness of the Draft EIR as defined under CEQA. This EIR's purpose was to analyze the proposed project that was provided by the applicant to the City of Lompoc and to assess the impacts of such a project.

Response 15

The comment is noted and does not pertain to the adequacy or completeness of the Draft EIR. No further response is required.

4.0 MINOR EDITS TO THE DRAFT EIR

INTRODUCTION

This section contains the revised pages of the Draft EIR. Whenever applicable, responses to comments have been incorporated into the text of the Draft EIR. All new text appears in “underline type” and all deleted text appears in “~~strikethrough~~” type. Additionally, revisions are indicated by a revision bar in the margin of the page.

NOTE: Revisions to Draft EIR Section 2.0, Summary, are included in this section; the revised Summary Table, without revisions shown is included in the Final EIR, **Section 2.0, Summary**.

The following pages from the Draft EIR have been modified in response to comments and City of Lompoc staff revisions:

1.0-1	4.2-34 to 4.2-35 4.2-37
2.0-1	4.2-44 to 4.2-45a
2.0-8	4.2-48
2.0-10 to 2.0-18a	4.2-50 to 4.2-54
2.0-24	4.3-21 to 4.3-23
3.0-1	
3.0-5	4.5-3
3.0-6	4.5-13
3.0-12	
3.0-16 to 3.0-22 (Figure 3.0-10 split into Figures 3.0-10a and 3.0-10b and includes new Figure 3.0-11)	4.6-4 4.6-5 4.6-12 4.6-14
4.0-1	4.8-1
4.1-22	4.8-6
4.1-25 to 4.1-26	4.8-13 4.8-24
4.2-1	
4.2-18 to 4.2-19	7.0-14

1.0 INTRODUCTION

PURPOSE

This introduction provides information on the environmental review process being conducted by the City of Lompoc for the proposed Santa Rita Hills Wine Center, in conformance with the California Environmental Quality Act (CEQA). This information is provided to assist the reader in understanding the planning and regulatory context in which the proposed project is being reviewed.

PURPOSE AND LEGAL AUTHORITY

This Draft Environmental Impact Report (Draft EIR) evaluates the proposed Santa Rita Hills Wine Center (proposed project). The proposed project site is located at 300 North 12th Street at the northeast corner of the intersection of North 12th Street and Highway 246. The project site is approximately 9.6 acres in size and consists of a single parcel (assessor parcel number [APN] of 099-141-022). The proposed project would include the development ~~68,545~~^{151,716} square feet (sf) of space consisting of a resort hotel, spa, event center, restaurant-bar, commercial-retail and office uses, the conversion of 83,171 square feet of existing industrial buildings and outdoor covered loading areas into a wine processing and storage facility, and other associated amenities to serve the City of Lompoc and visitors to the community. Development of the proposed project would require the following approvals by the City of Lompoc: a General Plan Amendment (GP 08-01), Rezone (ZC 08-01), Tentative Parcel Map (LOM 582), Design Review (DR 08-01), and an Environmental Impact Report (EIR 08-02).

This Draft EIR has been prepared in accordance with the *State CEQA Guidelines*. This EIR identifies and discusses potential project-specific and cumulative environmental impacts, which may occur should this proposed project be implemented. The intent of this EIR is to (1) be an informational document which serves to inform public agency decision makers and the general public of the potential environmental impacts of a project, (2) identify possible ways to minimize or avoid any potential significant impacts either through mitigation or the adoption of alternatives, and (3) disclose to the public required agency approvals.

The principal use of an EIR is to provide input and information to the comprehensive planning analysis. Given the important role of the EIR in this planning and decision-making process, it is important that the information presented in the EIR be factual, adequate, and complete. The standards for adequacy of an EIR, defined in Section 15151 of the *State CEQA Guidelines*, are as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably

2.0 EXECUTIVE SUMMARY

PURPOSE

This section summarizes the proposed project and the alternatives assessed in the environmental impact report (EIR) and also identifies the environmental impacts, mitigation measures, and residual impacts after mitigation associated with the project and cumulative projects.

PROJECT LOCATION

The proposed project site is in the City of Lompoc, and the County of Santa Barbara, California. From a local perspective, the project site is located at 300 North 12th Street at the northeast corner of the intersection of North 12th and Highway 246. The site is bound along the eastern edge by the City limit.

PROJECT CHARACTERISTICS

The proposed project would include the development ~~151,716~~^{151,716}~~68,545~~^{68,545} square feet of space consisting of a resort hotel, spa, event center, restaurant-bar, commercial-retail and office uses, conversion of 83,171 square feet of the four existing industrial buildings into a wine processing and storage facility, and other associated amenities to serve the City of Lompoc and visitors to the community. Development of the proposed project would require the following approvals by the City of Lompoc: a General Plan Amendment (GP 08-01), Rezone (ZC 08-01), Tentative Parcel Map (LOM 582), Design Review (DR 08-01), and an Environmental Impact Report (EIR 05-01).

The project site is approximately 9.6 acres in size and consists of a single parcel (assessor parcel number [APN] of 099-141-022). The project site was formerly occupied by the Grefco diatomaceous earth (DE) processing plant and was annexed into the City of Lompoc in 2005. The current *City of Lompoc General Plan* land use designation and zoning for the project site is Business Park (B-P).

Please refer to **Section 3.0, Project Description**, and **Section 4.0, Environmental Impact Analysis**, for additional details regarding existing site conditions and land uses in the vicinity of the project site.

Environmental Impact	Mitigation Measure(s)	Residual Impact
Aesthetics (continued)		
<p>The potential sources of light or glare would come from the windows and outside light fixtures associated with the proposed buildings, from the surface of sidewalks and the parking lot and parking lot light posts. To minimize the light and glare emanating from the proposed project the building materials used would be non-reflective and the outside light fixtures would not add additional light as per the <i>Lompoc General Plan</i> and Zoning Ordinance. Mitigation measures shall be implemented to minimize a significant impact from light and glare.</p>	<p>4.1-1 Prior to the issuance of any permit for the project tract map approval, a lighting plan prepared by a lighting consultant shall be submitted to the City of Lompoc Community Development Department for review and approval. The lighting plan shall incorporate recommended guidelines (0.5 foot-candle, the minimum parking lot security level) as a threshold for spill and the minimum streetlamp glare level of 2.0 foot-candles). A lighting plan would include the height of lights, the direction of the light, preferably pointing directly down, and the incorporation of light shields.</p> <p>4.1-2 When installed, all street lighting fixtures shall be tested and adjusted to ensure that light levels do not exceed 2 foot-candles of glare and 0.5 foot-candle (or other lighting standards or guidelines) of spill at the project boundaries.</p> <p>4.1-3 All concrete structures, such as drainage ditches, detention basins, rip-rap, crib walls, swales, or curbs, located in natural areas shall be constructed with colored concrete to blend with the surrounding terrain.</p> <p>4.1-4 To minimize the change in the visual character of the site, tree screens and shrubs shall be placed where necessary and feasible to limit views of the proposed structures upon approval of the landscape plan. Trees and shrubs shall be consistent with the character of the area and (at maturity) shall be of sufficient size as to screen the proposed structures. Initial plantings shall be no less than 15-gallon cans for trees and no less than 5-gallon cans for shrubs.</p>	Less than significant
Air Quality		
<p>In the interest of public disclosure, the Santa Barbara County Air Pollution Control District (SBCAPCD) recommends quantification of construction-related emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter (PM₁₀ and PM_{2.5}). Overall, emissions generated during the construction of the proposed project would be well under the SBCAPCD guidelines.</p>	<p>4.2-1 A dust abatement program shall be prepared and implemented during all construction activities occurring on the project site. The following measures shall be included in the dust abatement program:</p> <ul style="list-style-type: none"> • Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions. 	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
<p>Air Quality (continued)</p>	<p>4.2-3 All construction equipment engines and emission systems shall be maintained in proper operating order, in accordance with manufacturers' specifications, to reduce ozone precursor emissions from stationary and mobile construction equipment. <u>Construction equipment engines and emission systems shall also abide by the following to reduce ozone precursor emissions as well as other criteria pollutant emissions:</u></p> <ul style="list-style-type: none"> • <u>All portable diesel-fired engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.</u> • <u>Portable engines rated at 50 brake-horsepower or greater must meet specific emissions requirements as outlines in the <i>Air Toxic Control Measure (ATCM) for Diesel Particulate Matter from Portable Engines</i> (17 CCR § 93116). The ATCM requires cleaner burning engines to be phased in based on their "tier", which is determined by a number of factors. Engines rated as "Tier 0" are phased out beginning January 1, 2010. APCD recommends the use of Tier 1 engines at a minimum, and the use of Tier 2 engines or greater to the maximum extent feasible.</u> <p>4.2-4 All construction projects on sites larger than 15 acres shall provide temporary traffic control (e.g., flag person) to avoid unnecessary delays to traffic during construction activities which interrupt normal traffic flow.</p> <p>4.2-5 If feasible, electricity from power poles or ground lines shall be used in place of temporary diesel or gasoline powered generators.</p> <p>4.2-46 To minimize the emissions of diesel particulate matter, the following measures should be implemented:</p> <ul style="list-style-type: none"> • Heavy-duty diesel-powered construction equipment manufactured after 1996 should be utilized wherever feasible. 	

Environmental Impact	Mitigation Measure(s)	Residual Impact
<p>Air Quality (continued)</p>	<p>4.2-4 (continued)</p> <ul style="list-style-type: none"> • The engine size of construction equipment shall be the minimum practical size. • The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. • Construction equipment shall be maintained in tune per the manufacturer's specifications. Fleet owners of mobile construction equipment shall comply with the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR Chapter 9, Section 2449), to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. • All diesel-powered equipment shall use ultra low sulfur diesel fuel. • Diesel powered equipment should be replaced by electric equipment, whenever feasible. • Idling of heavy duty diesel trucks during loading and unloading shall be limited to 5 minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible. State law (13 CCR Chapter 10, Section 2485) requires (with some exceptions) that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds: <ul style="list-style-type: none"> - Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location. - Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 100 feet of a restricted area (homes and schools) 	

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality (continued)		
Operational emissions generated by the project site after buildout would not exceed the SBCAPCD thresholds for all sources, both stationary and mobile, generated by the project. In addition, the proposed project would not exceed the new vehicular trips threshold of 25 pounds per day for ROG and NO _x . Therefore, the project would result in less than significant operational impacts on local and regional air quality related to this criterion.	No mitigation measures are required.	Less than significant
For toxic air contaminants the CARB <i>Air Quality and Land Use Handbook</i> recommends that lead agencies, where possible, avoid locating new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. The proposed project is not located near any freeway or urban roads with more than 100,000 vehicles per day or any rural roads with 50,000 vehicles per day. Therefore, the project would not be subjected to increased health impacts relative to the background levels.	No mitigation measures are required.	Less than significant
It is unlikely that a wine production facility of the size included as part of the project would generate emissions that would cause a nuisance. However, odor impacts are possible; therefore, the project will be considered significant with respect to odor impacts and would require mitigation in the form of an odor abatement plan (OAP).	<p>4.2-57 To minimize the potential for nuisance complaints under SBCAPCD Rule 303 (Nuisance), the winery facility shall develop and implement an OAP, which shall include the following elements:</p> <ul style="list-style-type: none"> • Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints; • Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond; • Description of potential odor sources at the facility; • Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add-on air pollution control equipment; and 	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality (continued)		
	<p>4.2-57 (continued)</p> <ul style="list-style-type: none"> • Contingency measures to curtail emissions in the event of a public nuisance complaint. 	
<p>The proposed project would not result in a direct population increase, as the project does not contain any residential units. Therefore, the proposed project would also be consistent with the 2004 Clean Air Plan (CAP) emission projections. As such, impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>A project that does not exceed the SBCAPCD project-specific thresholds and that is consistent with the CAP is considered to have a less than significant cumulative air quality impact. As stated previously, the net emissions generated by the proposed project would not exceed the SBCAPCD project-specific thresholds and the project is consistent with the 2004 CAP. Therefore, cumulative impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The proposed project's cumulative emissions with all other projects in the state could result in climate change impacts. To address cumulative impacts, the California Air Resources Board (CARB) recommends projects meet the California Energy Commission (CEC) Tier II building energy use standards, which generally require a reduction in energy usage of 30 percent beyond Title 24 building code requirements. Therefore, while the net greenhouse gas (GHG) emissions are relatively small, the proposed project is determined to be cumulatively significant because it does not comply with the CEC Tier II building energy use standards. Mitigation measures to reduce the project's cumulative climate change impacts are presented.</p>	<p>4.2-68 As proposed in CARB's Proposal for Significance Thresholds for GHGs under CEQA, the project will achieve energy efficiency equal to the California Energy Commission Tier II building energy use standards, which generally require a reduction in energy usage of 30 per cent beyond Title 24 building code requirements.</p> <p>4.2-79 The project should comply with the following SBCAPCD-recommended energy conservation measures as feasible.</p> <ul style="list-style-type: none"> • Use of photovoltaic and wind generators; • Duct system within the building thermal envelope; • Passive cooling strategies; • High efficiency, motion controlled outdoor lighting; • Natural lighting in buildings; • Building siting and orientation, and landscaping to reduce energy use; 	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality (continued)		
	<p>4.2-79 (continued)</p> <ul style="list-style-type: none"> • Summer shading and wind protection measures; • Use of concrete or other non-polluting materials for parking lots instead of asphalt; • Installation of energy efficient appliances and lighting; • Installation of mechanical air conditioners and refrigeration units that use non-ozone depleting chemicals; and • Installation of sidewalks, bike paths, and covered bus stops. <p>4.2-810 Additional SBCAPCD-recommended energy conservation measures include the use of green building materials and green building practices. The project should follow these measures as feasible:</p> <ul style="list-style-type: none"> • At least 50 percent of exterior of local masonry; plaster or cementitious siding; recycled, salvaged or certified sustainably harvested wood; recycled roofing material or combination cement-fiber roofing; 30-year rated life on minimum 50 percent of roof; • At least 50 percent interior floor of tile, stone, finished concrete; cork or natural linoleum, carpet and pad (tacked) of recycled content or natural content, minimal finishes; • All insulation to be 100 percent recycled content, wet-blown, and/or cellulose with Underwriters Laboratories® (UL) fire retardant; • The use of light colored water based paint and roofing materials; and • Prepare a construction waste management plan to encourage material reuse and minimize waste. 	

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources		
<p>The loss of the ruderal vegetation would not substantially diminish habitat for plants or wildlife, substantially affect special-status species, or cause a wildlife population to drop below self-sustaining levels. Therefore, the loss of this vegetation is not considered a significant impact.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Construction activity and operation of the proposed project would not directly disturb wildlife on the project site. Project implementation would not cause an existing wildlife population on or adjacent to the project site to drop below self-sustaining levels. Therefore, no significant impacts on common wildlife species are expected to occur.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF) protect active nests of native bird species. Therefore, any construction-related loss of active nests of common bird species would conflict with these federal and state laws. The loss of active nests due to construction or operation would represent a potentially significant impact.</p>	<p>4.3-1 Within 30 days prior to ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through August in the Project region, or as determined by a qualified biologist), the applicant shall have weekly surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors and special-status species) of the disturbance zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than seven days prior to initiation of disturbance work. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities.</p> <p><u>Surveys would not be extended to 300 feet and 500 feet to the west of the site. Such distances would result in biologists surveying the Home Depot parking lot and landscaping.</u></p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
	<p>4.3-1 (continued)</p> <p>If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors and special-status species) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged or the nest has failed, as determined by the biologist, and there is no evidence of a subsequent second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the surveys shall be provided to California Department of Fish and Game in the Annual Mitigation Status Report.</p> <p>In the event a nest becomes active subsequent to construction activities already occurring within 300 feet (500 feet for raptors and special-status species) of the nest, then the setbacks will not apply.</p>	
<p>Due to the disturbed, ruderal condition of the site, no special-status plant or wildlife species are present, or have the potential to occur on the project site. No significant impacts to special-status biological resources would occur.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>No jurisdictional resources occur on the project site. The project site consists of a single drainage area that sheet flows off site to the northeast. The proposed project would include a dual detention basin system that would have the capacity to hold 1 acre-foot (af) of water runoff developed for a 100-year storm event. Therefore, runoff generated by the implementation of the project site would not impact the adjacent Santa Ynez River (SYR). Impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
<p>Because the project site is not considered an essential component of any regional movement corridor that serves as a link between large open space areas, development of the project site would not represent a substantial impact to regional wildlife movement. The proposed project design would not impact the integrity of the SYR as a wildlife movement corridor and would not create impacts on local and regional wildlife movement. As such, no significant impacts on local or regional wildlife movement would occur.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Indirect impacts on biological resources would occur subsequent to project buildout in natural habitat areas of the SYR adjacent to the proposed project site. It is expected that implementation of the proposed project would generally result in indirect impacts to biological resources such as increased light and glare; daily operations and special events; and construction activities. Indirect impacts would be mitigated with the following mitigation measures.</p>	<p>4.3-2 Fencing of sufficient height and design shall be placed between the edge of development and the Santa Ynez River riparian zone to deter access into this area. <u>A series of morning surveys inside the property shall be conducted to assess how many animals are getting through the fence. The surveys should be once per week for two months. A biologist shall count the number of animals sighted directly plus the number of sign observed (tracks, scat). A biologist shall also conduct a limited live-trap survey. If the number of animals detected inside is low (0 – 5 per week) and limited to small mammals and herps, then no additional fencing would be needed. If the numbers are greater, or if larger mammals (coyote, raccoon, gray fox, opossum) are accessing the property, then other alternatives shall be considered. Such alternatives could include a solid wall, a shortened solid wall, or smaller mesh wire at the bottom of the existing fence. If deer are entering the property, perhaps the fence would potentially need to be raised (the top of the fence would need to be several feet higher above the ground).</u></p> <p>4.3-3 Trash containers and disposal methods within the development area shall be designed to prevent access by raccoons, crows, feral animals, and other wildlife species that can become habituated to the site.</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
	<p>4.3-4 All lighting along the perimeter of natural areas, particularly street lamps and development-related residential lighting, shall be downcast luminaries and shall be shielded and oriented in a manner that will prevent spillage or glare into the remaining natural open space areas. Perimeter security lighting shall be activated by motion detectors.</p> <p>4.3-5 Vehicles carrying supplies, such as concrete, should not be allowed to empty, clean out, or otherwise place materials into natural areas on or immediately adjacent to the site and construction personnel shall not be allowed to access any of the natural areas located to the north, northeast, and east of the project site. Signage and fencing must notify construction workers and drivers about site boundaries and seasonal restrictions of access to suitable sites for sensitive species.</p> <p>4.3-6 Prior to construction, grading, or other ground disturbing activities, silt fencing shall be placed around the perimeter of the project site, so that terrestrial animals cannot move onto the site (from adjacent habitats) and so that construction of the site does not generate sediment within the adjacent Santa Ynez River. The bottom of the silt fencing shall be backfilled so that animals cannot access the site from underneath the fencing material and so that sediment is confined to the project site. Silt fencing shall be removed from the site immediately following the completion of construction-related activities. <u>Monitoring of the silt fence shall be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made.</u></p>	

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
	<p data-bbox="810 272 1633 493">4.3-7 A City-approved biologist shall be retained, at the expense of the applicant, as a construction monitor to ensure that incidental construction impacts on adjacent biological resources are avoided or minimized, and to conduct pre-grading field surveys for wildlife species that may be destroyed as a result of construction and/or site preparation activities. Responsibilities of the construction environmental monitor include the following:</p> <ul data-bbox="905 505 1633 1352" style="list-style-type: none"> <li data-bbox="905 505 1633 695">• Facilitate a pre-construction meeting with the contractor and other key construction personnel describing the importance of restricting work to designated areas and the importance of ensuring that no impacts occur to the Santa Ynez River. The monitor should also discuss procedures for minimizing harm/harassment of wildlife encountered during construction. <li data-bbox="905 706 1633 954">• Review/designate the construction area in the field with the contractor and the City inspector in accordance with the final approved grading plan. Haul roads, access roads, and on-site staging and storage areas should be sited within grading areas to minimize degradation of habitat adjacent to these areas. If activities outside these limits are necessary, they should be evaluated by the biologist to ensure no special-status species or habitat will be adversely affected. <li data-bbox="905 966 1633 1149">• Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other special-status resources (such as large trees or bird nests) may be flagged or temporarily fenced by the monitor, at his/her discretion. <li data-bbox="905 1161 1633 1219">• Visit the site weekly during construction to coordinate and monitor compliance with the above provisions. <li data-bbox="905 1230 1633 1352">• <u>Monitoring of the silt fence shall be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made.</u> 	

Environmental Impact	Mitigation Measure(s)	Residual Impact
Biological Resources (continued)		
	4.3-8 Removal of any noxious or invasive vegetation from the site shall be disposed at an off-site location. Under no circumstances shall vegetation removed from the site be stored or disposed within areas that are adjacent to the site.	
The project site has been substantially altered from a natural open space area to a highly disturbed area, dominated by non-native, ruderal vegetation. Because of the highly disturbed nature of the project site and the relatively low biological value of on-site habitats, the loss of on-site biological resources will not substantially contribute to the loss of native biological resources in the project region. Therefore, the loss of on-site resources is not considered a significant cumulative impact	No mitigation measures are required.	Less than significant
Hazards and Hazardous Materials		
The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed project does not include construction of commercial or industrial uses that would use large amounts of hazardous materials or generate hazardous wastes.	No mitigation measures are required.	Less than significant

Environmental Impact	Mitigation Measure(s)	Residual Impact
Hydrology and Water Quality		
<p>Grading activities associated with the construction of the proposed project will temporarily increase the amount of suspended solids from surface flows derived from the project site during a concurrent storm event due to sheet erosion of exposed soil. Compliance with the National Pollution Discharge Elimination System (NPDES) permit requirements would reduce the impacts of construction-related sedimentation and erosion to less than significant.</p>	<p>4.5-1 A Notice of Intent shall be filed with the State Water Quality Control Board and a Storm Water Pollution Prevention Plan (SWPPP), meeting all the requirements of the currently adopted Construction General Permit, shall be submitted to the City Planning Division and the City Engineering Division for review. No grading shall take place until a SWPPP for the project has been approved, a grading permit has been issued and the approved SWPPP is on site.</p>	<p>Less than significant</p>
<p>The proposed project would include a dual detention basin approach that would have the capacity to hold 1 af of water runoff developed for a 100-year storm event. The proposed detention basin and drainage system will decrease the amount of runoff from the existing conditions by approximately 38 percent. The outlet structure will attenuate all flows from the detention basin to meet or lessen the current existing flows that would exit the northeast corner of the project site. Impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Storm water quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area, and quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, fertilizer/pesticide uses, human/animal littering, careless material storage and handling, and poor property management. These pollutants have the potential to degrade water quality and may result in significant impacts.</p>	<p>4.5-2 The proposed project shall be modified to include post-construction water-quality control measures as required in the City's Storm Water Management Program, which was conditionally approved at the Regional Water Quality Control Board hearing of October 17, 2008, to offset the impact of the additional impervious area proposed. These measures include the following:</p> <ol style="list-style-type: none"> 1. Filters that remove sediment, oil, grease, and trash shall be provided to treat all storm water that will drain to the City's storm drain system from on-site paved areas and private streets. The locations, types and details of the filters proposed shall be shown on the project's erosion control plan, grading and drainage plans which, shall be reviewed by the City Planning and Engineering Divisions, prior to issuance of grading permits. 	<p>Less than significant</p>

3.0 PROJECT DESCRIPTION

INTRODUCTION

The purpose of the project description is to describe the project in a way that will be meaningful to the public, reviewing agencies, and decision makers. California Environmental Quality Act (CEQA) Guidelines Section 15124 requires that a complete project description contain the following information: (1) the precise location and boundaries of the proposed project shown on a detailed map, including a regional map; (2) a statement of objectives sought by the proposed project (the underlying purpose should be included); (3) a general description of the project's technical, economic, and environmental characteristics; and (4) a statement briefly describing the intended uses of the environmental impact report (EIR), including a list of the agencies that are expected to use the EIR in their decision making, a list of the permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements from federal, state, or local laws, regulations, or policies.

The project description is the starting point for all environmental analysis required by CEQA. Section 15146 of the State CEQA Guidelines states that the level of detail in an EIR should correspond to the level of specificity defined in the project description. This project description section serves as the basis for the environmental analysis contained in this EIR. In this case, the project proposes the development of ~~151,716~~68,545 square feet of space consisting of a resort hotel, spa, event center, restaurant-bar, commercial-retail and office uses, the conversion of 83,171 square feet of the existing four industrial buildings and outdoor covered loading areas into a wine processing and storage facility, and other associated amenities. This EIR refers to this proposed development as the proposed project, the project site, or the Santa Rita Hills Wine Center Project.

LEAD AGENCY

City of Lompoc
Community Development Department
100 Civic Center Plaza
Lompoc, California 93438-8001
Attention: Lucille T. Breese, AICP, Planning Manager

PROJECT APPLICANT

Santa Rita Hills Wine Center, LLC
107 West Ocean Avenue
Lompoc, California 93436
Attention: Mark Hudgens

- Development of this mixed-use site with a high-quality bed and breakfast and event center will create synergy to support the City of Lompoc.
- Create pedestrian-oriented outdoor event spaces characterized by groves of trees, fountains, public plazas and outdoor dining areas linked together by a meandering path of trellised pedestrian walkways and protected outdoor event space to serve numerous community and social event functions.
- Enhance the City of Lompoc by providing unique space for outdoor and convention events.
- Provide an expanded economic base for the City that maximizes bed and sales tax revenue while augmenting the existing hospitality industry in Lompoc.
- Provide employment opportunities for City residents.

DESCRIPTION OF PROJECT CHARACTERISTICS

A conceptual or general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals and supporting public service facilities, is provided below in accordance with *State CEQA Guidelines* Section 15124(c).

The proposed project would include the development of ~~151,716~~168,545 square feet of indoor space consisting of a resort hotel, spa, event center, restaurant-bar, commercial-retail and office uses, conversion of 83,171 square feet of the existing four industrial buildings and outdoor covered loading areas into a wine processing and storage facility, and other associated amenities to serve the City of Lompoc and visitors to the community. These uses are anticipated to result in the generation of approximately 50 jobs within the City of Lompoc. **Figure 3.0-3, Conceptual Site Plan**, provides a conceptual layout of the proposed project, and **Table 3.0-1, Land Use Summary**, provides the square footage of proposed project on-site land uses.

Resort Hotel, Spa, and Event Center

The resort hotel building would include a three-story, 55-room bed-and-breakfast element, restaurant and bar, wine-related retail space, spa, and event center, which combined total 51,413 square feet. The resort hotel building would be located on the eastern portion of the project site. **Figure 3.0-4, Resort Hotel, Spa, and Event Center – North Elevation**, **Figure 3.0-5, Resort Hotel, Spa, and Event Center – South Elevation**, and **Figure 3.0-6, Resort Hotel, Spa, and Event Center – West and East Elevations**, illustrate building massing, views, and architectural materials to be used. The architectural materials would be varied and include cast stone architrave, exterior plaster wall with terracotta tile caps, fabric-draped canopies on painted steel frames, cast stone, and stone veneer walls.

**Table 3.0-1
Land Use Summary**

Building (Occupancy)	1st Floor	2nd Floor	3rd Floor	Total
Resort Hotel-Spa				
55-room Hotel	4,957 sf	13,416 sf	10,479 sf	28,852 sf
Spa	6,945 sf	0	0	6,945 sf
Wine Retail	2,992 sf	0	0	2,992 sf
Wine Cafe	1,258 sf	0	0	1,258 sf
Bar-Restaurant	5,757 sf	0	0	5,757 sf
Event Center	5,609 sf	0	0	5,609 sf
Subtotal	27,518 sf	13,416 sf	10,479 sf	51,413 sf
Building A				
Retail	5,674 sf	0	0	5,674 sf
Offices	181 sf	1,759	0	1,940 sf
Dining & Tasting	2,049 sf	0	0	2,049 sf
Subtotal	7,904 sf	1,759 sf	0	9,663 sf
Building B				
Retail	3,562 sf	0	0	3,562 sf
Office	253 sf	3,654 sf	0	3,907 sf
Subtotal	3,815 sf	3,654 sf	0	7,469 sf
Wine Storage and Production Facility (Existing building area)				
Storage	71,000 sf	0	0	71,000 sf
Future Production	6,000 sf	0	0	6,000 sf
Outdoor Covered Loading Area	6,171 sf	0	0	6,171 sf
Subtotal	83,171 sf	0	0	83,171 sf
Total Net Building Area*	122,408 237 sf	18,829 sf	10,479 sf	151,716 45 sf

sf = square feet

** The subtotal reflects the amount of proposed new development on the project site. The existing buildings would be renovated for use as a wine production and storage facility.*

Wine Production and Storage Facility

As indicated previously, the four on-site industrial buildings, known as Units A, B, C, and D, include 71,000 square feet of enclosed area and are currently used for wine storage. **Figure 3.0-9, Wine Production and Storage Facility – Elevations**, illustrates building massing, views, and architectural materials to be used. Under the proposed project, limited wine production is proposed during the months of August through October in a 6,000-square-foot portion of the Unit D building. Wine production would not to exceed 10,000 cases annually. Approximately five truckloads of grapes would be brought to the site for this wine production. The discharge water generated by the wine production process would be disposed of in accordance with City and State standards. The wine produced would be stored on the project site.

CIRCULATION IMPROVEMENTS

Access

There would be a total of four entrances to the project site. One driveway would be located on Highway 246 and the other two entrances on North 12th Street. The two entrances along North 12th Street (currently in use to be upgraded) would include one between the existing storage buildings and proposed parking area midway between Highway 246/Ocean and Laurel Avenue, and the other is an existing driveway at the northwest corner of the site. A fourth (internal) shared access driveway would share access with the approved River Terrace project and would be aligned with Laurel Avenue.

Parking

This project site is being designed to allow for shared or reciprocal use of parking spaces. A total of 419 parking spaces would be located throughout the project site. These parking spaces provide for a variety of types of vehicle including motorcycles, standard passenger vehicles, limousines, recreational vehicles (RVs), coaches, and handicapped. The justification for reductions in parking would be due to the amount of tour coaches anticipated, the joint use of hotel guests/spa usage, winery related uses, and the seasonal and off-hour mixed use of proposed uses.

LANDSCAPE, SIGNAGE, AND LIGHTING

Figure 3.0-10a, Conceptual ~~Planting Site Plan~~ and Figure 3.0-10b, Conceptual Planting Plan illustrates the location and some of the landscaping proposed to be used on the project site. Landscaping associated with the proposed project shall not include anything found on the Noxious Weed List.¹ In general, plant species such as street trees, hedges, lawns, and ground-cover plant materials would be used to create a

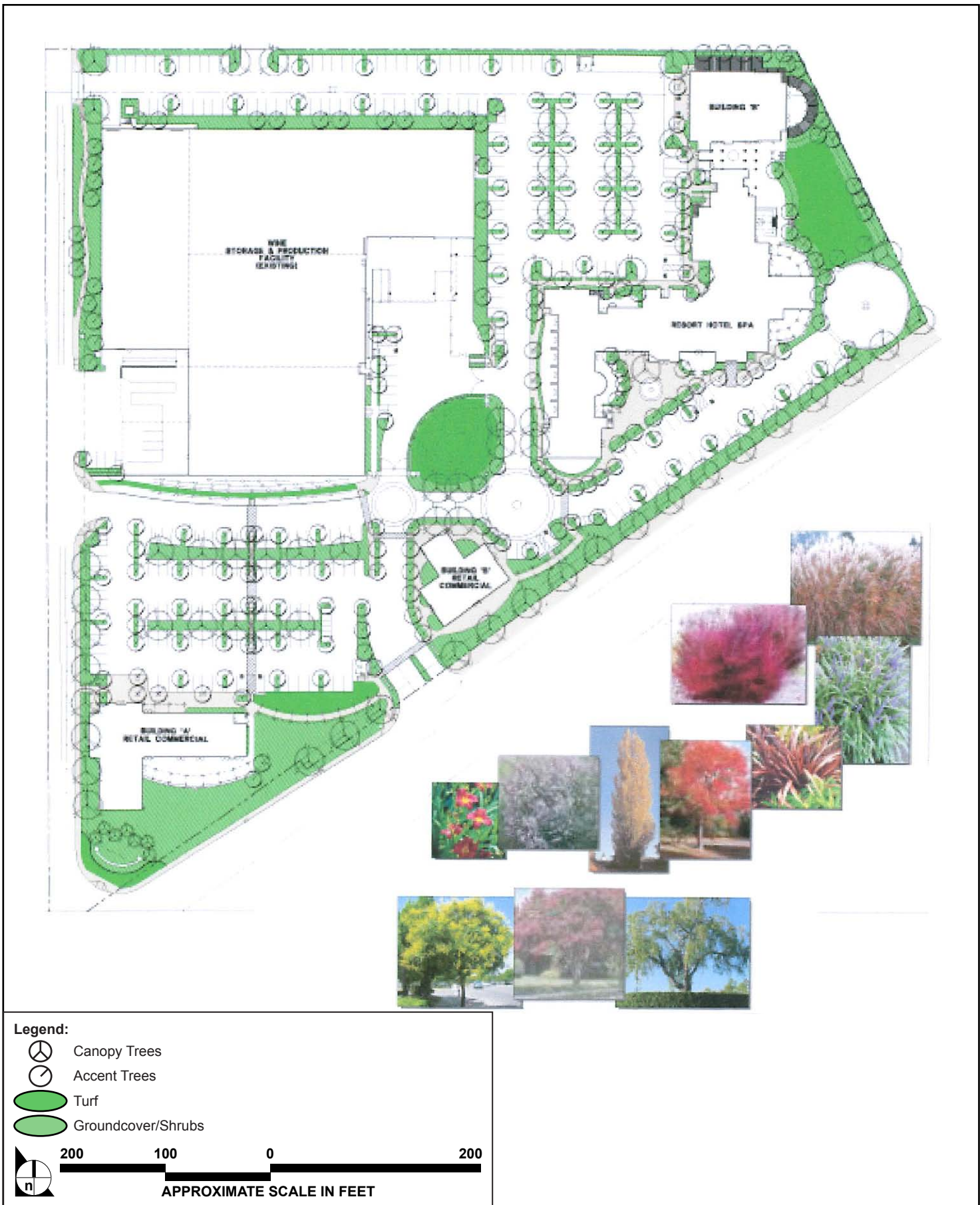
¹ California Code of Regulations, Section 4500, "Noxious Weed Species."



SOURCE: PleinAire - June 2008

FIGURE 3.0-10a

Conceptual Site Plan



SOURCE: PleinAire - June 2008

FIGURE 3.0-10b

Conceptual Planting Plan

distinct landscape character for the project site by creating visual cohesiveness throughout the streetscape and internal open space areas. Streetscape landscaping would include shade/canopy trees that would be planted along main streets surrounding the project site, such as Ocean Avenue and 12th Street, as well as at the main entry points. Smaller street trees would be planted next to trellised pedestrian walkways and parking areas within the project site. Tree groupings would be situated to enhance the view of frontages and entryways. Landscaping in the open space and garden areas would include mature plant species, such as vines, hedges, lawns, and ground-cover plant materials.

The proposed project would include art wall signage located at the intersection of Ocean Avenue and 12th Street. In addition, the project would include tenant identification/mural and project identification signage. Signage would include state-of-the-art signs and murals integrated with the architectural design of the building façades. Signage would be provided at designated project entrances to direct motorists and pedestrians.

Lighting would be used to highlight architectural elements and building signage. In addition, security and safety lighting would be provided as necessary, and would be limited to building walkways and parking areas. Light sources would be oriented towards the ground or screened to minimize illumination into the surrounding areas and prevent interference with vehicle traffic. Street lighting along 12th Street and Ocean Avenue will be required per City standards.

UTILITIES AND INFRASTRUCTURE

Water Service

An existing 10-inch water line on Ocean Avenue and an existing 10-inch line on 12th Street would serve the project site. Lateral lines extending from the proposed building would connect to these lines. No new water mains would be required to serve the proposed project. There is an abandoned water well located on the eastern portion of the project site that would, as part of the project, need to be decommissioned in accordance with the City of Lompoc Well Ordinance, Chapter 34 of the City of Lompoc Municipal Code and the State of California Water Well Standards, Bulletin 74-90 Sewer Service.

Sewer Service

A condition of approval was added to the project (WW 15) that provides two options for upgrading existing sewer mains to allow for the proposed project to gravity feed to the existing sewer treatment plant.

1. Pipe burst existing 6-inch sewer main to 8-inch PVC from Maintenance Hole (MH) 10-214 at Sixth/Seventh Street Alley on Chestnut Avenue to Maintenance Hole (MH) 10-025 at Chestnut Avenue and Third Street intersection – approximately 1,300 lineal feet; or

2. Installing two new Maintenance Holes (MH) in Laurel Avenue at the intersections of Twelfth Street and Eighth Street and connect the two new Maintenance Holes with an 8-inch PVC line. Northerly, from the new Eighth Street/Laurel Avenue MH to existing Eighth Street MH #10-303, install a new 8-inch PVC main. Northerly, from existing MH #10-303 to MH #10-304 in Eighth Street, pipe burst existing 6-inch sewer line to 8-inch. Pipe burst existing sewer line in Maple Avenue, from MH # 10-309 (west of Seventh Street) to MH # 10-021 (at Third Street).

However, if during the design phase of the Santa Rita Hills Project and prior to construction, the sewer for the River Terrace project was installed, the City would coordinate with the developer to review the possibility of making this the location of connection to the City's sewer system.

Storm Drainage

The proposed on-site drainage system would consist of drain inlets, pipes, water quality features, detention basins, and discharge outlets to the northeast, consistent with historical drainage patterns. The drain inlets would be either directly connected to the storm drain or indirectly connected through lateral pipelines and manholes. The detention basin would collect and temporarily hold storm water from the site, allowing it to be released in a controlled manner so that flow rates would not surpass the present rates. The storm drain located along Highway 246 is currently at or above capacity for existing flows, ~~and~~ The proposed project would connect to the a storm drain system that would be constructed to the north of the property, which has available capacity to accept flows from this site as part of the project.

Electrical and Natural Gas

Electricity and natural gas transmission infrastructure presently exists on, and in the vicinity of, the project site near the intersection of Ocean Avenue and 12th Street. Development of the project would necessitate the construction of an on-site distribution system to convey energy to uses on the site. This system would be designed to accommodate the uses proposed within the project, and would not extend beyond the requirements or boundaries of the project. The on-site service lines would be sized to meet the demands of the proposed project.

CONSTRUCTION

Overall, the construction period is anticipated to last up to 24 months. Development of the project would require the demolition/dismantling and removal of portions of the existing asphalt areas that are either not going to be used for this project or that are severely deteriorated. Grading within building area will include approximately 5,000 cubic yards of cut materials and the importing of approximately 13,000 cubic yards of additional fill materials. Grading within the building pad area and for utility trenches may require rough grading up to depths of 5 feet below the ground surface. Demolition, grading, and building activities would involve the use of standard earthmoving equipment such as loaders, dozers, and other

related equipment such as cranes. All heavy-duty equipment would be contained on site over the duration of construction activities to prevent disruption to the surrounding commercial and residential uses. While construction activities will vary depending on the phase of the project, most of the equipment will be used early in the process and only for a short period.

Temporary street and sidewalk closures within and along the perimeter of the project site may be required. In order to minimize potential conflicts between construction activity and through traffic, a construction traffic control plan would be developed prior to project construction. The plan would identify all traffic control measures, signs, alternate routes, or traffic control for the truck route that goes on 12th Street, and delineators required to be implemented by the construction contractor through the duration of the demolition and construction activity.

A truck haul route program would also be implemented to minimize conflicts between haul trucks traveling to and from the project site and through traffic on roadways surrounding the project. The program would specify access points to the project site and delineate approved haul routes. It is expected that trucks would access the site via Ocean Avenue and 12th Street.

DOCUMENTS SUBMITTED

The following technical reports were submitted by the project applicant in association with the proposed project:

- Earth Systems Pacific, *Soils Engineering Report Santa Rita Hills Wine Center, Northeast of 12th Street and Highway 246, Lompoc, California*, July 2, 2008.
- Penfield and Smith, *Draft Preliminary Drainage Report for Santa Rita Hills Wine Center, Santa Barbara County*, July 31, 2008.
- Nova Consulting Group, Inc., *Phase I Environmental Site Assessment, La Purisima Plaza, LLC. 333 West Highway 246, Lompoc, California*, November 7, 2008.

These reports are on file and available for review at the City of Lompoc Planning Division.

APPROVALS REQUESTED

This EIR (City Project Number EIR 08-01) provides the CEQA compliance documentation upon which the City's and other agencies' consideration of an action on all necessary land use permits and other approvals shall be based. The City of Lompoc is the Lead Agency for the proposed project. This EIR provides environmental information and evaluation needed by responsible agencies acting on permits relative to the project and the project site. The Planning Commission will review the EIR and make recommendations for certification and adoption of findings of fact to the City Council.

The City of Lompoc requires projects located along Highway 1/Ocean Avenue to undergo design review. Applications for design review must be filed with the Planning Division together with a fee as fixed by resolution of the City. The design review process applies to the site plan, exterior elevations, building design and materials, signage, landscaping, parking, alterations adjacent to public roadways, grading and drainage, and other aspects of the project, as determined by the Planning Division. As such, the discretionary approvals required for the project include the approval of a Development Plan Review Permit (DR 08-01).

Other approvals required to develop the project include a Tentative Parcel Map (LOM 582) to subdivide the parcel into four parcels, see **Figure 3.0-11 Tentative Parcel Map**; and a General Plan Amendment (GP 08-01) and Rezone (ZC 08-01) to redesignate 5.9 acres of the site from Business Park (BP) to Planned Commercial Development (P-C-D) District designation primarily along the frontage of Highway 246 and the eastern portion of the site.

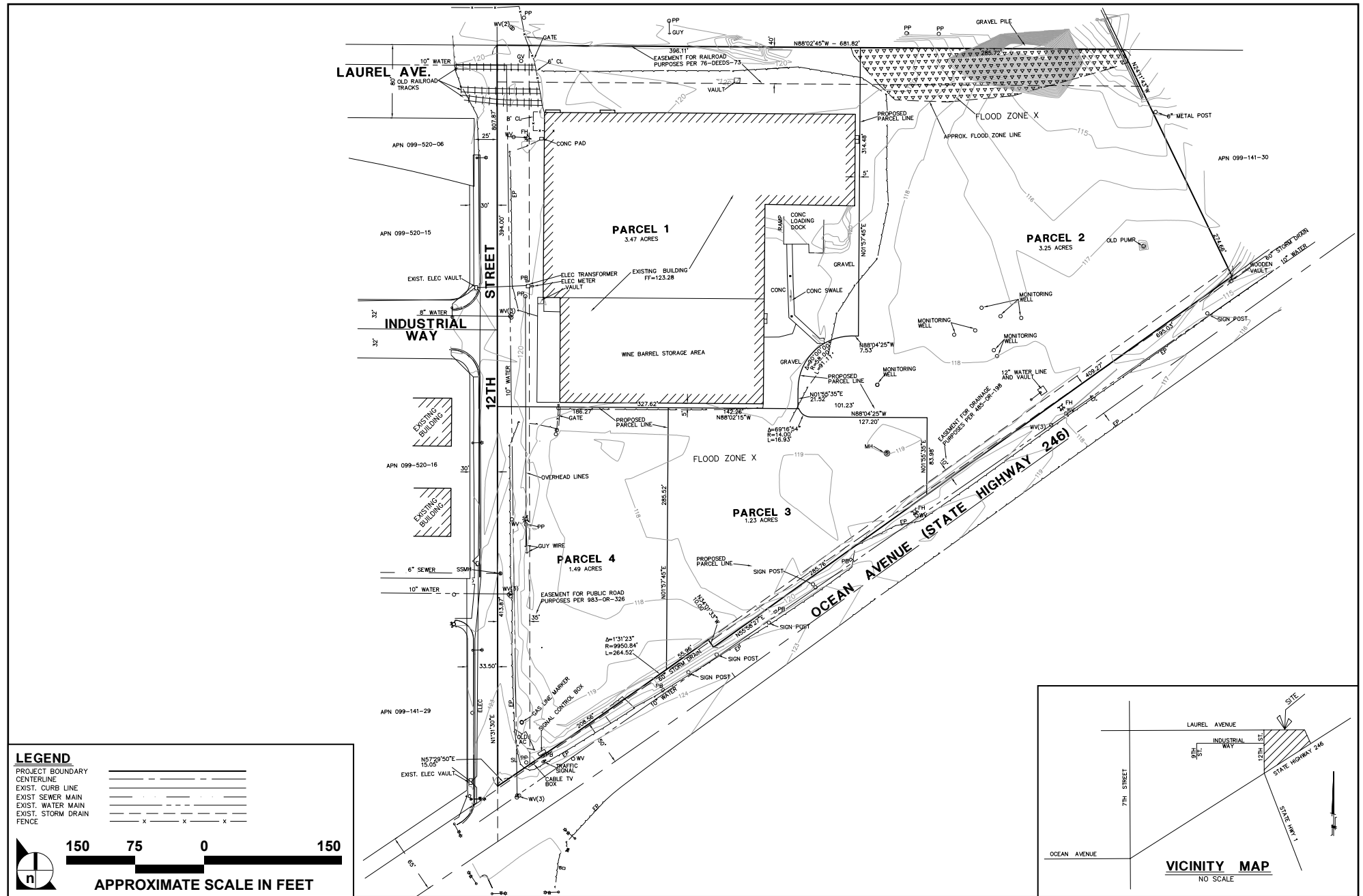
INTENDED USES OF THIS DRAFT EIR

This EIR addresses the potential impacts that may result from development of the proposed project described in this section of the Draft EIR. The EIR is intended to serve primarily as a source of information for the City of Lompoc, which is the Lead Agency for the proposed project. As defined by CEQA, a Lead Agency is the public agency with the principal responsibility for reviewing a project.

Trustee Agencies are state agencies having jurisdiction by law over natural resources affected by a project which is held in trust for the people of the State of California. No trustee agencies have been identified for the proposed project as a result of the distribution of the Notice of Preparation for this EIR.

Responsible Agencies are agencies other than the lead agency with approval power over discretionary actions related to the proposed project. Responsible agencies whose approval may be required include

- California Department of Transportation
- California Regional Water Quality Control Boards
- California Department of Toxic Substance Control
- Santa Barbara Air Pollution Control District
- Santa Barbara County Flood Control District



SOURCE: Urban Planning Concepts, Inc. - April 2009

FIGURE 3.0-11

Tentative Parcel Map

4.0 ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

The purpose of this section is to inform decision makers and the public of the type and magnitude of change to the existing environment that would be caused by the proposed project, plus proposed and approved cumulative development, in the City of Lompoc. Individual environmental topics addressed in this EIR have been identified in the Notice of Preparation prepared by the City of Lompoc for the proposed project. The environmental impact analysis sections of this environmental impact report (EIR) provide a comprehensive discussion of the existing environmental conditions, evaluate expected project-level and cumulative-level impacts that would result from the project, and determine the level of significance of foreseen impacts. Throughout this section any type of construction related activity will be either termed construction related activities or short-term impacts. In both instances, these terms are considered to be interchangeable. The same is true for operational impacts and long-term impacts. The environmental impact analysis sections identify mitigation measures intended to reduce potential environmental impacts to the greatest extent feasible.

Other environmental issues were eliminated or “scoped out” from detailed review in the Draft EIR during the initial review of the project as the impacts were determined to have no impact, less than significant impacts, or significant impacts that could be mitigated to a less than significant level. These environmental issues are not discussed in **Section 4.0**. The topics that were scoped out are identified and discussed in **Section 7.0, Effects Found Not To Be Significant**, of the Draft EIR.

CUMULATIVE METHODOLOGY

Cumulative impacts refer to two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts (*California Environmental Quality Act [CEQA] Guidelines* Section 15355). Cumulative impacts are the change in the environment which results from the incremental impact of the project when added to that of other closely related past, present and reasonably foreseeable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time.

In order to analyze the cumulative impacts of the project in combination with existing development and other expected future growth, the amount and location of growth expected to occur, in addition to that of the proposed project, must be predicted. Section 15130(b) of the *State CEQA Guidelines* allows the following two methods of prediction: “(A) a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency, or (B) a summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or areawide conditions.”

D, are 37 feet and 2 inches. Therefore, the proposed project would not substantially alter the effects of the surrounding views.

Since the proposed project is not located on or near these scenic ridgelines and would comply with zoning requirements for height restrictions, then any potentially substantial adverse effects to the scenic vistas and ridgelines would be less than significant.

The existing visual character of the project site includes four buildings, a gravel road and a disturbed, pervious land. The proposed project would include a resort hotel and spa, two commercial/retail buildings, and a demonstration vineyard. The conceptual landscape plan would intermingle ground cover, trees, shrubs, and vines along the south and west project boundaries and within the project site to minimize light or glare and to provide aesthetic breaks by reducing the project's visual presence along SR-246 and North 12th Street. The landscape plan would be coordinated with Caltrans landscape architecture staff through the City's Urban Forester. Planning Commission review will assure conformance with the architectural guidelines⁵ of the City and would therefore have less than significant impacts to the visual character or quality of the project site and its surroundings.

Scenic Highways and Resources

As described above in **Scenic Corridors/Highways**, the proposed project is not located along a state designated scenic highway. The nearest eligible state designated highway would be SR-1, which would potentially be designated up until the entrance of the City of Lompoc. However, the proposed project cannot be seen from SR-1 until motorists and/or bicyclists enter the City (**Figure 4.1-6**). Additionally, the Scenic Ridgelines and Roads map designates SR-1 and SR-246 from the intersection of North 12th Street northeast to the intersection of Purisima Road as scenic roads.⁶ There is no landmark tress located in the project site.

A substantial adverse effect to the visual resources of a designated scenic road would include altering or obscuring public views. The proposed project would implement a landscape plan, grading plan, and drainage plan that would cohesively integrate vegetation and the natural terrain of the project site to minimize damage to the surrounding scenic resources. The plans would conform to the Lompoc Zoning Ordinance and the City Architectural Guidelines to minimize impacts on the scenic roads adjacent to the project site. Some examples would include streetscape trees, turf buffers, and shrubs along the sidewalks adjacent to SR-246 and North 12th Street to break up the surrounding industrial and commercial land uses and minimize potential adverse impacts to the scenic view of the project site for pedestrians, bicyclists, and motorists.

⁵ City of Lompoc, *Architectural Review Guidelines*, 2001.

⁶ City of Lompoc, "Urban Design Element," *General Plan*, 1997.

Consistency: The proposed project would include art wall signage located at the intersection of Ocean Avenue and 12th Street. In addition, the project would include tenant identification/mural and project identification signage. Signage would include state-of-the-art signs and murals integrated with the architectural design of the building façades. Signage would be provided at designated project entrances to direct motorists and pedestrians.

Policy 4.6: The City shall encourage the development of the urban forest along streetscapes and in public places.

Consistency: Streetscape landscaping would include shade/canopy trees that would be planted along SR-246 and North 12th Street surrounding the project site, as well as at the main entry points. Smaller street trees would be planted next to trellised pedestrian walkways and parking areas within the project site. Tree groupings would be situated to enhance the view of frontages and entryways. The number of trees that would line the proposed project boundary would ~~approximately include 65-42 canopy and/or aspect trees along SR-246 and 12th Street.~~ The heights of these trees would be within 2 feet of the approved height, allowing for structural cover. Landscaping in the open space and garden areas would include mature plant species, such as vines, hedges, lawns, and ground-cover plant materials. There is no proposed landscape within the Caltrans right-of-way.

Policy 4.7: The City shall encourage the provision of open space in all public places.

Consistency: The proposed project would incorporate a detention basin to add the amount of pervious surfaces and to capture 100-year storm events for clarification and the reduction of surface water flows. This would allow for more open space within the proposed project site by including turf, shrubs, and large trees. The area would be partially screened to limit disturbance of the basin.

Goal 5: Ensure high-quality design and development.

Policy 5.1: The City shall ensure that all public and private improvements or development projects are consistent with the architectural, landscaping, and site design requirements.

Consistency: The project will include a variety of architectural features, light fixtures, and window designs as detailed on the project plans and landscape plans. As described in Figures 3.0-10a Conceptual Site Plan and 3.0-10b Conceptual Planting Plan the landscape of the proposed project would conform to architecture and landscaping guidelines of the City of Lompoc. As described below the applicant would work with the Beautification Commission and Caltrans would ensure proper design and development.

Implementation Measures

Measure 1 The Beautification Commission shall establish policies and programs to define and enhance the entryways into the City in cooperation with Caltrans, Santa Barbara County, and the affected property owners.

Consistency: The Beautification Commission would establish policies and programs to enhance and define the entryway located just south of the project site, coordinating with Caltrans and the applicant. The City would support the applicant to promote the correct vegetation for enhancing the City entrance. The proposed project itself would potentially contribute to the entrance to the City with its style of architecture and landscaping.

Cumulative Impacts

The proposed project would develop a 9.6-acre parcel that is adjacent to the Santa Ynez River and adjacent to designated scenic roads, as described in the “Scenic Ridgelines and Roads” map. The proposed project would include a three-story, 55-room bed and breakfast element, two commercial/retail buildings, and a wine storage and production facility. The current land uses around the project site that are currently undeveloped are to the north (“River Terrace Residential Development” tract map), the river to the east, and undeveloped land directly south and to the southwest of the project site. The current designation for the land, to the south, is designated for very low residential, industrial, and open space. Cumulative impacts would result from implementation of the proposed project. The buildout of the areas around the project site would potentially add more structures that would introduce more light or glare to the immediate area. The area designated for very low residential is also designated as a scenic ridge with the *Lompoc General Plan*.

Lighting of the proposed commercial and industrial uses would create a substantial new source of light around the project site and would alter the current character of the site. New lighting associated with the proposed project would be installed. This would include streetlights and exterior lights associated with commercial development, such as interior lighting from buildings, parking lot lights, and security lighting. Any new developments around the site would be subject to the architectural guidelines of the City, the *Lompoc General Plan*, and Zoning Ordinance. Landscape plans will be designed to enhance the visual character of the surrounding land uses. Potential cumulative impacts would result in less than significant impacts.

MITIGATION MEASURES

The following mitigation measures shall be implemented:

- 4.1-1** Prior to ~~the issuance of any permit for the project~~~~tract map approval~~, a lighting plan prepared by a lighting consultant shall be submitted to the City of Lompoc Community Development Department for review and approval. The lighting plan shall incorporate recommended guidelines (0.5 foot-candle, the minimum parking lot security level) as a threshold for spill and the

INTRODUCTION

*This section of the environmental impact report (EIR) describes the ambient air quality of the local and regional areas and provides a comparison of existing air quality to applicable state and federal pollutant standards. The purpose of this analysis is to evaluate the potential air quality impacts associated with the Santa Rita Wine Center Project, and to identify mitigation measures to reduce potential impacts to the greatest extent possible. Sources utilized in this discussion include the Santa Barbara County Air Pollution Control District's (SBCAPCD) Environmental Review Guidelines for the Santa Barbara County Air Pollution Control District ~~Guidelines for the Implementation of the California Environmental Quality Act of 1970, as amended~~ (November 16, 2000) and the Scope and Content of Air Quality Sections in Environmental Documents (July 2008). Additional air quality data was acquired from the California Air Resources Board (CARB). Air quality calculations conducted for this analysis are contained within **Appendix 4.2**.*

EXISTING CONDITIONS

South Central Coast Air Basin

The project site is located within the South Central Coast Air Basin (basin), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties. The site is situated in the west-central portion of the basin, in a region topographically dominated by the foothills of the Santa Ynez Mountains.

The basin has a Mediterranean-type climate, with warm, dry summers and cool, intermittently rainy winters. **Table 4.2-1, Local Climate Conditions**, summarizes local climate conditions in the City of Lompoc. During the spring and summer months, cool, moist marine air frequently causes fog and low clouds near the coast. The climate and topography of the region contribute to conditions that can lead to persistent air pollution.

Temperature inversions, in which warm air overlies cooler air, can limit the dispersal of air pollutants within the regional airshed or basin. In an inversion condition, a warm upper layer of air forms a cap over the marine layer and inhibits the air pollutants generated near the ground from dispersing upward. Two types of inversions typically occur in the region. A subsidence inversion is a regional effect created by the dominant Pacific high-pressure area. It occurs when air warms up as it is compressed when it flows from high-pressure areas over the ocean to lower-pressure areas inland. This type of inversion is most common in summer, although it can occur throughout the year. Surface inversions are created when air near the ground cools more rapidly during the night, and are common in winter. They are often accompanied by stable air conditions with low wind speeds and uniform temperatures, which reduce the rate of pollutant dispersion.

state, regional, and local levels implement the programs contained in these plans. Agencies involved include the US EPA, CARB, local governments, the Santa Barbara County Association of Governments (SBCAG), and the SBCAPCD.

The SBCAPCD is the agency responsible for preparing the CAP for the region under its jurisdiction. The SBCAPCD adopted the 2007~~4~~ Clean Air Plan (2007~~4~~ CAP) in ~~December 2004~~ and has been approved by CARB as the comprehensive State Implementation Plan component for the region. ~~While the SBCAPCD has adopted its 2007 Clean Air Plan (2007 CAP), it has not been approved by CARB. Therefore, the 2004 CAP is the “applicable regional plan” in terms of CEQA requirements for assessing plan consistency.~~ The 2001 CAP has been approved by both CARB and the US EPA and remains in effect for federal standards.

The purpose of the 2007~~4~~ CAP is to address CCAA mandates under Health and Safety Code Sections 40924 and 40925 that require that every three years areas update their clean air plans to attain the state 1-hour ozone standard. The 2007~~4~~ CAP provides a three-year update to the SBCAPCD’s 2004~~1~~ Clean Air Plan (2004~~1~~ CAP). Other key requirements of the CCAA addressed in the 2007~~4~~ CAP include demonstration of an annual 5 percent emission reduction of ozone precursors, or, if this cannot be done, inclusion of every feasible measure as part of the emission controls strategy. State law also requires the 2007~~4~~ CAP to provide for attainment of the state ambient air quality standards at the earliest practicable date (Health and Safety Code Section 40910). The 2007~~4~~ CAP continues the overall strategy for control of both ROC and NO_x emissions adopted in the 2004~~1~~ CAP with the addition of eight new or revised stationary source control measures, and updated transportation control measures.

SBCAPCD Rules and Regulations

The SBCAPCD has the primary responsibility under the California Health and Safety Code for controlling air pollution from stationary sources in order to protect the public health. This responsibility includes the authority to develop, adopt, and enforce rules. Specific rules and regulations have been adopted by the SBCAPCD Board limiting the emissions that can be generated by various stationary uses and activities, and identifying specific pollution reduction measures that must be implemented in association with various stationary uses. These rules regulate the emissions of the six criteria air pollutants, as well as toxic emissions and nuisance odors. They are also subject to ongoing refinement by the SBCAPCD.

CEQA Air Quality Guidelines

In November 2000, the SBCAPCD published its latest *Environmental Review Guidelines for the Santa Barbara County Air Pollution Control District* ~~Guidelines for the Implementation of the California Environmental Quality~~

~~Act of 1970, as amended (Environmental Review Guidelines)~~ as a guidance document to provide lead agencies, consultants, and project proponents with uniform procedures for assessing air quality impacts and preparing the air quality sections of environmental documents for projects subject to CEQA. This document describes the criteria that the SBCAPCD uses when reviewing and commenting on the adequacy of environmental documents, such as this EIR. It recommends thresholds for use in determining whether projects would have significant adverse environmental impacts and describes the SBCAPCD's procedures for review of environmental documents.

In July of 2008, the SBCAPCD published its latest version of the guidance document titled *Scope and Content of Air Quality Sections in Environmental Documents*. This document contains guidance on assessing and mitigating air quality impacts. It includes an outline of the elements needed in EIRs, environmental setting information for Santa Barbara County, significance thresholds for project and cumulative impacts, County-specific instructions for air quality modeling, and a list of potential mitigation measures. This EIR section was prepared following the recommendations of the *Environmental Review Guidelines* and *Scope and Content of Air Quality Sections in Environmental Documents*.

Local Governments

Local governments, such as the City of Lompoc, have the authority and responsibility to reduce air pollution through their police power and land use decision-making authority. Specifically, local governments are responsible for the mitigation of emissions resulting from land use decisions and for the implementation of transportation control measures as outlined in the 2007~~4~~ CAP. The City of Lompoc participates in the preparation and ongoing updates of the CAP through its position on the SBCAPCD Board and by providing information that serves as the basis for land use, employment and population projections used to develop CAP emissions inventories. In accordance with CEQA requirements and the CEQA review process, local governments assess air quality impacts, require mitigation of potential air quality impacts by conditioning discretionary permits, and monitor and enforce implementation of such mitigation.

In 1997, concurrent with the adoption of the updated general plan, the City of Lompoc adopted standard air quality conditions that it imposes on new projects. These conditions target and are intended to reduce short-term construction emissions and long-term operational emissions. The City's PM₁₀ abatement program is patterned after the SBCAPCD-recommended dust control measures. The City requires project applicants to implement the following:

1. A dust abatement program that requires construction contractors to implement the following measures:
 - Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions.

Pollutant	Standards ^{1, 2}	Year		
		2005	2006	2007
SULFUR DIOXIDE (SO₂)				
Maximum 24-hour concentration monitored (ppm)		0.003	0.002	0.003
Number of samples exceeding 24-hour state standard	0.04 ppm	0	0	0
Number of samples exceeding federal 24-hour standard	0.14 ppm	0	0	0

n/a = not available

Source: California Air Resources Board, "Air Quality Data Statistics," <http://www.arb.ca.gov/adam/>. 2008.

¹ Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu\text{g}/\text{m}^3$), or annual arithmetic mean (aam).

² Federal and state standards are for the same time period as the maximum concentration measurement unless otherwise indicated.

³ The 8-hour federal O₃ standard was revised to 0.075 ppm in March 2008. The statistics shown are based on the previous standard of 0.08 ppm.

⁴ The NO₂ state standard was amended on February 22, 2007 to lower the 1-hour state standard from 0.25 ppm to 0.18 ppm and to establish a new annual state standard of 0.030 ppm. These changes became effective March 20, 2008. Statistics shown are based on the standards in effect at the time.

⁵ PM₁₀ samples were collected every 6 days.

⁶ The federal standard for PM_{2.5} was changed to 35 $\mu\text{g}/\text{m}^3$, which became effective on December 17, 2006. Statistics shown are based on the 65 $\mu\text{g}/\text{m}^3$ standard for years 2005-2006.

The primary sources of ozone precursor emissions are motor vehicles. Other sources in Santa Barbara County include petroleum facilities and solvent use (paints, consumer products, and certain industrial processes). Sources of PM₁₀ and PM_{2.5} in the County include mineral quarries, grading, demolition, agricultural tilling, road dust, vehicle exhaust, sea salt, and wind-blown dust.

Site-Specific Emissions

The project site is approximately 9.6 acres and consists of a single parcel (assessor parcel number [APN] of 099-141-022). The project site was formerly occupied by the Grefco diatomaceous earth (DE) processing plant and was annexed into the City of Lompoc in 2005. The current *City of Lompoc General Plan* land use designation and zoning for the project site is Business Park (B-P).

Existing land uses on the project site consists of a large cluster of four industrial buildings and outdoor covered loading areas on the northwest corner of the project site. These four buildings (known as Units A, B, C, and D) and the outdoor covered loading areas comprise a total of approximately 83,171 square feet of space. Of this total, approximately 71,000 square feet of space is dedicated to the enclosed building area and 6,000 square feet is dedicated for future production, and 6,171 square is the outdoor covered loading dock area. The four enclosed building areas are currently used for wine storage. The remainder of the project site consists of weathered paving adjacent to the buildings and vacant, disturbed mowed field. The existing project site has emissions associated with vehicle trips and existing area sources. It is estimated that three daily trips for wine storage employees occur. However, the emissions will not be estimated as the proposed project will not be credited for existing emissions.

Sensitive Receptors

Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because infants, the elderly, and people with health afflictions, especially respiratory ailments, are more susceptible to respiratory infections and other air-quality-related health problems than the general public. Residential areas are also considered to be 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.

Land uses that bound the project site include the River Terrace mixed residential and commercial project which has been approved is directly to the north; the Santa Ynez River 0.1 mile to the east; vacant parcels across Highway 246, and commercial uses, including a Home Depot warehouse store and light-industrial across 12th Street to the west. The River Terrace project to the north would be considered a sensitive receptor. The El Puente Community School is located approximately 0.15 mile to the west of the project site and would also be considered a sensitive receptor. Additional receptors further west/southwest of the proposed project site would include the Lompoc hospital (approximately 0.5 mile) and Crestview Terrace (approximately 0.1 mile from the nearest project site boundary).

IMPACT ANALYSIS

Significance Thresholds

In order to assist in determining whether a project will have a significant effect on the environment, the *State CEQA Guidelines* identify criteria for conditions that may be deemed to constitute a substantial or potentially substantial adverse change in physical conditions. Specifically, Appendix G of the *State CEQA Guidelines* (Environmental Checklist Form) lists the following items to be considered when determining whether a project may have a significant impact:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

In order to facilitate the intent and significance determinations of the *State CEQA Guidelines*, the SBCAPCD has adopted criteria for determining the level of significance for project-specific impacts

CO Hotspot Thresholds

Due to the relatively low background ambient CO levels in Santa Barbara County, CO “hotspot” analyses are not required anymore.⁴⁶

Toxic Air Contaminant Thresholds

Projects that have the potential to emit TACs could also result in significant air quality impacts. TACs are defined under California Health and Safety Code Section 39655(a) “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.”~~law as air pollutants that have carcinogenic effects.~~ As stated in the SBCAPCD guidelines, a project would be considered to have a significant impact if it would result in a probability of contracting cancer of more than 10 in 1 million. In addition, projects that create a Hazard Index for non-cancer risks of more than one could have significant air quality impacts.

Objectionable Odor Thresholds

SBCAPCD Rule 303 (Nuisance), states in part that “[a] person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.” Projects that would emit pollutants associated with objectionable odors in substantial concentrations could result in significant impacts if pollutants or associated odors would create a nuisance, as defined above.

Project Consistency with the CAP

The *State CEQA Guidelines* indicate that a project may have significant impacts if it conflicts with or obstructs implementation of the applicable air quality plan. By definition, a project is consistent with the CAP if its direct and indirect emissions have been accounted for in the CAP’s emissions growth assumptions. Therefore, the project as a whole will be considered to be inconsistent if the project’s direct and indirect emissions have not been accounted for in the CAP’s emissions growth assumptions.

⁴⁶ Santa Barbara County Air Pollution Control District, *Scope and Content of Air Quality Sections in Environmental Documents*, (2008).

lead agencies, where possible, avoid locating new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. The proposed project is not located near to any freeway or urban roads with more than 100,000 vehicles per day or any rural roads with 50,000 vehicles per day. Therefore, the project would not be subjected to increased health impacts relative to the background levels. Accordingly, no significant impacts with respect to the criteria listed above are expected to occur.

Objectionable Odors

Typical sources of objectionable odor include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries. The proposed project does not include these land uses and is not located adjacent to or in proximity to any of these uses. Therefore, impacts with respect to objectionable odors would be less than significant.

The SBCAPCD requires that facilities that may cause odor nuisance complaints under SBCAPCD Rule 3030 (Nuisance) develop and implement an odor abatement plan (OAP). OAPs should include the following elements:

- Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints;
- Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond;
- Description of potential odor sources at the facility;
- Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add-on air pollution control equipment; and
- Contingency measures to curtail emissions in the event of a public nuisance complaint.

It is unlikely that a wine production facility of this size would generate emissions that would cause a nuisance. However, odor impacts are possible; therefore, the project will be considered significant with respect to odor impacts and would require mitigation in the form on an OAP.

Project Consistency with the CAP

The ~~2000-2002~~ Annual Emission Inventory contains data on NO_x and ROC in Santa Barbara County and the Outer Continental Shelf and is the most current inventory available. This inventory was used in order to forecast future emission levels for 2010, 2015, and 2020, which are described in the ~~2002~~ Planning

Emission Inventory and 2005 Planning Emission Inventory Forecast. The emission forecasts forms the basis of the 2007~~4~~ CAP. The CAP relies primarily on the land use and population projections provided by the SBCAG and CARB on-road emissions forecast as a basis for vehicle emission forecasting.

The project is consistent with the CAP if its direct and indirect emissions have been accounted for in the CAP's emissions growth assumption. The CAP's direct and indirect emissions inventory for the County as a whole are reliant on population projections provided by SBCAG. SBCAG generates population projections based on the populations projections contained in City General Plans. In this case, SBCAG has utilized population projections contained in the City of Lompoc's general plan.

The proposed project would not result in a direct population increase, ~~as the project does not contain any residential units~~ but has the potential for live/work units on the second floor of Building B. The potential for live/work units could result in fewer mobile source emissions. Although the project would increase employment due to the development of a new resort hotel and winery production facility, the indirect increase in population growth due would only be a fraction of the growth forecasts. Therefore, the proposed project would also be consistent with the 2007~~4~~ CAP emission projections. As such, impacts would be less than significant.

The SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* also states that "commercial or industrial projects will be judged consistent with the CAP if they are consistent with APCD rules and regulations."⁵⁰ Therefore, the proposed project's consistency with the following permit and/or rule requirements related to construction, demolition or renovation activities, and winery operations demonstrate consistency with the CAP:

- If contaminated soils are found at the project site, the SBCAPCD must be contacted to determine if Authority to Construct and/or Permit to Operate permits will be required.
- Prior to land use clearance, the proposed winery shall apply for, and obtain, either written permit exemptions or Authority to Construct permits from the SBCAPCD for winery-related equipment (fermentation and storage tanks, emergency standby generators, fire water pumps and boilers) as subject to SBCAPCD Rules and Regulations. The application forms can be downloaded from <http://www.sbcapcd.org/eng/winery/winery.htm>.

⁵⁰ Santa Barbara County Air Pollution Control District, *Scope and Content of Air Quality Sections in Environmental Documents*, July 2008, p. 13.

- Pursuant to the National Emissions Standards for Hazardous Air Pollutants - Subpart M, Emissions Standards for Asbestos (SBCAPCD Reg. X), the applicant should determine whether the structure(s) proposed for demolition contains asbestos that is friable or has the potential to become friable during demolition or disposal. If the structure does contain friable asbestos, the asbestos should be removed by a contractor that is state certified for asbestos removal. The project proponent is required to complete the "Asbestos Demolition/Renovation Notification" form (which can be downloaded from the APCD website at <http://www.sbcapcd.org/biz/asbestos.htm>) for each regulated structure to be demolished or renovated, regardless of whether asbestos is present or not. The completed form should be mailed to the SBCAPCD no later than 10 working days prior to starting work on the regulated structure.

The proposed project would conform to the above permit and/or rule requirements, if applicable. Therefore, based on the above analysis, the proposed project would be consistent with the CAP and would result in a less than significant impact relative to this criterion.

Cumulative Impacts

A project that does not exceed the SBCAPCD project-specific thresholds and that is consistent with the CAP is considered to have a less than significant cumulative air quality impact. As stated previously, the net emissions generated by the proposed project would not exceed the SBCAPCD project-specific thresholds and the project is consistent with the 2007~~4~~CAP. Therefore, cumulative impacts would be less than significant.

Global Climate Change Impacts

The proposed project will result in the construction and operation of a 55-room resort spa and hotel, office space, retail space, and a winery production facility. The proposed project would result in one-time emissions of GHGs during construction. These emissions, primarily CO₂, CH₄, and N₂O, are the result of fuel combustion from construction equipment and motor vehicles. The other primary GHGs (perfluorocarbons and sulfur hexafluoride) are associated with specific industrial sources and are not expected to be emitted by the proposed project.

In addition to electrical demand, the existing site would also result in indirect GHG emissions due to water demand, wastewater treatment, and solid waste generation. GHG emissions from water demand are due to the electricity needed to convey, treat, and distribute potable water. GHG emissions from wastewater are due to the electricity needed to treat wastewater. GHG emissions from solid waste generation are due to the decomposition of organic material, which releases CH₄ into the atmosphere. The annual electrical demand factor for water demand was obtained from the CEC's *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report (CEC-500-2006-118)*. GHG emission factors for wastewater treatment and solid waste generation were obtained from the US EPA's *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I, Chapter 4.3.5* and *Greenhouse Gas Emission Factors for Management of Selected Materials in Municipal Solid Waste (EPA-530-R-98-013)*. Water demand, wastewater generation, and solid waste generation rates were obtained from the City's Utility Department.

The estimated maximum annual GHG emissions associated with operation of the ~~existing site~~ project are shown in **Table 4.2-11, Estimated Annual GHG Emissions**.

Table 4.2-11
Estimated Annual GHG Emissions

GHG Emissions Source	Emissions (Metric Tons CO ₂ e/year)
Annual Existing Operational GHG Emissions:	
Motor Vehicles	1,158.68
Area Sources (Natural Gas Consumption)	311.71
Electricity Consumption	311.18
Solid Waste Generation	5,572.79
Water Supply	1,371.22
Wastewater	None
Total Annual Existing Operational GHG Emissions	8,725.58

Source: Impact Sciences, Inc., (2008). Emissions calculations are provided in Appendix 4.2.
Totals in table may not appear to add exactly due to rounding.

As noted in **Table 4.2-11**, wastewater treatment is not anticipated to result in emissions of GHGs. The City of Lompoc Wastewater Treatment Plant is in the process of upgrading their treatment facility from anaerobic digesters, which results in methane emissions, to an aerobic treatment process, which does not result in methane emissions. The upgrades are anticipated to occur during the second half of 2009,

4.2-1 A dust abatement program shall be prepared and implemented during all construction activities occurring on the project site. The following measures shall be included in the dust abatement program:

- Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions.
- Construction sites shall be watered and all equipment cleaned in the morning and evening to reduce particulate and dust emissions.
- Cover stockpiles of sand, soil, and similar materials, or surround them with windbreaks.
- Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces or have adequate freeboard to prevent spillage.
- Post signs that limit vehicle speeds on unpaved roads and over disturbed soils to 10 miles per hour during construction.
- Soil binders shall be spread on construction sites, on unpaved roads, and on parking areas; ground cover shall be re-established through seeding and watering.
- Sweep up dirt and debris spilled onto paved surfaces immediately to reduce re-suspension of dust through vehicle movement over those surfaces.
- Require the construction contractor to designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary.

4.2-2 To reduce ROC emissions associated with the application of architectural coatings during building construction, the applicant shall use the following methods during the application of necessary architectural coating materials:

- Minimize the use of paints and solvents by using pre-coated building materials;
- Minimize the use of paints and solvents by using naturally colored building materials;
- Use water-based or low-ROC coatings; and
- Utilize coating application equipment with high transfer efficiency rates.

4.2-3 All construction equipment engines and emission systems shall be maintained in proper operating order, in accordance with manufacturers' specifications, to reduce ozone precursor emissions from stationary and mobile construction equipment. Construction

equipment engines and emission systems shall also abide by the following to reduce ozone precursor emissions as well as other criteria pollutant emissions:

- All portable diesel-fired engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.
- Portable engines rated at 50 brake-horsepower or greater must meet specific emissions requirements as outlines in the *Air Toxic Control Measure (ATCM) for Diesel Particulate Matter from Portable Engines* (17 CCR § 93116). The ATCM requires cleaner burning engines to be phased in based on their "tier", which is determined by a number of factors. Engines rated as "Tier 0" are phased out beginning January 1, 2010. APCD recommends the use of Tier 1 engines at a minimum, and the use of Tier 2 engines or greater to the maximum extent feasible.

~~4.2.4~~ All construction projects on sites larger than 15 acres shall provide temporary traffic control (e.g., flag person) to avoid unnecessary delays to traffic during construction activities which interrupt normal traffic flow.

~~4.2.5~~ If feasible, electricity from power poles or ground lines shall be used in place of temporary diesel or gasoline powered generators.

~~4.2-645~~ To minimize the emissions of diesel particulate matter, the following measures should be implemented:

- Heavy-duty diesel-powered construction equipment manufactured after 1996 should be utilized wherever feasible.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- ~~Construction equipment shall be maintained in tune per the manufacturer's specifications.~~
- Fleet owners of mobile construction equipment shall comply with the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR Chapter 9, Section 2449), to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All diesel-powered equipment shall use ultra low sulfur diesel fuel.

- Diesel powered equipment should be replaced by electric equipment, whenever feasible.
- Idling of heavy-duty diesel trucks during loading and unloading shall be limited to 5 minutes; auxiliary power units should be used whenever possible. State law (13 CCR Chapter 10, Section 2485) requires (with some exceptions) that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:
 - Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
 - Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 100 feet of a restricted area (homes and schools).

Operational Mitigation Measures

The project could result in odorous emissions from the winery production facility. The SBCAPCD requires that facilities that may cause odor nuisance complaints under SBCAPCD Rule 3030 (Nuisance) develop and implement an OAP. Therefore, the project shall be required to develop an OAP.

~~4.2-57~~ To minimize the potential for nuisance complaints under SBCAPCD Rule 303 (Nuisance), the winery facility shall develop and implement an OAP, which shall include the following elements:

- Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints;
- Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond;
- Description of potential odor sources at the facility;
- Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add-on air pollution control equipment; and
- Contingency measures to curtail emissions in the event of a public nuisance complaint.

Global Climate Change Mitigation Measures

While operation of the proposed project would not generate net GHG emissions sufficient to exceed thresholds for residential and commercial projects, if they were to be established, the project would not

meet the energy efficiency performance standard that is being proposed by CARB. Therefore, the following mitigation measures shall be implemented:

~~4.2-68~~ As proposed in CARB's Proposal for Significance Thresholds for GHGs under CEQA, the project will achieve energy efficiency equal to the California Energy Commission Tier II building energy use standards, which generally require a reduction in energy usage of 30 per cent beyond Title 24 building code requirements.

~~4.2-79~~ The project should comply with the following SBCAPCD-recommended energy conservation measures as feasible.

- ~~• Use of photovoltaic and wind generators;~~
- Duct system within the building thermal envelope;
- Passive cooling strategies;
- High efficiency, motion controlled outdoor lighting;
- Natural lighting in buildings;
- Building siting and orientation, and landscaping to reduce energy use;
- Summer shading and wind protection measures;
- Use of concrete or other non-polluting materials for parking lots instead of asphalt;
- Installation of energy efficient appliances and lighting;
- Installation of mechanical air conditioners and refrigeration units that use non-ozone depleting chemicals; and
- Installation of sidewalks, bike paths, and covered bus stops.

~~4.2-810~~ Additional SBCAPCD-recommended energy conservation measures include the use of green building materials and green building practices. The project should follow these measures as feasible:

- At least 50 percent of exterior of local masonry; plaster or cementitious siding; recycled, salvaged or certified sustainably harvested wood; recycled roofing material or combination cement-fiber roofing; 30-year rated life on minimum 50 percent of roof;
- At least 50 percent interior floor of tile, stone, finished concrete; cork or natural linoleum, carpet and pad (tacked) of recycled content or natural content, minimal finishes;

- All insulation to be 100 percent recycled content, wet-blown, and/or cellulose with Underwriters Laboratories® (UL) fire retardant;
- The use of light colored water based paint and roofing materials; and
- Prepare a construction waste management plan to encourage material reuse and minimize waste.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

As demonstrated in the analysis of emissions associated with the construction of the new project, air quality impacts, after implementation of the required construction **Mitigation Measures 4.2-1 through 4.2-46**, would be less than significant. Additionally, the project would not result in significant odorous impacts after the implementation of **Mitigation Measure 4.2-57**. Operational impacts would be less than significant. Compliance with **Mitigation Measures 4.2-68 through 4.2-810** would reduce the project's GHG emissions and would demonstrate compliance with the state's strategies to achieve the emission reductions required under AB 32. The project would result in a less than significant impact on climate change after mitigation.

Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors and special-status species) of the disturbance zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than 7 days prior to initiation of disturbance work. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than 7 days will have elapsed between the survey and ground disturbance activities. Surveys would not be extended to 300 feet and 500 feet to the west of the site. Such distances would result in biologists surveying the Home Depot parking lot and landscaping.

If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors and special-status species) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged or the nest has failed, as determined by the biologist, and there is no evidence of a subsequent second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the surveys shall be provided to CDFG in the Annual Mitigation Status Report.

In the event a nest becomes active subsequent to construction activities already occurring within 300 feet (500 feet for raptors and special-status species) of the nest, then the setbacks will not apply.

- 4.3-2** Fencing of sufficient height and design shall be placed between the edge of development and the SYR riparian zone to deter access into this area. A series of morning surveys inside the property shall be conducted to assess how many animals are getting through the fence. The surveys should be once per week for two months. A biologist shall count the number of animals sighted directly plus the number of sign observed (tracks, scat). A biologist shall also conduct a limited live-trap survey. If the number of animals detected inside is low (0-5 per week) and limited to small mammals and herps, then no additional fencing would be needed. If the numbers are greater, or if larger mammals (coyote, raccoon, gray fox, opossum) are accessing the property, then other alternatives shall be considered. Such alternatives could include a solid wall, a shortened solid wall, or smaller mesh wire at the bottom of the existing fence. If deer are entering the property, perhaps the fence would potentially need to be raised (the top of the fence would need to be several feet higher above the ground).

- 4.3-3 Trash containers and disposal methods within the development area shall be designed to prevent access by raccoons, crows, feral animals, and other wildlife species that can become habituated to the site.

Increased Light and Glare

- 4.3-4 All lighting along the perimeter of natural areas, particularly street lamps and development-related ~~residential~~ lighting, shall be downcast luminaries and shall be shielded and oriented in a manner that will prevent spillage or glare into the remaining natural open space areas. Perimeter security lighting shall be activated by motion detectors.

Construction and Grading Activities

- 4.3-5 Vehicles carrying supplies, such as concrete, should not be allowed to empty, clean out, or otherwise place materials into natural areas on or immediately adjacent to the site and construction personnel shall not be allowed to access any of the natural areas located to the north, northeast, and east of the project site. Signage and fencing must notify construction workers and drivers about site boundaries and seasonal restrictions of access to suitable sites for sensitive species.

- 4.3-6 Prior to construction, grading, or other ground disturbing activities, silt fencing shall be placed around the perimeter of the project site, so that terrestrial animals cannot move onto the site (from adjacent habitats) and so that construction of the site does not generate sediment within the adjacent Santa Ynez River. The bottom of the silt fencing shall be backfilled so that animals cannot access the site from underneath the fencing material and so that sediment is confined to the project site. Silt fencing shall be removed from the site immediately following the completion of construction-related activities. Monitoring of the silt fence shall be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made.

- 4.3-7 A City-approved biologist shall be retained, at the expense of the applicant, as a construction monitor to ensure that incidental construction impacts on adjacent biological resources are avoided or minimized, and to conduct pre-grading field surveys for wildlife species that may be destroyed as a result of construction and/or site preparation activities. Responsibilities of the construction environmental monitor include the following:

- Facilitate a pre-construction meeting with the contractor and other key construction personnel describing the importance of restricting work to designated areas and the importance of ensuring that no impacts occur to the Santa Ynez River. The monitor should also discuss procedures for minimizing harm/harassment of wildlife encountered during construction.
- Review/designate the construction area in the field with the contractor and the City inspector in accordance with the final approved grading plan. Haul roads, access roads, and on-site staging and storage areas should be sited within grading areas to minimize degradation of habitat adjacent to these areas. If activities outside these limits are necessary, they should be evaluated by the biologist to ensure no special-status species or habitat will be adversely affected.
- Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other special-status resources (such as large trees or bird nests) may be flagged or temporarily fenced by the monitor, at his/her discretion.
- Visit the site weekly during construction to coordinate and monitor compliance with the above provisions.
- Monitoring of the silt fence shall be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made.

4.3-8 Removal of any noxious or invasive vegetation from the site shall be disposed at an off-site location. Under no circumstances shall vegetation removed from the site be stored or disposed within areas that are adjacent to the site.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of recommended mitigation measures would reduce the potential project-specific impacts on common and special-status bird nests to a less than significant level. Impacts associated to an increase of light and glare and effects of construction-related activities on biological resources would also be reduced to a less than significant level.

basin. The City of Lompoc average water well production was 5,500 acre-feet per year (afy) from 2002 to 2007 and the population during this time period ranged from 38,311 to 38,945 City residents, who were provided City water. Approximately 93 percent of the average water well production from 2002 to 2007 was used for regular City customer's water sales and the remaining approximately 7 percent was used for other water use such as: water plant process production, hydrant water meter usage, and unaccounted for water system losses. Based on the average water well production and population from 2002 to 2007 the per capita water usage Citywide, is approximately 127 gallons per day.

Project Site Conditions

The project site is approximately 9.6 acres in size and consists of a single parcel. Existing land uses on the project site consist of a large cluster of four industrial buildings and outdoor covered loading areas on the northwest corner of the project site. These four buildings and the outdoor covered loading areas comprise a total of approximately 83,171 square feet (sf). The remaining 7 acres of the project site consist of weathered paving adjacent to the buildings and vacant disturbed land. A abandoned water well is located within the eastern portion of the project site and would need to be decommissioned in accordance with the City of Lompoc Well Ordinance, Chapter 34 of the City of Lompoc Municipal Code and the State of California Water Well Standards, Bulletin 74-90.

The drainage areas for consideration are determined based on the topography of the project site. The general slope of the project site is mostly flat with slopes less than 1 percent. The southwest corner of the site is 141 feet above mean sea level (amsl) with the northeast corner 110 amsl. The soil types consist of the Panoche-Metz-Stutzville association. This association is nearly level to moderately sloping, somewhat excessively drained, to somewhat poorly drained, loamy sands to silty clay loams on flood plains and alluvial fans.⁵

The project site consists of a single drainage area that flows off site to the ~~southwest~~^{northeast}, as shown in **Figure 4.5-1, Existing Drainage Area**. The site is not influenced by any off site drainage.⁶ The flow path of the project site was divided into segments of sheet flow (shallow, concentrated flow) and channelized-flow. The two-year 24-hour rainfall was determined to be 2.24 inches⁷ (**Appendix 4.5**). Under current conditions, total surface water runoff generated on the project site for a 100-year storm event (Q_{100}) is 10.1 cubic feet per second (cfs), and for a 25-year storm event (Q_{25}) is 6.8 cfs. This is the maximum

⁵ US Department of Agriculture, Soil Conservation Service. Northern Santa Barbara Area, California, Geology Soil Map. 1971.

⁶ Penfield & Smith, *Draft Preliminary Drainage Report*, Santa Rita Hills Wine Center, January 23, 2009.

⁷ Ibid.

described above the existing natural drainage pattern of the site trends towards the northern edge of the property. Maintaining this natural pattern reduces the amount of earthwork and grading disturbance to the property.¹⁸

The proposed project would include a dual detention basin approach that would have the capacity to hold 1 af of water runoff developed for a 100-year storm event. The basins would be approximately 4 feet in depth for a Q₁₀₀ and irregularly shaped with side slopes of 4:1 (horizontal: vertical), and a varying outlet size for flow control. Basin 1 would consist of a 4-inch pipe for primary discharge of the basin and the secondary discharge from Basin 1 is directly routed to Basin 2. The flows of Basin 2 are discharged through a 4-inch pipe and an 8-inch-by-8-inch grate. The final report will consider additional outlet controls, as well as tailwater effects, to satisfy the other storms. The final basin shapes are yet to be determined.¹⁹ The basin will be able to detain peak post-development flow for the project site such that peak flows will be reduced to ~~6.2882~~ cfs for a Q₁₀₀ and 5.62 cfs for a Q₂₅. **Table 4.5-1, Pre- and Post-development Comparison**, shows the difference between existing and proposed conditions with the implementation of the proposed project.

**Table 4.5-1
Pre- and Post-development Comparison**

Discharge	Acreage ¹	Q ₁₀₀ (cfs)	Q ₂₅ (cfs)
Existing Conditions	9.5	10.1	6.8
Proposed Conditions	9.5	6.8228	5.62
Increase/(Decrease)		(3.8228)	(1.18)

¹ The acreage drainage report used to calculate the hydrologic conditions of the site.
Source: Penfield & Smith, Santa Rita Hills Wine Center Draft Drainage Report, January 2009.

The proposed detention basin and drainage system will decrease the amount of runoff from the existing conditions by approximately ~~382~~ percent ~~for a Q₁₀₀ and 17 percent for a Q₂₅~~. The outlet structure will attenuate all flows from the detention basin to meet or lessen the current existing flows that would exit the northeast corner of the project site. Due to the close proximity to the river and the natural drainage patterns in the area, existing off-site flows are small relative to the post-development on-site flows. The proposed project would install curbs and gutters along the entire southern project boundary to direct flows in the gutter from Highway 246 into the site detention basin system. The on-site basins have been designed to accept, store, and properly discharge off-site flows. Impacts would be less than significant.

¹⁸ Penfield & Smith, Santa Rita Hills Wine Center Draft EIR Review Comment – Response Letter, January 27, 2009.

¹⁹ Penfield & Smith, Santa Rita Hills Wine Center Draft Drainage Report, January 2008.

Project Approvals Request

As described in **Section 3.0, Project Description**, the applicant is requesting the following discretionary approvals for the proposed project.

- **General Plan Amendment (GPA 08-0).** A part of the land use map of the *General Plan* currently designates the proposed project site as BP land uses. The land uses proposed on the project site do not conform to the current *General Plan* land use designation. As such, an amendment to the *General Plan* land use map would be required for project approval. The applicant has requested a GPA to change 5.9 acres of the project site designated as Business Park land use to GC land uses.
- **Zone Change (ZC 08-0).** A part of the proposed project site plan would be inconsistent with the existing zoning designation of BP. The applicant has requested to change approximately 5.9 acres of the 9.6-acre project site designated as BP zoning to P-C-D District zoning primarily along the frontage of Highway 246 and the eastern portion of the proposed project site. The requested change to P-C-D would allow for the proposed project to have flexibility in the design arrangements of the various types of commercial uses on the proposed project site.
- **Tentative Parcel Map (LOM 58).** The proposed project will be subdivided into four separate parcels. A Tentative Parcel Map is requested by the applicant in order to subdivide the subject property into four parcels.
- **Development Plan Review Permit (DR 08-0).** The City of Lompoc requires projects located along Highway 1/Ocean Avenue to undergo design review. Applications for design review must be filed with the Planning Division together with a fee as fixed by resolution of the City. The design review process applies to the site plan, exterior elevations, building design and materials, signage, landscaping, parking, alterations adjacent to public roadways, and other aspects of the project as determined by the Planning Division. As such, the discretionary approvals required for the proposed project include the approval of a Development Plan Review Permit (DR-08-0).

Through the Initial Study process, it was determined that the proposed project could result in a significant impact if it were to conflict with the *General Plan* policies. Specifically, the applicant is requesting the approval of a GPA, as well as a zone change, to allow for the development of a resort-hotel spa (which includes a 55-room hotel, spa, wine retail, wine bar, bar-restaurant, and event center), development of Building A (which will include retail services, offices, and dining and wine-tasting rooms), development of Building B (which will include retail areas and live/work office spaces), and the wine storage and production facility (which will include storage for wine, and a small-scale future wine-production center). This section contains a consistency analysis comparing the proposed project with policies of the general plan in order to determine if a conflict would occur. Only the policies that are applicable to the proposed project are addressed in this analysis.

Consistency Analysis

Land Use Element

Policy 1.2: The City shall encourage development of underdeveloped and vacant land within its boundaries; and shall oppose urbanization of agricultural lands east of the City and west of Bailey Avenue, unless necessary to protect environmental resources.

Consistency: The project site was historically used and occupied by the Grefco diatomaceous earth (DE) processing plant and was annexed into the City of Lompoc in 2005. The proposed project would result in the development of a disturbed, underdeveloped, partially vacant site within the City limits. The project is consistent with this policy.

Policy 2.1: The City shall encourage residential developments to provide convenient access by pedestrians and bicyclists to commercial areas.

Consistency: The proposed project ~~includes the possibility for live/work units on the second floor of Building B~~ will not include the development of any residential units on site. However, ~~the~~ proposed project is located south of the River Terrace residential development that was recently approved, and there are residential units located to the southwest of the proposed project site. The proposed project site is located in an area of the City of Lompoc where residents from nearby residential units will be able to access the proposed project site via walking or bicycle riding. Additionally, the proposed project will develop trellised pedestrian walkways within the site to allow pedestrians easier access to the associated uses on site. Although the proposed project will not include residential developments, access for pedestrians to egress from and ingress to the proposed project site will be encouraged from the surrounding residential areas; therefore, the proposed project is consistent with this policy.

Policy 2.4: The City shall require provision of permanent buffer areas as part of new residential development adjacent to areas designed for commercial or industrial uses.

Consistency: The proposed project ~~includes the possibility for live/work units on the second floor of Building B~~ would not develop any residential units on site. However, ~~the~~ proposed project ~~will be~~ is located adjacent to (on its northern boundary) to the River Terrace residential development that was recently approved. The proposed project will develop a parking lot on its northern portion (approximately 75 feet wide from the wine storage and production facility to the northern boundary line of the proposed project) along with landscaping such as trees, hedges, lawns and ground cover that would help separate the proposed project from the River Terrace residential

project area. LPD operates out of one station, located at 107 Civic Center Plaza, approximately 1 mile west of the proposed project site. The department has its own jail and dispatch center. It handles emergency telephone calls (i.e., 91 non-emergency telephone calls, and dispatches police, fire, and ambulance service. The department is staffed with 51 full-time sworn officers, 23 full-time non-sworn officers, and 16 permanent/part-time employees. The goal LPD strives to maintain for emergency response time and non-emergency response time is 3 and 5 minutes, respectively. As the station is approximately 1 mile from the site, response time for emergency calls would be within the 3 to 5 minute goal. The proposed project would currently be adequate for police services, but would burden the existing workload of the officers. As a part of the approvals process, the site plan for the project will be subject to the review and approval by the LPD. As such, the project is consistent with these policies.

Policy 17.2: The City shall require new developments to minimize the amount of off-site drainage by retaining storm waters for on-site percolation, provide adequate drainage facilities for remaining off-site flows, maintain natural drainage channels, and avoid alteration of off-site drainage courses.

Consistency: The proposed on-site drainage system would consist of drain inlets, pipes, water quality features, detention basins, and discharge outlets to the northeast, consistent with historical drainage patterns. The drain inlets would be either directly connected to the storm drain, or indirectly through lateral pipelines and manholes. The detention basin would collect and temporarily hold storm water from the project site, allowing it to be released in a controlled manner so that flow rates would be no greater than they are at present. The proposed detention basin and drainage system will reduce the amount of runoff compared to the existing conditions by approximately 5.5 percent for a Q₁₀₀ by 38 percent and for a Q₂₅ by 17 percent. Further analysis pertaining to storm water facilities and impacts on the proposed project site is discussed in detail in **Section 4.5, Hydrology and Water Quality**, of this EIR. The project is consistent with this policy.

Urban Design Element

Policy 2.5: The City shall encourage existing commercial facilities to improve their appearance and conditions, and ensure that all new development contributes toward an overall positive and cohesive visual identity.

Consistency: The proposed project would include the development of 151,716,545 square feet of indoor space consisting of a resort hotel, spa, event center, and restaurant-bar; commercial-retail and office uses; conversion of 83,171 square feet of the existing four industrial buildings into a wine processing and storage facility; and other associated amenities to serve the City of Lompoc and visitors to the community. The resort hotel building would include a three-story, 55-room bed and breakfast element, restaurant and bar, wine-related retail space, and spa and event center that, all together, total

Policy 5.1: The City shall ensure that all public and private improvements or development projects are consistent with the architectural, landscaping, and site design requirements.

Consistency: Review of the Development Plan Review Permit by the Planning Commission and City Council will assure compliance with all architectural, landscaping and site design requirements. The project is consistent with this policy.

Resource Management Element

Policy 2.2: The City shall protect the valuable natural resources of the Santa Ynez River and tributaries, which serve as flood channels, wildlife habitats, critical links in Lompoc's water supply, and components of the City's urban form. Watercourses shall be retained in a natural state, rather than be concrete lined or placed underground, so long as proper flood control protection is provided.

Consistency: The project is located adjacent to the Santa Ynez River. The proposed project will use detention basins to control the flow of runoff from the proposed project site. The detention basins will be used in conjunction with storm water filters designed to remove oil and grease, as well as trash and sediments, from parking areas, before the water enters a basin or similar catchment feature. The proposed detention basin and drainage system will decrease the amount of runoff under current conditions by approximately ~~5.538~~ percent for a Q₁₀₀ and approximately 17 percent for a Q₂₅. The outlet structure will attenuate the flow from the detention basin to meet or lessen the current existing flows that would exit the northeast corner of the proposed project site. The natural watercourse of the Santa Ynez River will not be altered from existing conditions.

In addition, the proposed project is subject to the requirements of the NPDES general permit for the State of California. As part of this general permit, a SWPPP must be prepared that identifies best management practices (BMPs) to be used during construction and operation phases of the project. Compliance with NPDES requirements and BMPs will ensure that the project will not result in any significant impacts related to drainage on or off the project site. The project is consistent with this policy.

Policy 4.3: The City shall encourage water conservation to the maximum extent possible in order to efficiently utilize existing water supplies and minimize the need for supplemental water sources.

Consistency: The project shall be constructed with water-efficient plumbing as mandated by Title 22 requirements in California. The project is consistent with this policy.

4.8 TRANSPORTATION AND CIRCULATION

INTRODUCTION

*This section of the Draft Environmental Impact Report (EIR) addresses the transportation and circulation systems both on the project site and in the surrounding areas. The information and analysis presented in this section of the EIR is based on the traffic impact study prepared for the project by Rick Engineering Company in January 2008/2009. Refer to **Appendix 4.8** of this EIR for a copy of this study. Based on direction from City staff, the traffic study analyzed the traffic impacts on seven intersections in the areas surrounding the project site based on existing and cumulative traffic conditions.*

EXISTING CONDITIONS

Existing Roadways and Intersections

Regional access to the City of Lompoc is available from Highway 1 and State Route 246 (SR-246). Local access to the site is available from 7th Street and Ocean Avenue/Highway 1. **Figure 4.8-1, Roadway Designation**, illustrates the existing intersections, streets, and highways within the project area. A brief description of intersection and roadways within the project area is provided below.

Local Street System

The following seven study intersections were selected for analysis by the City of Lompoc, as lead agency, to determine potential impacts related to the project:

- 12th Street/Highway 246
- 12th Street/Industrial Way
- 12th Street/Laurel Avenue (Future Project Access)
- 7th Street/Laurel Avenue
- 7th Street/Ocean Avenue (Hwy 246)
- Highway 246/Main Access Driveway (Future Project Access)
- 12th Street/South Access Driveway (Future Project Access)

The traffic analysis study area is generally comprised of locations that have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the lead agency. The above seven intersections were selected because they are (1) immediately adjacent or in proximity to the

Level of Service	Traffic Flow Characteristics ¹	Average Delay	
		Unsignalized Intersections	Signalized Intersections
C	Average traffic delay at unsignalized intersections. Satisfactory operation with fair progression and longer cycle lengths at signalized intersections. Individual cycle failures may begin to appear. A significant number of vehicles stop but many pass through the intersection without stopping.	>15 and ≤ 25	>20 and ≤ 35
D	Long traffic delays at unsignalized intersections. Tolerable delay where congestion becomes more noticeable at signalized intersections and many vehicles stop. Individual cycle failures are noticeable. Longer delays may result from some combination of unfavorable progression, and long cycle lengths.	>25 and ≤ 35	>35 and ≤ 55
E	Very long delays at unsignalized intersections. Unstable flow with poor progression, frequent cycle failures, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. Long queues form upstream from the intersections. Vehicles may wait through several signal cycles.	>35 and ≤ 50	>55 and ≤ 80
F	Extreme delays potentially affecting other traffic movements at unsignalized intersection. Oversaturation with arrival flow rates exceeding the capacity of the signalized intersection and many individual cycle failures. Queues may block upstream intersections. V/C ratios approach 1.0. Poor progression, long cycles, and high delay.	> 50	> 80

Source: Rick Engineering Company. ~~November 2008~~ January 2009.

¹ Source of traffic flow description by LOS: Transportation Research Board, Highway Capacity Manual, 2000 (page 10-5).

² Note: LOS = Level of Service; Average Delay is measured in seconds per vehicle.

³ Volume to capacity (V/C)

The delay experience by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Only that portion of the total delay attributable to control measures (either traffic signals or stop signs) is quantified and used to identify the corresponding level of service. Control delay is the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. It also includes the time elapsed during the deceleration of vehicles from the free-flow speed to the speed of the vehicles in the queue.

As shown in **Table 4.8-1**, smaller delays imply better operational characteristics and levels of service. The City of Lompoc has established LOS C as the system performance standard, or design guideline, for traffic volumes on the roadway system.

**Table 4.8-3
Project Trip Generation**

Land Use Category	AM Peak Hour			PM Peak Hour			Daily Trips
	In	Out	Total	In	Out	Total	
Resort Hotel and Spa	53	42	95	13	17	30	1,668
Building A	20	13	33	19	20	39	534
Building B	9	2	11	5	12	17	203
Wine Storage and Production	5	1	6	1	4	5	42
Net Trip Generation	87	58	145	86	91	177	2,447

Source: Rick Engineering Company, ~~November 2008~~ January 2009

As is indicated in **Table 4.8-3**, the net increase in trips as a result of the project would be approximately 2,447 daily trips. During the morning peak hour, approximately 145 trip-ends would be generated (87 inbound and 58 outbound). During the evening peak hour, approximately 177 trip-ends would be generated (86 inbound and 91 outbound). It should be noted that for the bar and restaurant uses a 20 percent capture rate was assumed, which is consistent with the *ITE Trip Generation Manual*.

Traffic Distribution and Assignment

Traffic distribution is the determination of the directional orientation of traffic. It is based on the geographical location of the site and the land uses that would serve as trip origins and destinations. Traffic assignment is the determination of which specific routes project-related traffic would use, once the generalized traffic distribution is determined. The basic factors influencing route selection are minimizing travel time and distance. Other considerations might be the aesthetic quality of alternate routes, the number of turning maneuvers, and avoidance of congestion. The traffic distribution associated with the Santa Rita Wine Center is illustrated in **Figure 4.8-4, Project Traffic Distribution**.

Project Impacts

Construction

Traffic conditions in the project area during construction activities would be disrupted on a short-term basis, primarily due to the hauling of equipment and materials on and off site. Heavy construction equipment such as bulldozers and large loaders would be moved on site prior to ground-moving

The most congested and critical time of day on a roadway usually occurs during the peak hour at the intersection. Therefore, if a signal is warranted based on the peak hour warrant, it is an indication of a need to further investigate the need for a signal based on the other eight warrants. Peak hour signal warrant analysis was completed at the five unsignalized study intersections under existing, existing-plus-project, cumulative, and cumulative-plus-project conditions. Peak hour signal warrants are not met at any of the five subject intersections and the traffic volumes are calculated to be well below the minimum vehicular traffic needed to meet the peak hour signal warrants under existing and future traffic conditions. Consequently, impacts would be less than significant.

Parking

This project site is being designed to allow for shared or reciprocal use of parking spaces. A total of 419 parking spaces would be located throughout the project site. These parking spaces provide for a variety of types of vehicle including motorcycles, standard passenger vehicles, limousines, recreational vehicles (RVs), coaches, and handicapped. The Planning Commission will make the justification for reductions in parking ~~would be~~ due to the amount of tour coaches anticipated, the joint use of hotel guests/spa usage, and the seasonal and off-hour mixed use of proposed uses. Consequently, impacts would be less than significant.

Alternative Transportation Modes

Currently, there are Class II bike lanes on Ocean Avenue (SR-246) east of 7th Street in the vicinity of the project site. Class II bikeways provide a one-way striped bike lane within the paved shoulder area of a street. Based on Santa Barbara County CMP, Biennial Update, the City of Lompoc currently has approximately 8 miles of bikeways in the regional bikeway system. The existing 4-foot bikeway in the vicinity of the project site runs along both sides of Ocean Avenue from 7th Street to 12th Street. Since the proposed project is a mixed-use development with easy access to the existing bicycle facilities in the vicinity, bicycle use would be a viable transportation mode for a good portion of the local trips. The use of bicycles in lieu of automobiles as a mode of transportation should be encouraged, as it results in improved health and fitness and reduces air pollution, traffic congestion, and fuel costs.

Currently, there is a City of Lompoc Transit (COLT) Route 5 bus stop near the intersection of Ocean Avenue/7th Street, near the project site. Route 5 runs along H Street, Cypress Avenue, 5th Street, and Ocean Avenue, and provides access to Mission Plaza, the civic center, and the community center within the City of Lompoc. Since the proposed project is a mixed-use development the existing bus route (COLT Route 5) is expected to be utilized by the project.

Overall, the proposed project will not impact existing public transportation facilities or bikeways.

Discussion

The proposed project would include the development of ~~151,716,68,545~~ square feet of indoor space consisting of a resort hotel, spa, event center, restaurant-bar, commercial-retail and office uses, conversion of 83,171 square feet of the existing four industrial buildings into a wine-processing and storage facility, and other associated amenities to serve the City and visitors to the community. No new residential units that would require additional parks are proposed as part of the project. Furthermore, the project would not lead to a substantial increase in local population (see **Population and Housing**) or the corresponding rise in the use of or demand for recreational facilities. The proposed project would include on-site recreational facilities and would not have a significant impact on the use of existing neighborhood and regional parks or other recreational facilities.

RECREATION

In order to assist in determining whether a project will have a significant effect on the environment, the *State CEQA Guidelines* identify criteria for conditions that may be deemed to constitute a substantial or potentially substantial adverse change in physical conditions. Specifically, Appendix G of the *State CEQA Guidelines* (Environmental Checklist Form) lists the following items to be considered when determining whether a project may have a significant recreation impact:

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?
- include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Discussion

The proposed project would include the development of a resort hotel, spa, event center, restaurant-bar, commercial-retail and office uses, a wine-processing and storage facility, and other associated amenities to serve the City and visitors to the community. No new residential units are proposed as part of the project, and the project would not lead to a substantial increase in local population (see **Population and Housing**) or the corresponding rise in the use of or demand for recreational facilities. The proposed project would include on-site recreational facilities and would not have a significant impact on the use of existing neighborhood and regional parks or other recreational facilities.

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to ensure that mitigation measures and conditions of approval outlined in the Final Environmental Impact Report, State Clearinghouse No. 2008081067, prepared for the Santa Rita Hills Wine Center. The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code and the City of Lompoc Mitigation Monitoring requirements. Section 21081.6 of the State Public Resources Code states:

Section 1: Section 21081.6 is added to the Public Resources Code, to read. When making findings required by subdivision (a) of Section 21081 or when adopting a negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21081, the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting of monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of an agency, prepare and submit a proposed reporting or monitoring report (emphasis added).

Section 2: No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act. The first component of the program satisfies the need to commit that the mitigating features added to the project through the environmental process have been incorporated into the plans, actual construction, and operation of the project. The second component is that of providing the agency with information concerning the accuracy of impact predictions and the effectiveness of mitigation measures. This second component is required by Public Resources Code Section 21081.6 but is necessary to enable agencies to improve their environmental procedures and protect the environment pursuant to directives provided through the California Environmental Quality Act (CEQA).

The mitigation measures contained in this document are categorized according to the primary environmental impact designations listed in the Draft Environmental Impact Report. In all, 44 mitigation measures are contained in the document and are shown in **Table 1, Mitigation Monitoring and Reporting Program**.

Mitigation Matrix

In order to effectively track and document the status of mitigation measures, a mitigation matrix has been prepared and includes the following components:

- Mitigation Measure
- Source Document
- Monitoring Action
- Monitoring Sequence
- Responsible Party
- Compliance Verification

The timing for implementing each mitigation measure has been apportioned into several specific timing increments. Of these, the most common are:

1. prior to issuance of grading permit;
2. during grading operations;
3. prior to completion of grading operations;
4. prior to issuance of building permit(s);
5. during construction; and
6. prior to occupancy.

Plan checking and verification of mitigation compliance shall be the responsibility of the City of Lompoc.

Information pertaining to compliance with mitigation measures, or any necessary modifications or refinements, will be documented in the comments portion of the matrix.

Mitigation Monitoring Procedures

The City of Lompoc is the designated lead agency for the Santa Rita Hills Wine Center MMRP. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The City will rely on information provided by the monitor as accurate and up to date and will field check mitigation measure status as required.

A. *In-Field Monitoring*

Project monitors shall exercise caution and professional practices at all times when monitoring construction. Protective wear (hard hats, glasses, etc.) shall be worn at all times in construction areas. Injuries shall be reported immediately to the mitigation monitor.

B. *Coordination with Contractors*

The construction manager/superintendent is responsible for coordination of contractors, and is also responsible for contractor completion of required measures in accordance with the provisions of this program.

C. *Recognized Experts*

The use of recognized experts as a component of the monitoring team is required to ensure compliance with scientific and engineering based mitigation measures. While the mitigation monitoring team recognized experts assess compliance with required mitigation measures, consultation with the City of Lompoc planning staff shall take place in the event of a dispute.

D. *Arbitration/Dispute Resolution*

If the mitigation monitor has identified an action that, in the opinion of the monitor, has not been implemented, or has not been implemented correctly, the problem will be brought to the attention of the City for resolution. If City staff cannot satisfactorily resolve the problem, it will be brought before the Community Development Department (CDD) Director or designee for resolution.

E. *Enforcement*

Agencies may enforce conditions of approval through their existing police power, using stop work orders, fines, infraction citations, loss of entitlement, refusal to issue building permits or certificates of use and occupancy, or, in some cases, notice of violation for tax purposes. Criminal misdemeanor

sanctions could be available where the agency has adopted an ordinance requiring compliance with the monitoring program, similar to the provision in many zoning ordinances which state the enforcement power to bring suit against violators of the ordinances provisions.

Additional enforcement provisions included required posting of a bond or other acceptable security in the amount of the required mitigation measures. In the event of non-compliance, the City could call the bond and complete the required mitigation measures.

F. Minor Alterations to the MMRP

Minor changes to the MMRP may be made by the CDD Director. Such changes shall not result in alteration of any mitigation measures, but shall be restricted to changes related to which phase of the MMRP (e.g., plan check, construction, pre-occupancy, post-occupancy) a mitigation measure is to be completed. Any such changes may be approved when it is found to be impractical to require completion of a mitigation measure during the phase specified in the MMRP.

**Table 1
Mitigation Monitoring and Reporting Program**

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Aesthetics							
4.1-1 Prior to issuance of any permit for the project, a lighting plan prepared by a lighting consultant shall be submitted to the City of Lompoc Community Development Department for review and approval. The lighting plan shall incorporate recommended guidelines (0.5 foot-candle, the minimum parking lot security level as a threshold for spill, and the minimum streetlamp glare level of 2.0 foot-candles). A lighting plan would include the height of lights, the direction of the light, preferably pointing directly down, and the incorporation of light shields.	EIR	Plan Check	Prior to the Issuance of a Zoning Clearance Field Check	Planning Division			
4.1-2 When installed, all street lighting fixtures shall be tested and adjusted to ensure that light levels do not exceed 2 foot-candles of glare and 0.5 foot-candle (or other lighting standards or guidelines) of spill at the project boundaries.	EIR	Field Check	During Construction	Engineering/ Streets Divisions			
4.1-3 All concrete structures, such as drainage ditches, detention basins, rip-rap, crib walls, swales, or curbs, located in natural areas shall be constructed with colored concrete to blend with the surrounding terrain.	EIR	Field Check	During Construction	Engineering Division			
4.1-4 To minimize the change in the visual character of the site, tree screens and shrubs shall be placed where necessary and feasible to limit views of the proposed structures upon approval of the landscape plan. Trees and shrubs shall be consistent with the character of the area and (at maturity) shall be of sufficient size as to screen the proposed structures. Initial plantings shall be no less than 15-gallon cans for trees and no less than 5-gallon cans for shrubs.	EIR	Plan Check	Prior to the Issuance of Grading Permits	Community Development Department			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Air Quality							
<p>4.2-1 A dust abatement program shall be prepared and implemented during all construction activities occurring on the project site. The following measures shall be included in the dust abatement program:</p> <ul style="list-style-type: none"> • Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions. • Construction sites shall be watered and all equipment cleaned in the morning and evening to reduce particulate and dust emissions. • Cover stockpiles of sand, soil, and similar materials, or surround them with windbreaks. • Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces or have adequate freeboard to prevent spillage. • Post signs that limit vehicle speeds on unpaved roads and over disturbed soils to 10 miles per hour during construction. • Soil binders shall be spread on construction sites, on unpaved roads, and on parking areas; ground cover shall be re-established through seeding and watering. • Sweep up dirt and debris spilled onto paved surfaces immediately to reduce re-suspension of dust through vehicle movement over those surfaces. • Require the construction contractor to designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary. 	EIR	Plan Check	Prior to the Issuance of Grading Permits	Planning Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Air Quality (continued)							
<p>4.2-2 To reduce ROC emissions associated with the application of architectural coatings during building construction, the applicant shall use the following methods during the application of necessary architectural coating materials:</p> <ul style="list-style-type: none"> • Minimize the use of paints and solvents by using pre-coated building materials; • Minimize the use of paints and solvents by using naturally colored building materials; • Use water-based or low-ROC coatings; and • Utilize coating application equipment with high transfer efficiency rates. 	EIR	Plan Check	Prior To the Issuance of Building Permits	Building Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Air Quality (continued)							
<p>4.2-3 All construction equipment engines and emission systems shall be maintained in proper operating order, in accordance with manufacturers' specifications, to reduce ozone precursor emissions from stationary and mobile construction equipment. Construction equipment engines and emission systems shall also abide by the following to reduce ozone precursor emissions as well as other criteria pollutant emissions:</p> <ul style="list-style-type: none"> • All portable diesel-fired engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months. • Portable engines rated at 50 brake-horsepower or greater must meet specific emissions requirements as outlines in the <i>Air Toxic Control Measure (ATCM) for Diesel Particulate Matter from Portable Engines</i> (17 CCR Section 93116). The ATCM requires cleaner burning engines to be phased in based on their "tier," which is determined by a number of factors. Engines rated as "Tier 0" are phased out beginning January 1, 2010. APCD recommends the use of Tier 1 engines at a minimum, and the use of Tier 2 engines or greater to the maximum extent feasible. 	EIR	Field Check	On going	Engineering Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Air Quality (continued)							
<p>4.2-4 To minimize the emissions of diesel particulate matter, the following measures should be implemented:</p> <ul style="list-style-type: none"> • Heavy-duty diesel-powered construction equipment manufactured after 1996 should be utilized wherever feasible. • The engine size of construction equipment shall be the minimum practical size. • The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. • Fleet owners of mobile construction equipment shall comply with the California Air Resources Board (CARB) Regulation for In-use Off-road Diesel Vehicles (13 CCR Chapter 9, Section 2449), to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. • All diesel-powered equipment shall use ultra low sulfur diesel fuel. • Diesel powered equipment should be replaced by electric equipment, whenever feasible. 	EIR	Field Check	<p>Prior to the Issuance of Grading Permits</p> <p>During Construction</p>	Engineering Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Air Quality (continued)							
<p>4.2-4 (continued)</p> <ul style="list-style-type: none"> • Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible. State law (13 CCR Chapter 10, Section 2485) requires (with some exceptions) that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds: <ul style="list-style-type: none"> – Shall not idle the vehicle’s primary diesel engine for greater than 5 minutes at any location, – Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 100 feet of a restricted area (homes and schools). 	EIR	Field Check	<p>Prior to the Issuance of Grading Permits</p> <p>During Construction</p>	Engineering Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Air Quality (continued)							
<p>4.2-5 To minimize the potential for nuisance complaints under SBCAPCD Rule 303 (Nuisance), the winery facility shall develop and implement an Odor Action Plan (OAP), which shall include the following elements:</p> <ul style="list-style-type: none"> • Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints; • Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond; • Description of potential odor sources at the facility; • Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add-on air pollution control equipment; and • Contingency measures to curtail emissions in the event of a public nuisance complaint. 	EIR	Plan Check	Prior to occupancy	Santa Barbara County Air Pollution Control District			
<p>4.2-6 As proposed in CARB's Proposal for Significance Thresholds for Greenhouse Gases (GHGs) under CEQA, the project will achieve energy efficiency equal to the California Energy Commission Tier II building energy use standards, which generally require a reduction in energy usage of 30 percent beyond Title 24 building code requirements.</p>	EIR	Field Check	Prior to Issuance of Building Permits	Building Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Air Quality (continued)							
<p>4.2-7 The project should comply with the following SBCAPCD-recommended energy conservation measures as feasible.</p> <ul style="list-style-type: none"> • Use of photovoltaic and wind generators; • Duct system within the building thermal envelope; • Passive cooling strategies; • High efficiency, motion controlled outdoor lighting; • Natural lighting in buildings; • Building siting and orientation, and landscaping to reduce energy use; • Summer shading and wind protection measures; • Use of concrete or other non-polluting materials for parking lots instead of asphalt; • Installation of energy efficient appliances and lighting; • Installation of mechanical air conditioners and refrigeration units that use non-ozone depleting chemicals; and • Installation of sidewalks, bike paths, and covered bus stops. 	EIR						

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification			
					Initial	Date	Comments	
Biological Resources								
4.3-1	Within 30 days prior to ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have weekly surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors and special-status species) of the disturbance zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than 7 days prior to initiation of disturbance work. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than 7 days will have elapsed between the survey and ground disturbance activities. Surveys would not be extended to 300 feet and 500 feet to the west of the site. Such distances would result in biologists surveying the Home Depot parking lot and landscaping.	EIR	Weekly reports	Prior to Grading Operations During Construction	Planning Division City Approved Biologist			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Biological Resources (continued)							
<p>4.3-1 (continued)</p> <p>If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors and special-status species) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged or the nest has failed, as determined by the biologist, and there is no evidence of a subsequent attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the surveys shall be provided to CDFG in the Annual Mitigation Status Report.</p> <p>In the event a nest becomes active subsequent to construction activities already occurring within 300 feet (500 feet for raptors and special-status species) of the nest, then the setbacks will not apply.</p>	EIR	Weekly reports	<p>Prior to Grading Operations</p> <p>During Construction</p>	<p>Planning Division</p> <p>City Approved Biologist</p>			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Biological Resources (continued)							
<p>4.3-2 Fencing shall be placed between the edge of development and the SYR riparian zone to deter access into this area. A series of morning surveys inside the property shall be conducted to assess how many animals are getting through the fence. The surveys should be once per week for two months. A biologist shall count the number of animals sighted directly plus the number of sign observed (tracks, scat). A biologist shall also conduct a limited live-trap survey. If the number of animals detected inside is low (0-5 per week) and limited to small mammals and herps, then no additional fencing would be needed. If the numbers are greater, or if larger mammals (coyote, raccoon, gray fox, opossum) are accessing the property, then other alternatives shall be considered. Such alternatives could include a solid wall, a shortened solid wall, or smaller mesh wire at the bottom of the existing fence. If deer are entering the property, perhaps the fence would potentially need to be raised (the top of the fence would need to be several feet higher above the ground).</p>	EIR	Plan Check Field Check	During Grading Operations During Construction	Building Division			
<p>4.3-3 Trash containers and disposal methods within the development area shall be designed to prevent access by raccoons, crows, feral animals, and other wildlife species that can become habituated to the site.</p>	EIR	Plan Check Field Check	Prior to occupancy	Planning Division			
<p>4.3-4 All lighting along the perimeter of natural areas, particularly street lamps and development-related lighting, shall be downcast luminaries and shall be shielded and oriented in a manner that will prevent spillage or glare into the remaining natural open space areas. Perimeter security lighting shall be activated by motion detectors.</p>	EIR	Plan Check Field Check	Prior to Issuance of Building Permits	Planning Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification			
					Initial	Date	Comments	
Biological Resources (continued)								
4.3-5	Vehicles carrying supplies, such as concrete, should not be allowed to empty, clean out, or otherwise place materials into natural areas on or immediately adjacent to the site and construction personnel shall not be allowed to access any of the natural areas located to the north, northeast, and east of the project site. Signage and fencing must notify construction workers and drivers about site boundaries and seasonal restrictions of access to suitable sites for sensitive species.	EIR	Plan Check Field Check On going	Prior to Grading Operations During Construction	Planning Division Engineering Division			
4.3-6	Prior to construction, grading, or other ground disturbing activities, silt fencing shall be placed around the perimeter of the project site, so that terrestrial animals cannot move onto the site (from adjacent habitats) and so that construction of the site does not generate sediment within the adjacent Santa Ynez River. The bottom of the silt fencing shall be backfilled so that animals cannot access the site from underneath the fencing material and so that sediment is confined to the project site. Silt fencing shall be removed from the site immediately following the completion of construction-related activities. Monitoring of the silt fence shall be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made.	EIR	Field Check On going	Prior to Grading Activities Prior to Construction After completion of Construction	Planning Division Building Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Biological Resources (continued)							
<p>4.3-7 A City-approved biologist shall be retained, at the expense of the applicant, as a construction monitor to ensure that incidental construction impacts on adjacent biological resources are avoided or minimized, and to conduct pre-grading field surveys for wildlife species that may be destroyed as a result of construction and/or site preparation activities. Responsibilities of the construction environmental monitor include the following:</p> <ul style="list-style-type: none"> Facilitate a pre-construction meeting with the contractor and other key construction personnel describing the importance of restricting work to designated areas and the importance of ensuring that no impacts occur to the Santa Ynez River. The monitor should also discuss procedures for minimizing harm/harassment of wildlife encountered during construction. Review/designate the construction area in the field with the contractor and the City inspector in accordance with the final approved grading plan. Haul roads, access roads, and on-site staging and storage areas should be sited within grading areas to minimize degradation of habitat adjacent to these areas. If activities outside these limits are necessary, they should be evaluated by the biologist to ensure no special-status species or habitat will be adversely affected. Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other special-status resources (such as large trees or bird nests) may be flagged or temporarily fenced by the monitor, at his/her discretion. 	EIR	<p>Field Check</p> <p>On going</p>	<p>Prior to Grading Activities</p> <p>Prior to Construction</p>	<p>City approved Biologist</p> <p>Planning Division</p>			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Biological Resources (continued)							
4.3-7 (continued) <ul style="list-style-type: none"> Visit the site weekly during construction to coordinate and monitor compliance with the above provisions. Monitoring of the silt fence shall be done on a weekly basis. If the silt fence is found to be pulled out, bent over, collapsed, or compromised by tears, the monitor shall inform the construction supervisor that repairs need to be made. 	EIR	Field Check On going	Prior to Grading Activities Prior to Construction	City approved Biologist Planning Division			
4.3-8 Removal of any noxious or invasive vegetation from the site shall be disposed at an off-site location. Under no circumstances shall vegetation removed from the site be stored or disposed within areas that are adjacent to the site.	EIR	Plan Check Field Check	During Grading Activities During Construction	City approved Biologist Planning Division			
Hazards and Hazardous Materials							
4.4-1 The on-site groundwater pump-and-treat system shall continue remedial activities at LUFT No. 50087 until the groundwater contamination levels meet the state guidelines for MCLs for MTBE and 1, 2 DCA and at which time the Department of Toxic Substances Control (DTSC) issues the LUFT No. 50087 a case closure letter.	EIR	Plan Check Field Check	Prior to Issuance of Grading Permits	Water Division Planning Division			
4.4-2 The applicant's construction contractor shall notify the City of Lompoc Police and Fire Department of construction activities that would impede movement (such as a lane closures) along North 12 th Street or SR-246 to allow emergency response teams to reroute traffic to alternative routes, if needed.	EIR	Field Check	Prior to Grading Activities Prior to Construction	Engineering Division Building and Fire Safety Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification			
					Initial	Date	Comments	
Hydrology and Water Quality								
4.5-1	A Notice of Intent shall be filed with the State Water Quality Control Board and a Storm Water Pollution Prevention Plan (SWPPP), meeting all the requirements of the currently adopted Construction General Permit, shall be submitted to the City Planning Division and the City Engineering Division for review. No grading shall take place until a SWPPP for the project has been approved, a grading permit has been issued, and the approved SWPPP is on site.	EIR	Plan Check	Prior to the Issuance of Grading Permits	Planning Division Engineering Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Hydrology and Water Quality (continued)							
<p>4.5-2 The proposed project shall be modified to include post-construction water-quality control measures as required in the City’s Storm Water Management Program, which was conditionally approved at the Regional Water Quality Control Board hearing of October 17, 2008, to offset the impact of the additional impervious area proposed. These measures include the following:</p> <ol style="list-style-type: none"> 1. Filters that remove sediment, oil, grease, and trash shall be provided to treat all storm water that will drain to the City’s storm drain system from on-site paved areas and private streets. The locations, types and details of the filters proposed shall be shown on the project’s erosion control plan, grading and drainage plans which, shall be reviewed by the City Planning and Engineering Divisions, prior to issuance of grading permits. 2. No pollutants, including, but not limited to, sediment, chemicals, trash and contaminated storm water shall be discharged from private property into, or where they could be transported to, City property, the City’s storm drain system, streets, storm channels, or waterways, either during or after construction. 3. Filters that remove sediment, oil, grease, and trash shall be provided to treat all storm water draining from pavement to percolation basins, ponds, bioswales and rain gardens or similar structures. 4. All roof drains and gutters shall drain to landscaping or to properly installed and maintained rain barrels. 5. All landscaping shall be drought tolerant and low maintenance. 	EIR	Plan Check	Prior to Issuance of Grading Permits	Planning Division Engineering Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Hydrology and Water Quality (continued)							
<p>4.5-2 (continued)</p> <p>6. Permeable pavement and other pervious hardscape shall be permitted for use in walkways and in landscaped areas. Permeable pavement shall not be permitted in areas where vehicular traffic or parking is proposed.</p> <p>7. If rain gardens and bioswales, detention basins or similar structures are proposed, they shall be shown, and details provided on grading, drainage, and landscaping plans. Their design, location, and proposed plantings shall be subject to review by the City Engineering and Planning Divisions.</p> <p>8. Where the property proposed for development adjoins or incorporates natural riparian vegetation, a wetland or waterway, a minimum setback of 30 feet shall be provided.</p> <p>9. These measures shall be submitted to the City's Planning Division and Public Works Department or review and approval prior to issuance of grading permits. The BMPs shall be designed, constructed, and maintained to meet a performance standards established by the City. These may include fossil filters in the inlet structures for pretreatment of the storm water or a storm water interceptor capable of handling the first flush of the storm drain system. Other BMPs that can be effective in treating site runoff include, but are not limited to, detention basins, a vegetated bioswale, or the installation of permeable pavers in landscaping treatments</p>	EIR	Plan Check	Prior to Issuance of Grading Permits	Planning Division Engineering Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Hydrology and Water Quality (continued)							
4.5-3 All post construction control measures shall be privately maintained. Adequate maintenance and replacement of storm water filters shall be ensured. Filters shall be adequately maintained and replaced, per manufacturer's specifications. Filters must be cleaned out at least twice a year, before and after the rainy season. At any time filters are not functioning correctly and water is ponding as a result, the filters shall be cleaned out and replaced, if necessary. Maintenance of detention basins shall include dredging of the accumulation of soils and inspection of the inflow and outflow outlets to maintain the existing flows as approved by the City Engineer. The owner shall provide the Community Development Department with annual maintenance reports within 45 days of the conclusion of the maintenance, documenting maintenance activities and the status of the detention basins.	EIR	Plan Check	On going annual	Property Owners Association Planning Division			
Noise							
4.7-1 The project applicant shall require construction contractors to locate stationary noise sources as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be muffled and enclosed within temporary sheds.	EIR	Field Check	During Grading Operations During Construction	Building and Fire Safety Division			
4.7-2 The project applicant shall require construction contractors to implement feasible noise controls to minimize equipment noise impacts on nearby sensitive receptors. Feasible noise controls include improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds.	EIR	Field Check	During Grading Operations During Construction	Building and Fire Safety Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Noise (continued)							
4.7-3 Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dB(A). External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible.	EIR	Field Check	During Grading Operations During Construction	Building and Fire Safety Division Engineering Division			
4.7-4 The construction contractor shall implement appropriate additional noise reduction measures that include shutting off idling equipment, and notifying adjacent residences and businesses (at least one time) in advance of construction work. In addition, the City shall require the posting of signs prior to grading activities with a phone number for residents to call with noise complaints.	EIR	Field Check	During Grading Operations During Construction	Building and Fire Safety Division Engineering Division			
4.7-5 The construction contractors during grading and earthmoving activities shall adjust vibration amplitudes of the construction equipment on site, such as by limiting the number of pieces concurrently operating in one location in areas where conditions would affect structures, sensitivity of vibration equipment, and/or human tolerance.	EIR	Field Check	During Grading Operations During Construction	Building and Fire Safety Division Engineering Division			
4.7-6 The applicant to the proposed project shall include signage at the load docking areas of the wine production and storage facility that will require any trucks delivering goods to the project site to shut off their engines when docked. This will promote a decrease in noise produced by the loading dock facilities associated with the wine production and storage facility on the proposed project site.	EIR	Field Check Plan Check	Prior to occupancy	Planning Division Building and Fire Safety Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Transportation and Circulation							
4.8-1 The contractor shall conduct operations so as to cause the minimum obstruction and inconvenience to traffic and to residences adjacent to the work. No greater quantity of work shall be under construction at any one time than can be properly conducted with due regard for the rights of the public.	EIR	Field Check	During Grading Activities During Construction	Engineering Division Planning Division			
4.8-2 Convenient access to driveways, and buildings along the line of work shall be maintained.	EIR	Field Check	During Construction	Building Division			
4.8-3 Streets shall not be closed to traffic without approval of the City Engineer, and then only for as short a period as possible to complete the work. All closed streets shall be barricaded at all intersecting streets with Type III barricades, which shall be illuminated at night by a flashing device.	EIR	Field Check	During Grading Operations During Construction	Engineering Division			
4.8-4 Safe, adequate pedestrian access to all residences, places of business, and other establishments affected by the work shall be provided and maintained by the contractor at all times.	EIR	Field Check	During Grading Operations During Construction	Building Division Engineering Division			
4.8-5 The contractor shall provide safe, adequate crossings for pedestrians at each street intersection, cross street, and pedestrian crossing.	EIR	Field Check	During Grading Operations During Construction	Engineering Division Building Division			
4.8-6 The contractor shall expedite the passage of any necessary traffic around the work.	EIR	Field Check	During Grading Operations During Construction	Engineering Division Building Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Transportation and Circulation (continued)							
4.8-7 The contractor shall furnish, install and maintain signs, detours, lights, flares, and barricades, and shall furnish flagmen and other facilities for the convenience and direction of public traffic.	EIR	Field Check	During Grading Operations During Construction	Engineering Division Planning Division			
4.8-8 Spillage resulting from hauling or ditching operations along or across any public traveled way shall be removed daily at the contractor's expense. Any spoils piles, bedding gravel, base material etc., shall be placed as far out of the traveled way as possible and removed within 24 hours. No material or equipment shall be stored where it will interfere with the free and safe passage of public traffic. The contractor shall remove all equipment and other obstructions from that portion of the roadway open for use by public traffic at the end of each day's work and at other times when construction operations are suspended for any reason.	EIR	Field Check	During Grading Operations During Construction	Engineering Division			
4.8-9 The contractor shall promptly restore normal facilities for the convenience of access by the public including restoration of sidewalks, driveways, and similar types of access, and the prompt removal of excess materials from streets and parkways when a reasonable portion of the work in any location has been completed.	EIR	Field Check	Prior to occupancy	Engineering Division			
4.8-10 A two-way left-turn lane shall be constructed from the terminus of the existing westbound left-turn lane at the signalized intersection of SR-246/12 th Street to the east along the frontage of the project. This will provide storage for eastbound left-turning vehicles into the main access driveway and eliminate potential conflicts between eastbound and westbound left-turning vehicles between the two intersections by providing nearly 400 feet of storage for both movements.	EIR	Plan Check Field Check	Prior to Issuance of Grading Permits	Engineering Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Transportation and Circulation (continued)							
4.8-11 Stop signs shall be installed on site at the proposed unsignalized access points to control traffic entering 12 th Street, Laurel Avenue, and SR-246, as well as the internal shared access driveway with the River Terrace Project.	EIR	Plan Check	Prior to occupancy	Engineering Division Planning Division			
4.8-12 Caltrans STAA trucks shall be restricted to the external loading dock on 12 th Street only. Trucks with AASHTO 1990 SU dimensions or smaller can safely perform all turning movements at the main access driveway on Highway 246 and the second (southern) access driveway on 12 th Street. On-site circulation of the smaller (AASHTO 1990 SU dimensioned) trucks shall be limited to the drive aisles between the main access driveway on Highway 246 and the internal loading dock and the second (southern) access driveway and the internal loading dock. Truck circulation beyond the aforementioned drive aisles shall be prohibited to turning restrictions. Due to the narrowness of the travel way and location of the third (northern) access driveway and the fourth (internal) shared access driveway–Shared access with River Terrace Project, truck access is not recommended.	EIR	Plan Check	Prior to Issuance of Grading Permits	Engineering Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Cultural Resources							
CR-1 In the event that archaeological resources are exposed during project construction, all earth disturbing work within 50 feet of the find must be temporarily suspended until a City qualified archaeologist has evaluated the nature and significance of the find. The City of Lompoc shall be notified of any such find. A Chumash representative should be contacted to monitor any archaeological field work associated with Native American materials.	EIR	Field Check	During Grading Operations	Planning Division			
CR-2 If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to <i>Public Resources Code</i> Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. The City of Lompoc shall also be notified of any such find cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the <i>State CEQA Guidelines</i> .	EIR	Field Check	During Grading Operations	Planning Division			
CR-3 If paleontological artifacts are unearthed or exposed during construction, all ground disturbing work within 50 feet of the location shall stop immediately and the City notified. The artifacts and site shall be evaluated by an experienced paleontologist. An appropriate plan for the evaluation of the artifacts from the site shall be prepared and its implementation overseen by an experienced paleontologist.	EIR	Field Check	During Grading Operations	Planning Division			

Mitigation Measure	Source Document	Monitoring Action	Monitoring Sequence	Responsible Party/Dept.	Compliance Verification		
					Initial	Date	Comments
Geology and Soils							
GEO-1 The applicant shall comply with all recommendations for the project site as identified in the Soils Engineering Report for the project site, prepared by Earth Systems Pacific, July 2, 2008.	EIR	Plan Check Field Check	Prior to the Issuance of Grading Permits	Engineering Division			
GEO-2 The project shall utilize seismic design parameters contained in the latest edition of the <i>California Building Code</i> .	EIR	Plan Check	Prior to Issuance of Grading Permits	Building Division			
GEO-3 Design and construction of all structural elements of the project shall adhere to the most current state, County, and City standards for earthquake-resistant construction.	EIR	Plan Check Field Check	Prior to Issuance of Building Permits	Building Division			

**Thomas Olson Biological Consulting
104 South C Street
Suite G
Lompoc, CA 93436
Phone: (805) 717-1938; Fax: (805) 740-2046**

MEMORANDUM

To: Lucille Breese, City of Lompoc

From: Tom Olson

Date: May 18, 2009

**Subject: Results of April 30, 2009
Biological Resources Survey
Santa Rita Hills Wine Center Site**

Lucille,

Presented in this memo are results of a recent biological resources survey conducted at the Santa Rita Hills Wine Center site.

Introduction

A Draft Environmental Impact Report (DEIR) was recently prepared for the Santa Rita Hills Wine Center project (Impact Sciences 2009). An April 6, 2009 comment letter from Errin Briggs included questions about the lack of: (1) a spring survey for sensitive plants; and (2) a survey for silvery legless lizards. In response to those comments and to collect additional data in support of the DEIR, a survey was conducted by Thomas Olson Biological Consulting (TOBC) on April 30, 2009.

Methods

The survey was conducted on April 30, 2009 by botanist Kathy Rindlaub and wildlife biologist Tom Olson. The entire site was walked in meandering transects. Adjacent areas within 50 feet of the site on the north and east side were also surveyed. The survey emphasized sensitive plant species, including:

- Hoover's bent grass (*Agrostis hooveri*), a California Native Plant Society (CNPS) List 1B species;
- Santa Ynez ground-star (*Ancistrocarphus keilii*), CNPS List 1B;
- La Purisima manzanita (*Arctostaphylos purissima*), CNPS List 1B;
- Sand mesa manzanita (*Arctostaphylos rudis*), CNPS List 1B;

- Eastwood's manzanita (*Arctostaphylos tomentosa* ssp. *eastwoodiana*), CNPS List 1B;
- Straight-awned spineflower (*Chorizanthe rectispina*), CNPS List 1B;
- Seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), State-listed endangered and CNPS List 1B);
- Dune larkspur (*Delphinium parryi* ssp. *blochmaniae*), CNPS List 1B;
- Lompoc yerba-santa (*Eriodictyon capitatum*), Federal-listed endangered, State-listed rare, and CNPS List 1B;
- Mesa horkelia (*Horkelia cuneata* ssp. *puberula*), CNPS List 1B;
- Pale yellow layia (*Layia heterotricha*), CNPS List 1B;
- Santa Barbara honeysuckle (*Lonicera subspicata* var. *subspicata*), CNPS List 1B;
- Vandenberg monkeyflower (*Mimulus fremontii* var. *vandenbergensis*), CNPS List 1B;
- Black-flowered figwort (*Scrophularia atrata*), CNPS List 1B;

During the survey, the two biologists also searched for individuals or sign of sensitive species of wildlife. Coast horned lizards (*Phrynosoma coronatum*) and silvery legless lizards (*Anniella pulchra pulchra*) were searched for throughout the site. A potato rake was used to look under objects and to search for legless lizards under the surface of the soil. Small mammal burrows were examined for sign of burrowing owl and to assess if any burrows were of sufficient size to accommodate that species.

Results

Site Conditions

The site included large existing buildings, concrete pads, a large soil stockpile, and an open field that has been periodically disked. The site boundaries were marked with stakes on the northern and eastern sides. Most of the site's natural vegetation occurs in the field that is adjacent to State Route 246. Vegetation in the field was dominated by plant species adapted to period disturbance, such as brome grasses (*Bromus* spp.), cheeseweed (*Malva parviflora*), yellow sweet-clover (*Melilotus indicus*), telegraph weed (*Heterotheca grandiflora*), bristly ox-tongue (*Picris echioides*), goldenbush (*Isocoma* sp.), and plantain (*Plantago* sp.).

The periodic disturbance to the field has also affected its value as wildlife habitat. All small mammal burrows observed onsite were those of Botta's pocket gopher (*Thomomys bottae*). No California ground squirrel (*Spermophilus beecheyi*) or kangaroo rat (*Dipodomys* sp.) burrows were found. Other than the inside of the buildings, there were few potential above-ground nesting sites for birds.

Sensitive Plants

No sensitive plant species were found on or near the site. The survey was conducted at a time of year (April 30) appropriate for identification of the sensitive plant species. Due to the disturbed nature of the site, none of the sensitive plants listed above are expected to

occur. Species-specific reasons for not expecting the plant species to occur onsite are below:

- Hoover's bent grass (*Agrostis hooveri*) - None found during survey.
- Santa Ynez ground-star (*Ancistrocarphus keilii*) – None found during survey. Site lacks chaparral and woodland habitats.
- La Purisima manzanita (*Arctostaphylos purissima*) – None found. Site lacks chaparral habitat.
- Sand mesa manzanita (*Arctostaphylos rudis*) - None found during survey. Site lacks chaparral habitat.
- Eastwood's manzanita (*Arctostaphylos tomentosa* ssp. *eastwoodiana*) – None found during survey. Site lacks chaparral habitat.
- Straight-awned spineflower (*Chorizanthe rectispina*) – None found during survey.
- Seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*) – None found during survey. Site lacks sandy soils.
- Dune larkspur (*Delphinium parryi* ssp. *blochmaniae*) – None found during survey. Site lacks rocky areas and dunes.
- Lompoc yerba-santa (*Eriodictyon capitatum*) – None found during survey. Site lacks chaparral and forest habitats.
- Mesa horkelia (*Horkelia cuneata* ssp. *puberula*) – None found during survey.
- Pale yellow layia (*Layia heterotricha*) – None found during survey.
- Santa Barbara honeysuckle (*Lonicera subspicata* var. *subspicata*) – None found during survey.
- Vandenberg monkeyflower (*Mimulus fremontii* var. *vandenbergensis*) – None found during survey. Site lacks woodland and chaparral habitats.
- Black-flowered figwort (*Scrophularia atrata*) – None found during survey.

Sensitive Wildlife

No silvery legless lizards or coast horned lizards were found during the survey. Continuous disturbance to most of the site has substantially reduced its value as potential habitat for these two species. It is unlikely that horned lizards or legless lizards would be found onsite.

No California red-legged frogs were found onsite. The reach of the Santa Ynez River adjacent to both parcels (Santa Rita Hills Wine Center and the parcel to the north) does not represent breeding habitat for red-legged frogs. Pools of water 1.5 feet or greater in depth are lacking within the channel. Surface water is present in that reach for only about five to six months in normal years. Overall, the reach of the Santa Ynez River adjacent to the Santa Rita Hills Wine Center could be used as a travel and dispersal corridor by red-legged frogs, but does not represent breeding or wintering habitat.

Similar to other site visits (June 2008 and November 2008), the biologists examined small mammal burrows during the April 30, 2009 survey for burrowing owl sign (scat, tracks, pellets). No sign of that species was found. Moreover, no burrows of sufficient size to accommodate a burrowing owl were found.

Summary and Conclusions

A survey of the Santa Rita Hills Wine Center site was conducted by botanist Kathy Rindlaub and wildlife biologist Tom Olson on April 30, 2009. The survey was intended to supplement data collected during site surveys conducted in June 2008 and November 2008. No sensitive plant or wildlife species were found. Due to lack of suitable habitat types and the disturbed nature of the site, project-related impacts to the sensitive species discussed above are not expected.

Santa Rita Hills Wine Center Comments

Errin Briggs
214 South C Street
Lompoc, CA 93436
(805) 448-6903

May 26, 2009

City of Lompoc Planning Commission

Commissioner Helen Free
Commissioner Nicholas Gonzales
Commissioner Frank Hain
Commissioner Robert Hamilton
Commissioner Jack Rodenhi

Dear Commissioners,

Thank you for considering my comments on the Santa Rita Hills Wine Center Project. It gives me great pleasure to see such a project moving forward in the City of Lompoc planning process. Indeed, this is the type of development that is long overdue and something the City desperately needs, a project that will not only serve to compliment the local wine industry but also one that will provide a high-end destination for people to enjoy and learn about the wines that our area and talented winemakers can produce. The new wine center will also create many short-term and permanent jobs in a softening economy and become an asset to the Lompoc community. My comments are as follows:

- 1. Visual Resources/Site Design.** The Draft EIR lists several City of Lompoc Goals and Policies and provides a brief consistency analysis discussion on aesthetics. The consistency analysis essentially says that because trees will be planted, the night-lighting will be reviewed, and the "Beautification Commission" will "establish policies and programs to define and enhance the entryways into the City..." that the project will result in less than significant impacts to aesthetics. While I agree that the project will likely not cause significant visual impacts, I do strongly believe that incremental improvements could, and should, be made to the project site design.

This site is the gateway to the City of Lompoc, the entrance from two major highways, and as such, is an invaluable visual resource to the City. Every effort should be made to produce the highest quality development possible. Once a project is approved and the site developed, there's no going back. We must ensure that this project is something that the community will be proud of for years and even decades to come. It is extremely important to get this right, we only have one chance. The project's architecture, site design and landscaping should be peer-reviewed by other design professionals with extensive experience in the field. There is absolutely no other way to ensure the project is of the highest possible quality.

Granted, the architecture of the individual structures (with the exception of the existing storage buildings) appears to be articulated and of high quality but improvements can always be made. Other design professionals are the only people capable of providing such input despite the best intentions of the Lompoc Planning Department and the Planning Commission/City Counsel. This approach has been extremely successful at the County Planning Department, as well as the Cities of Santa Barbara, Goleta and Solvang. Maybe their resources could be utilized?

- 2. Parking.** For what it's worth, I believe the project is drastically over-parked and will result in yet another open ocean of parking spaces similar to those seen up and down Ocean Road and H Street. Each of the major shopping centers in Lompoc is a perfect example of how not to develop parking areas, i.e. tons of parking spaces visible from the street and no landscaping. The last thing this City needs is another empty parking lot open to public view, especially on arguably the most important visual site the City has approved development on in the last 20 years. One only needs to look next door for God's sake at the Home Depot parking lot developed only three years ago. Please do not make the same mistake again. Basic planning principles tell us to define our street edges with buildings and landscaping and carefully locate parking areas away from public viewing corridors. The 37 parking spaces located in front of the Resort building along the 246 should be removed and replaced with additional plantings and walking paths and/or outdoor spaces for people to gather. Alternatively, the Resort building could be relocated 25 feet to the south along the street frontage and more open spaces created within the interior of the site. Who wants to drive by this site and see parked cars when the architecture and landscaping could be on full display? Is the parking area in front of the development the result of a setback or other zoning requirement? ---Grant a modification to accommodate its removal if necessary.

The two larger parking areas located within the interior of the site should be broken up by landscaped areas to improve water quality and visual appeal. How about a small park-like area with picnic tables or a lawn where people could enjoy a bottle of wine and a lunch purchased on the property? And if the reduced parking I'm suggesting is overwhelmed once or twice a year by simultaneous large events, there's ample on-street parking located adjacent to the site and within the neighboring Sobhani Business Park, as well as additional parking in the Home Depot lot. There is not one parking lot in the City where I have ever had a problem finding a parking spot yet almost every parking lot in the City is a total eye-sore. Parking should always be located away from the street and out of site.

- 3. Tentative Parcel Map.** As part of the proposed project, the existing 9.6-acre site would be split into four resultant parcels. Each of the unique uses would be located on respective parcels; the wine storage buildings, the hotel and spa building, and the two commercial buildings each would be contained on separate parcels. The project's staff report does not discuss the reason for such a request, nor does it evaluate the effects, either positive or negative of doing so.

While splitting the existing site into four resultant parcels makes a lot of economic sense for the developer, as he could sell the lots individually, I am struggling to understand why this would be of any benefit to the community of Lompoc. Once the project is constructed, the developer could sell each of these parcels to four different parties, putting them in separate ownership with separate interests. The individual parcels would then begin to function as separate entities, not necessarily working together to compliment the unified vision of the "Santa Rita Hills Wine Center." Separating the ownership of the site would compromise its integrity. What if future owners wish to change the commercial uses or don't agree on paint

colors, landscaping, construction materials, signage, etc.? Would there be any conditions of approval that require the site's future uses and design to be compatible with each other? The property would certainly benefit from a unified vision under common ownership. What if the resort portion of the project is constructed but the commercial buildings are not? Is there anything to require that the entire project be built comprehensively? What if one of the resultant lots falls into disrepair and is not maintained properly? The remaining lots (and owners) would suffer. The effects of the Parcel Map request seem to be somewhat under-analyzed in the EIR and staff report.

I believe the integrity of the site as a whole, and the synergistic uses proposed with this project should remain under common ownership to ensure that the site is always part of one holistic, comprehensive vision. To allow such an important site/project to be parceled off and sold to the highest bidder would not serve the interest of the community and should not be allowed.

Again, I appreciate the opportunity to provide comments on the project and participate in the public review process. I believe that the Santa Rita Hills Wine Center project will be an invaluable asset to the City of Lompoc once constructed. Please remember that we only get one chance to plan this project. We must give the planning process all our energy and attention so that the community gets the best project possible; a project that we can be proud of.

Sincerely,

Errin Briggs

Santa Rita Hills Wine Center Comments

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Sincerely,

Errin Briggs

From: [Breese, Lucille](#)
To: [Jack Rodenhi \(E-mail\)](#); [Frank Hain \(E-mail\)](#); [Nicholas Gonzales \(E-mail\)](#);
[Helen Free \(E-mail\)](#); [Robert Richard Hamilton \(E-mail\)](#);
cc: [Pelster, Arleen](#); [Granger, Matt](#); [Weigel, Cherridah](#);
Subject: FW: Santa Rita Hills Wine Center
Date: Wednesday, May 27, 2009 2:41:02 PM
Attachments: [_AVG certification_.txt](#)

Another correspondence for this evening

-----Original Message-----

From: Lompoc Valley Chamber of Commerce - Denny Anderson [mailto:CDA@lompoc.com]
Sent: Wednesday, May 27, 2009 12:23 PM
To: Arlene Peltzer
Cc: Frances Romero
Subject: Santa Rita Hills Wine Center

Arlene,

Would you please pass this on to the Planning Commissioners.

We support the approval of the request presented by Urban Planning Concepts on behalf of the owner of the Santa Rita Hills Wine Center to move the project forward. The completion of the Santa Rita Hills Wine Center will address several needs in the community. One, it will provide high quality accommodations to serve the new visitors to the Lompoc Valley who are coming to enjoy our wonderful wines and other attractions. Secondly, it will provide needed meeting space. Finally, it will be a great welcoming gateway into our community. We encourage you to support the request and move it on to City Council for their approval.

Thank You for your consideration.

Denny Anderson
President/C.E.O.
Lompoc Valley Chamber of Commerce & Visitors Bureau
v. 805-736-4567
v. 800-240-0999
f. 805-737-0453
cda@lompoc.com <mailto:cda@lompoc.com>
www.Lompoc.com <http://www.Lompoc.com>