

# PLANNING COMMISSION STAFF REPORT

**DATE:** March 8, 2017  
**TO:** Members of the Planning Commission  
**FROM:** Brian Halvorson, Principal Planner  
**RE:** Conditional Use Permit – CUP 16-01  
Starbucks Coffee Drive-Thru

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## **AGENDA ITEM NO. 2**

A request from Taylor Megdal of Elliot Megdal and Associates, for Planning Commission consideration of a proposal to construct a 1,840 square foot Starbucks coffee drive-thru, including parking and landscaping. The project site includes two lots (APN'S: 085-172-001, -002) with a cumulative size of 0.40 acres located at 400 East Ocean Avenue in the *Commercial Office (CO)* Zoning District. This action is categorically exempt pursuant to Section 15332 (In-Fill Development Projects) of the California Quality Act (CEQA).

### **Scope of Review**

The Planning Commission is being asked to consider:

- If the project meets the property development standards for the *Commercial Office (CO)* Zone District;
- If the proposal is consistent with the Architectural Review Guidelines;
- If the required Findings of Fact in the Resolution can be made; and
- If the Conditions of Approval are appropriate for the project.

### **Planning Commission Action**

1. Adopt Resolution No. 855 (17), approving a Conditional Use Permit (CUP 16-01), based upon the Findings of Fact in the Resolution and subject to the attached draft Conditions of Approval; or
2. Provide alternative direction.

**Site Data**

1. Property Owner: Taylor Megdal  
Elliot Megdal and Associates
2. Site Location: 400 East Ocean Avenue
3. Assessor's Parcel Numbers: 085-172-001, -002
4. Site Zoning: Commercial Office (CO)
5. General Plan Designation: Office Commercial (CO)
6. Site Use: Vacated Restaurant
7. Surrounding Uses/Zoning: North: Commercial Offices / (CO)  
South: Government Offices / (PF)  
East: Commercial Office / (CO)  
West: Market / (C2)
8. Site Area: 0.40 acres (17,529 square feet)

**Figure 1: Project Location Aerial**



## **Background**

January 1, 1959	Building permit issued for the construction of the Hi restaurant.
August 11, 2016	Pre-Conceptual review meeting with applicant for a proposed Starbucks Coffee drive-thru.
December 5, 2016	An application was received by the Planning Division for a Conditional Use Permit (CUP 16-01) for the construction of a Starbucks Coffee drive-thru.

## **Proposal**

The proposed project would include the demolition of an existing vacated restaurant (Jalama Café) and allow the construction of a 1,840 square foot Starbucks coffee drive-thru with new parking and landscaping at 400 East Ocean Avenue. A small outdoor patio would also be located on the northwest portion of the site. The proposed hours of operation for this Starbucks location would be daily from 4:30am to 12:00am.

## **Sign Review**

As part of the initial staff review, staff discussed with the applicant the community concern over the disposition of the existing “*Hi, Let’s Eat*” sign. In order to determine if the sign had historic significance beyond the local attachments, the applicant agreed to have the sign evaluated.

On November 28, 2016, an historical assessment was completed by Rincon Consultants. This study reviewed the existing “*Hi! Let’s Eat*” pole sign located on the project site and analyzed its historical significance. Following the completion of this study, it was determined that the sign was not historical and never received an historical designation. A copy of the study is attached for Planning Commission review (Attachment 2).

Although the existing sign was not deemed “historical”, staff has worked closely with the applicant for the off-site preservation of the sign. The Lompoc Historical Society is also working with the property owner to re-locate the sign to the Historical Society property located at 207 North L Street. Relocation of the sign would require a building permit.

## **Conformance with General Plan**

The General Plan designation for this property is *Commercial Office (CO)*. The stated purpose of this land use designation is:

*To provide commercial areas for business, medical, and professional offices outside of the Old Town area which are easily integrated into adjacent residential areas. This category provides a buffer between residential areas and major roadways.*

The proposed project is located outside the Old Town area and would provide a new commercial use that would appropriately serve the community along a major arterial (Ocean Avenue) roadway. It would be consistent with the General Plan designation and all applicable policies such as the promotion of in-fill development and its location within walking distance of a variety of uses (office, public facilities, commercial and residential).

### **Conformance with Zoning Ordinance**

The zoning for this site is *Commercial Office (CO)*. The stated purpose of this zone district is:

*To provide a district for office-type uses with yard and open space and architectural requirements similar to those in residential districts in order that such uses can be located in close proximity thereto.*

The proposed Starbucks meets the intent of the CO district. A Conditional Use Permit (CUP) is required for this use since a drive-thru is not listed as a permitted use. The Planning Commission can make a determination that similar uses that fall within the intent and purpose of the zone can be allowed with a CUP (LMC Section 17.040.030). The Planning Commission review and approval of the CUP for this project would ensure the orderly development of the site as it conforms to all development standards and provides necessary infill development to serve the surrounding area.

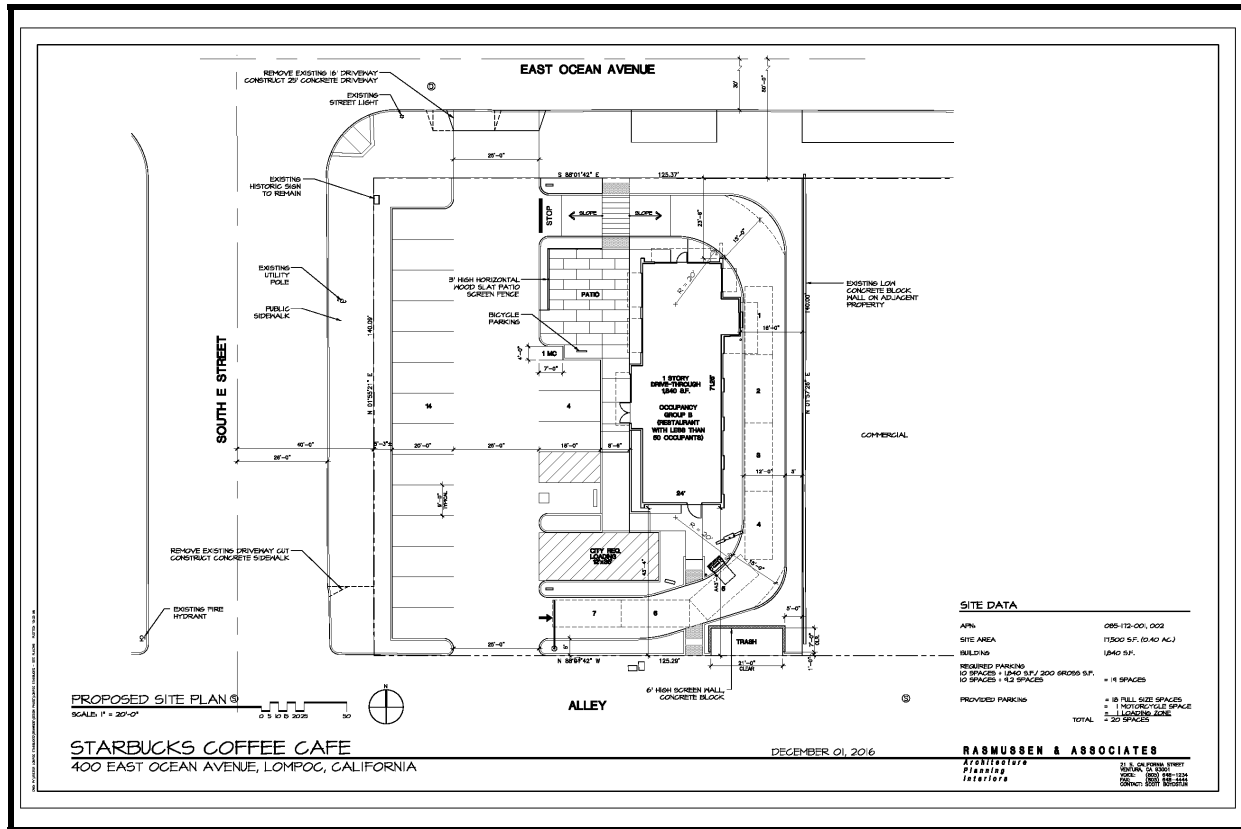
### **Site Plan**

The project site currently has an existing vacated restaurant building which would be demolished. The project site is approximately 17,529 square feet (0.40 acres) in size and is located on the southeast corner of East Ocean Avenue and South E Street. The site includes two lots and a lot combination is required prior to issuance of a building permit (COA P48 and E21).

The project would create a 1,840 square foot drive-thru Starbucks coffee café with parking, landscaping, and an outdoor patio. Pedestrians would enter the building on the west side of the building. As shown in Figure 2 below, the drive-thru lane would accommodate the stacking of 7 vehicles. Patrons would pick up their order on the east side of the proposed building and exit onto East Ocean Avenue.

Vehicles may also enter the site from the alley located off of South E Street on the southern perimeter of the site. A trash enclosure would be located at the southwest corner of the site off of the alley.

Figure 2: Proposed Site Plan



As shown in the table below, the project meets Zoning Ordinance Section 17.040 for the CO zoning district.

Table 1 – CO Zone District Development Standards

Category	Maximum (from centerline)	Proposed
Front Yard Setback	40 feet	73 feet, 6 inches
Rear Yard Setback	40 feet	43 feet 4 inches
Side Yard Setback	40 feet	18 feet 0 inches (east) 116 feet, 9 inches (west)
Height	40 feet	26 feet

Parking and Loading

The proposed Starbucks building requires a total of 19 parking spaces. As required, one loading space has been provided on the southeast portion of the parking lot near the drive-thru lane. With the required off-street loading parking space provided, the project meets the required 19 parking spaces as shown in the Table 2 below.

**Table 2: Parking Requirements**

Type	Required	Proposed
Vehicle Parking	10 spaces plus 1 space per 200 square feet of gross floor area  19 spaces required	19 spaces proposed
*Motorcycle Parking	None	1 space proposed
*Bicycle Parking	None	1 rack proposed
Loading	1 space required for non-residential structures less than 50,000 sq. ft.  1 space required	1 space proposed
(*) Motorcycle and bicycle parking requirements are based on the number of vehicle spaces with a minimum of 1 space per 20 motor vehicle spaces shall be provided for motorcycle/bicycles		

The project, as proposed, meets the Zoning Ordinance requirements.

**Architectural Review Guidelines**

The Starbucks Coffee building is designed with a modern architectural style containing earth tone colors and modern exterior finishes. The proposed single-story building would have a flat roof and include exterior plaster walls that would be “pacer white” in color and an accent plaster base that would be “tony taupe” in color.

**Figure 3: North Building Elevation**

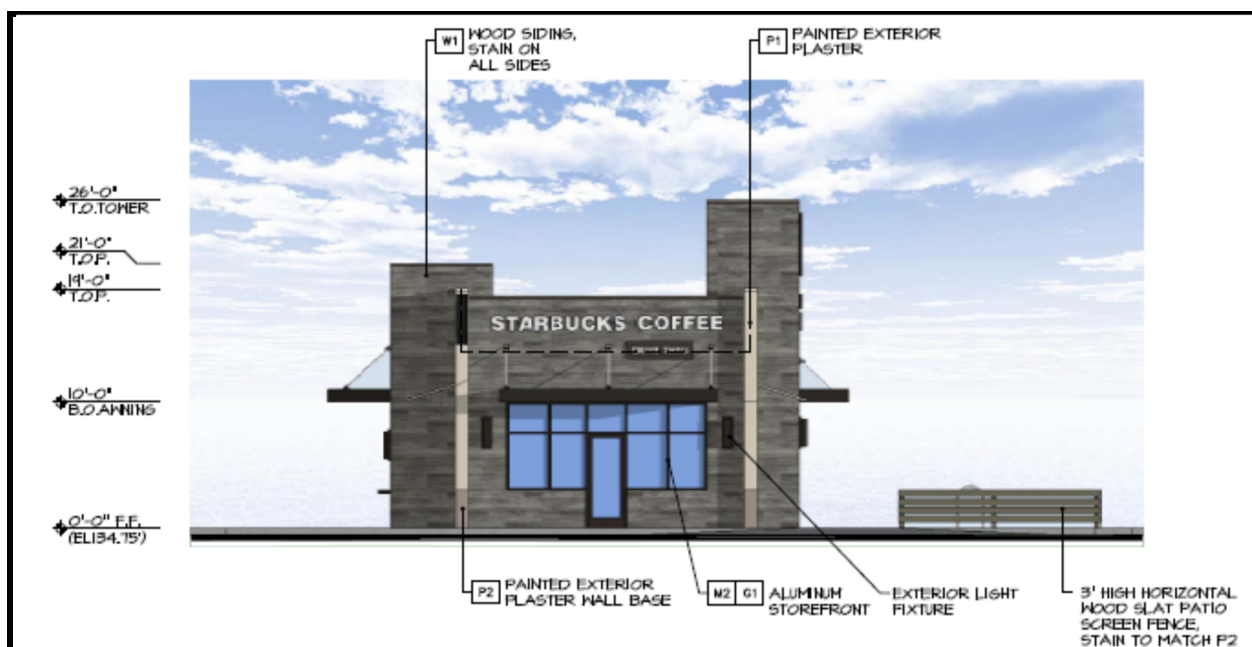
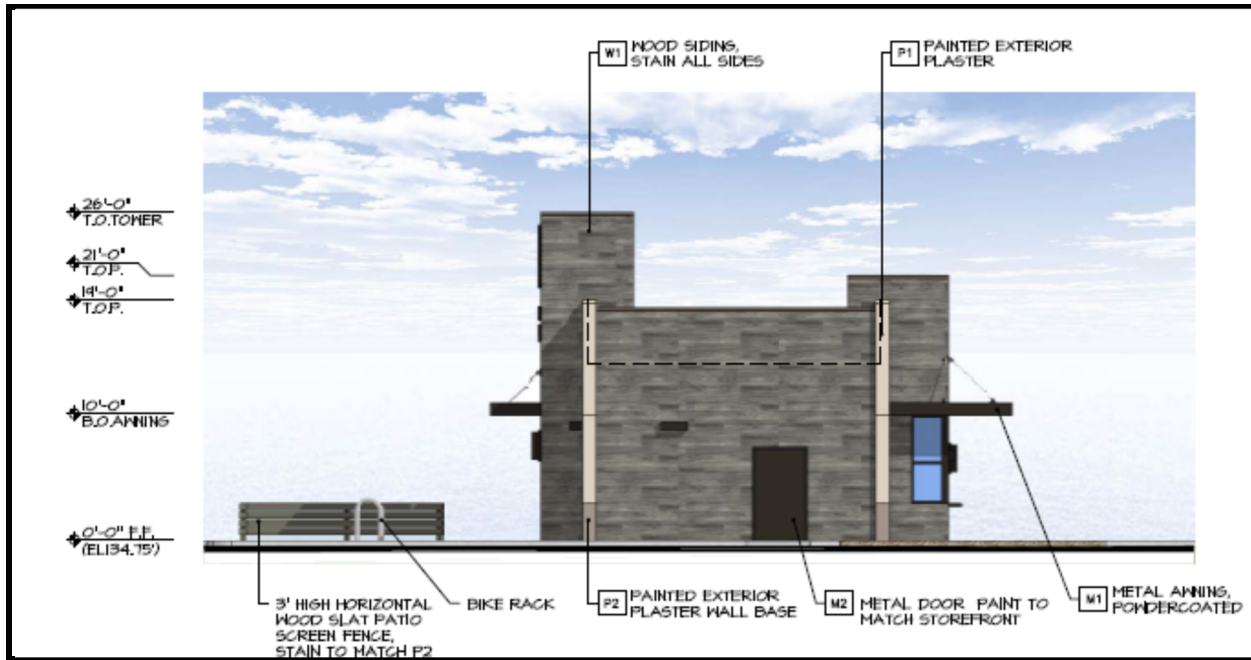
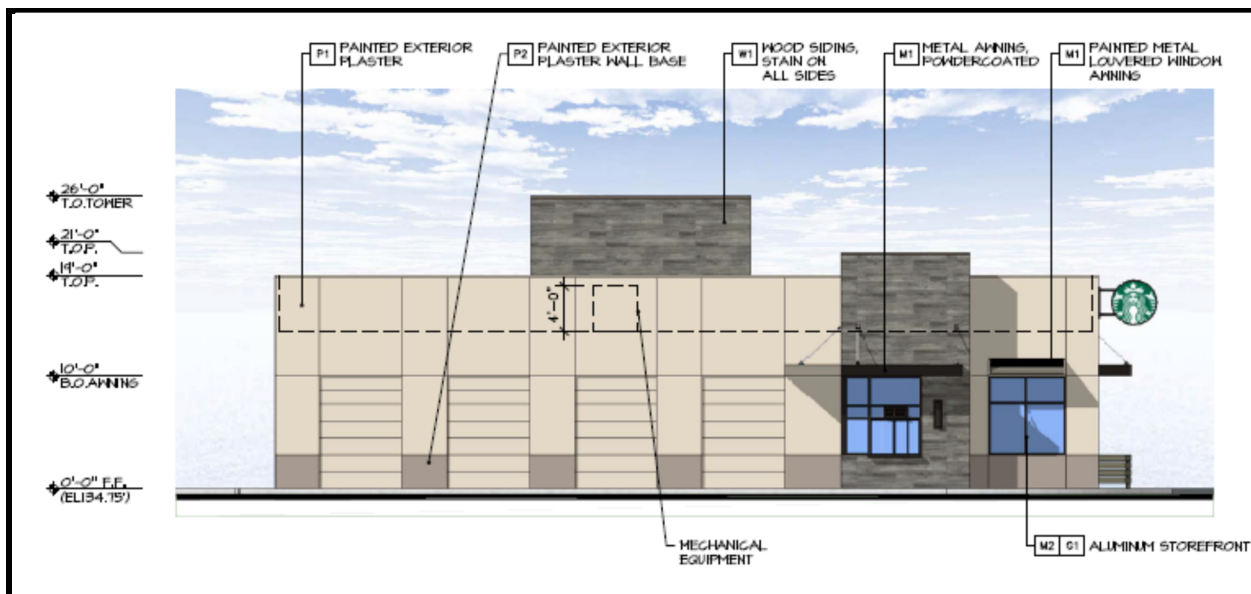


Figure 4: South Building Elevation



As shown in Figure 5 below, the east building elevation contains four wall insets. As proposed, the insets would match the color of the building but could be improved and serve as a complimentary building accent if painted a darker color. Staff is recommending that these building insets be painted in another color and the specific paint color would be reviewed upon submittal of constructions drawings (COA P52).

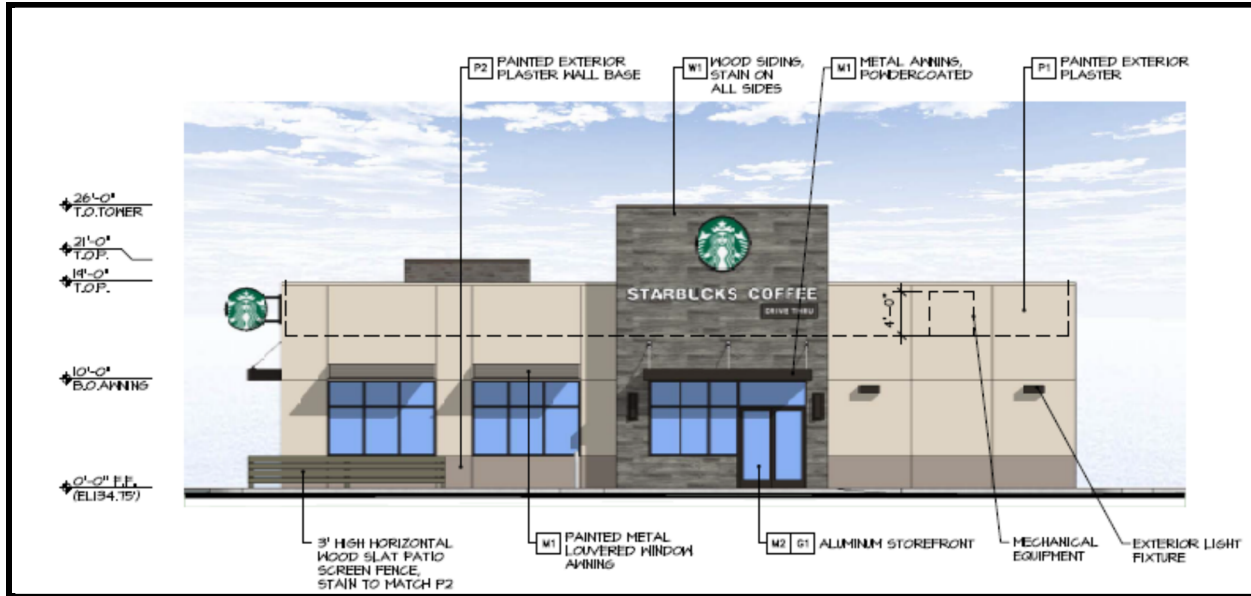
Figure 5: East Building Elevation



A tower element would be located on the west building elevation (Figure 6 below) which serves as a focal point to the main building entrance. The tower feature would contain a reclaimed wood finish with a “grey board” stain finish.

In addition, as shown below, the building would contain metal louvered window awnings on the west elevation and metal canopy overhangs on the north (facing Ocean Avenue), east and west facing elevations.

**Figure 6: West Building Elevation**



A color/materials board will be available at the Planning Commission meeting for review. As proposed and conditioned, the proposed Starbucks building would have sufficient architectural interest and would conform to the City's Architectural Review Guidelines.

### Lighting

Two light poles are proposed within the new parking lot. Based on the late hours of operation proposed for Starbucks, staff is recommending one (1) additional light pole to be located on the west perimeter of the parking lot (COA P50).

### Landscaping

The project site would contain a variety of new drought landscaping and would be a significant improvement from the existing site conditions. One street tree would be removed as part of the realignment of an existing driveway located off of East Ocean Avenue. Sidewalk improvements along Ocean Avenue would be required in the right-of-way and the street tree located in this repair area would be left in place or re-planted with an appropriate replacement street tree. A Landscape Maintenance Agreement (LMA) is required (COA P24). Final landscaping will be reviewed and approved at staff level, if appropriate (COA P23).



### Signage

The conceptual drawings depict proposed wall signage on the north and west building elevations. All proposed signage requires a separate review process and would be reviewed through a sign permit application to be submitted to the Planning Division (COA P45).

### **Staff Review**

A Development Review Board (DRB) meeting was held for this project on January 24, 2017. The applicants met with staff to discuss the proposal and draft Conditions of Approval were formulated.

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 Planning Commission review. A complete plan check occurs after construction plans have been submitted to the Building Division for building permits. Please note that not all COA included with the Planning Commission Resolution for the project may be applicable. If the applicant has questions and/or concerns regarding specific conditions, he/she should contact the department/division that is recommending the condition. DRB members do not attend the Planning Commission meeting and Planning staff cannot answer specific questions regarding conditions recommended by other departments/divisions.

The DRB recommends that the Planning Commission adopt Resolution No. 855 (17), approving the Conditional Use Permit, based upon the Findings of Fact in the Resolution and subject to the attached draft Conditions of Approval.

### **Environmental**

#### Traffic

A traffic impact study was prepared by Associated Transportation Engineers, dated December 12, 2016. This report concluded that the proposed project would not generate significant traffic impacts and no improvements to off-site roadways and intersections were recommended. The traffic report is available upon request.

Although no impacts would occur as a result of the proposed project, a drive-thru queue analysis found that the proposed 7-vehicle storage area would accommodate queues during most periods but has the potential to be exceeded if the Starbucks store attracts higher than average drive-thru business. Therefore, vehicular stacking off of the alley would be monitored by staff as part of this project. In addition, staff will provide the Planning Commission with an update regarding the stacking following a 6-month period of operation (COA P49).

**Determination**

It was determined that there would be no impacts from traffic/circulation or the removal of the existing sign on the project site.

Therefore, the project was determined to be categorically exempt from review pursuant to Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA). A Notice of Exemption will be filed for the project following the Planning Commission action.

**Noticing**

On February 26, 2017:

- 1) Notice of the Public Hearing was published in the Lompoc Record;

On February 24, 2017:

- 2) Notices were mailed to property owners within 300 feet by US mail;
- 3) Notice was posted on the City website; and
- 4) The project site was posted by City staff.

**Appeal Rights**

Any person has the right to appeal the Planning Commission action to the City Council within ten days of the action. Contact a Planning Division staff member for the required appeal form; the fee is \$257.80.

**Attachments**

- 1. [Draft Resolution No. 855 \(17\) approving CUP 16-01](#)
- 2. [Rincon Consultants Historic Assessment, November 28, 2016](#)
- 3. Site Plan and Elevations  
(PC only with staff report. Documents available for review in Planning Division)

Staff Report has been reviewed and approved for submission to the Planning Commission			
Teresa Gallavan Economic Development Director / Assistant City Manager		Lucille T. Breese, AICP Planning Manager	
Date		Date	

**RESOLUTION NO. 855 (17)**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC APPROVING A CONDITIONAL USE PERMIT FOR A STARBUCKS DRIVE-THRU LOCATED AT 400 EAST OCEAN EAST AVENUE (CUP 16-01)**

**WHEREAS**, a request from Taylor Megdal of Elliot Megdal and Associates, representing Starbucks, for Planning Commission consideration of a proposal to demolish an existing restaurant and replace it with a new 1,840 sq. ft. Starbucks drive-thru with outside patio, parking and landscaping to be located at 400 East Ocean Avenue (APNs: 085-172-001, -002) in the *Commercial Office (CO)* Zone District; and

**WHEREAS**, the matter was considered by the Planning Commission at a duly-noticed public meeting on March 8, 2017; and

**WHEREAS**, at the meeting of March 8, 2017, \_\_\_\_\_ were present, and answered Planning Commissioners' questions and addressed their concerns; and

**WHEREAS**, at the meeting of March 8, 2017, \_\_\_\_\_ spoke in favor of the project and \_\_\_\_\_ spoke in opposition to the project;

**WHEREAS**, this action is categorically exempt pursuant to Section 15332 (In-Fill Development Projects) of 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 the proposed Starbucks drive-thru with outside patio, parking and landscaping, as conditioned, meets the requirements of the Lompoc Municipal Code and is consistent with the applicable policies and development standards.

- A. The proposed use, as conditioned, is consistent with the applicable policies and development standards set forth in Lompoc Municipal Code Chapter 17.
- B. The site for the proposed use 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.

- C. The site of the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use.
- D. The proposed use will have no adverse effect upon the abutting and surrounding property from the permitted uses thereof.
- E. The proposed use is within the intent and purpose of the *Commercial Office (CO)* zoning district.
- F. The proposed use is not more obnoxious or detrimental to the public welfare, and is of a comparable nature and of the same class as the uses enumerated in Section 17.040.030 of the Lompoc Municipal Code.
- G. The conditions stated in Exhibit A to this Resolution are necessary to protect the public health, safety, and welfare.

**SECTION 2:** Based upon the foregoing, the new 1,840 sq. ft. Starbucks drive-thru with outdoor patio, parking and landscaping is approved as proposed on March 8, 2017, subject to the conditions attached as Exhibit A, which are incorporated by reference as if fully set forth herein.

The foregoing Resolution was adopted, on motion by Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, at the Planning Commission meeting of March 8, 2017 by the following vote:

**AYES:**

**NOES:**

\_\_\_\_\_  
Lucille T. Breese, AICP, Secretary

\_\_\_\_\_  
Ron Fink, Chair

Attachments: [Exhibit A – Conditions of Approval](#)

**DRAFT  
CONDITIONS OF APPROVAL  
CUP 16-01 – STARBUCKS DRIVE-THRU  
400 EAST OCEAN AVENUE (APN: 085-172-001 & -002)**

The following Conditions of Approval apply to the plans prepared by Rasmussen & Associates dated December 5, 2016 for CUP 16-01, received by the Planning Division on December 5, 2016 and reviewed by the Planning Commission on March 8, 2017.

**I. PLANNING**

**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 Sections 1.24.010 and 1.24.060 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. 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 and the applicant's signed affidavit agreeing to comply with the conditions.
- P5. All revisions made by the 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 Planning Manager 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.

- P7. 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.

- P8. The applicant shall notify the City of Lompoc Planning Division of a change of ownership for the property or a change of project representative within 30 days of such change at any time during the City process prior to final Certificate of Occupancy.

#### **Planning – Conditional Use Permit Conditions**

- P9. The right to use an occupancy permit shall be contingent upon the fulfillment of any general and special conditions imposed by the Conditional Use Permit procedure.
- P10. All of the special conditions shall constitute restrictions running with the land and shall be binding upon the owner of the land, his successors or assigns and a covenant to the effect may be required.
- P11. All of the conditions shall be consented to in writing by the applicant.
- P12. The resolution granting the application, together with all consent forms and a description of the property shall be recorded by the Recorder of the County of Santa Barbara.

- P13. The use permit granted is conditioned upon the rights or privileges acquired thereby being utilized within one year after the effective date of approval, and should the rights or privileges authorized hereby fail to be executed or utilized within said year, or when a building permit has not been issued within said year, or when some form of work is involved which has not actually commenced within said year, or if so commenced, is null and void; unless such permit has not been utilized or such construction work started or completed within such one year period by reason of delays caused by the City in approving plans, in which event the Planner Manager shall grant and record a commensurate extension. The Planning Commission may, at its discretion, and with the consent or upon request of the permittee, for any cause, grant a reasonable extension of time in addition to the one (1) year period hereinabove provided. Such a request for extension shall have been filed with the Secretary of the Planning Commission fifteen (15) days prior to the expiration of the one (1) year.
- P14. This Conditional Use Permit may be reviewed and reconsidered by the Planning Commission at any time for the purpose of imposing new conditions to mitigate a nuisance or to revoke the permit to abate a nuisance.

### **Planning – Site Plan Conditions**

- P15. The Engineering and Planning Divisions shall review and approve a plan for all work/stripping in the parking area to assure conformance with City standards.
- P16. No outside vending machines, except fully enclosed newspaper racks, shall be allowed on-site. All newspaper racks shall be pedestal-mounted.
- P17. 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), 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. Photometrics will be required to ensure that there is no light spillage off-site.

### **Planning – Architectural Conditions**

- P18. All facades which extend above the roof line shall be finished on all elevations exposed to public view.
- P19. 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.
- P20. 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.

- P21. The Architectural Review approval granted by the Planning Commission is valid for one year from date of approval and will expire on March 8, 2018. A one year extension may be granted by the Planning Manager if the applicant so requests prior to the expiration date.
- P22. The use of trellises shall be limited to ornamental plants only. The trellises shall not be used to display banners or signs of any kind.

### **Planning - Landscaping General Conditions**

- P23. Five (5) sets of the landscape and irrigation plans shall be submitted to the Planning Division for distribution and review by various City departments/divisions. The landscape and irrigation plans shall be reviewed and approved 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.

The 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) Planning Manager – private property landscaping; and
- 3) Urban Forestry Supervisor – right-of-way landscaping

- P24. A Landscape Maintenance Agreement, in a form satisfactory to the City Attorney, shall be recorded prior to issuance of building permits for the project.
- P25. The project must conform to the Urban Forestry Administrative Guidelines.
- P26. The final landscaping Conditions of Approval shall be printed on the landscape plans filed with the City.

### **Planning - Landscaping Irrigation Conditions**

- P27. The project must conform to Chapter 15.52 of the Lompoc City Code Water Efficient Landscape Standards.
- P28. 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. Installations must include check valves as needed to prevent runoff.
- P29. All irrigation under paving must be Schedule 80 PVC or greater with tracer wires and sleeves.

### **Planning – Landscaping Tree Conditions**

- P30. The number and size of trees installed on the site shall meet the tree density requirements, as set forth in Chapter 31 of the City Code. The density will be approved or denied during Plan Check.
- P31. 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.



- P32. All trees must be installed with support staking. All nursery stakes must be removed from trees.
- P33. All trees and plant material selection shall be made with the concurrence of the Planning Division.

#### **Planning – Landscaping Installation Conditions**

- P34. 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. Prior to the final inspection by the Planning Division, a letter confirming substantial conformance with the approved plans must be submitted by the project landscape designer.
- P35. 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.
- P36. All plant material is subject to inspection by the Planning Division and must be guaranteed for two years from the date of final inspection.
- P37. Prior to the final inspection by the Planning Division, a Certificate of Substantial Compliance shall be completed and submitted to the Planning Division.
- P38. All landscaping shall be installed and accepted by the City prior to issuance of a Certificate of Occupancy for the building.

#### **Planning – Air Quality Conditions**

- P39. Dust (PM<sub>10</sub>) - 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 the 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.

P40. Ozone (O<sub>3</sub>) Precursors: (NO<sub>x</sub> 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.

**Planning – Mitigation Monitoring Conditions**

- P41. 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.

**Planning – Project Specific Conditions**

- P42. A temporary use permit shall be obtained from the Planning Division prior to the installation of a construction trailer on the project site.
- P43. The applicant shall contact all applicable regulatory agencies and apply for necessary permits prior to occupancy.

P44. Proposed hours of operation shall be as follows:

Daily, 4:30am to 12:00am

Minor modifications to the hours of operation may be granted by the Planning Manager.

- P45. Prior to installation of any signage or sign related construction, a sign permit shall be obtained through the Planning Division.
- P46. The architectural building insets located on the east building elevation facing the drive-thru shall not be used for additional building wall signs.
- P47. The six foot high trash enclosure screen wall shall match the color of the building and be constructed of a spilt-face block or slumpstone block material.
- P48. The project requires a Lot Combination for APNs 085-172-001 and 002. The property line between the two lots must be removed prior to issuance of a building permit.
- P49. Vehicular stacking off of the alley will be monitored as part of this project. Staff will provide the Planning Commission with an update regarding the stacking following a 6-month period of operation.
- P50. One (1) additional light pole shall be located on the west perimeter of the parking lot.
- P51. As part of the sidewalk repairs that will occur within the existing parkway facing Ocean Avenue, a suitable replacement tree shall be re-planted within the parkway. The tree size shall be 24-inch box and the type/species of tree shall be reviewed by the Planning Division and Urban Forestry.
- P52. The four architectural insets on the east building elevation shall be painted a darker color that will provide a stronger accent to the building. The specific paint color shall be reviewed by the Planning Division upon submittal of constructions drawings.
- P53. One (1) striped loading space measuring 12 feet by 35 feet shall be provided on the project site and shown on the plans submitted for building permits.

**II. POLICE – No General or Project Specific Conditions**

**III. ENGINEERING**

**Engineering – General Conditions**

- EN1. Public Improvements are required with this development. Public Improvements include all work within the public right-of-way or easement. Public Improvements shall be shown on the Grading Plan.
- Public Improvements
    - a. Utilities – Electric (conduit, transformers, street lights, etc.), Water, and Sewer
    - b. Streets, Sidewalk, and Curb & Gutter (Public and Private)
    - c. Street Signing and Striping
    - d. Drainage – Storm Drain Lines, Inlets & Filters, Main Lines, Sidewalk Drains, etc.

e. Existing and proposed public easements (permanent structures shall not be constructed over any public easements).

- Private Improvements

a. Connection Points to utility mains for sewer laterals, water services and storm drain.

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

EN3. All Public 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:

<http://www.cityoflompoc.com/standards/>

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 the Grading and Public Improvements Plan submittals. "Development Assistance Brochures" are available at:

[http://www.cityoflompoc.com/PublicWorks/develop\\_asst.htm](http://www.cityoflompoc.com/PublicWorks/develop_asst.htm)

EN5. In conformance with Title 12, Chapter 12.28.040 of the Lompoc City Code, the Improvement Plans, including but not limited to, grading, water, sewer, streets, electrical system, and other surface and subsurface improvements, 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. All drawings, improvement plans and survey maps shall be prepared in accordance with the requirements currently in effect.

EN6. An "R" value shall be determined by the Soils Investigation and included in the Soils Report or an "R" value of 15 can be assumed for design. A note shall be placed on the Public Improvement Plan stating that "R" value samples shall be obtained and tested at the completion of rough grading, and the pavement sections confirmed or revised, to the satisfaction of the City Engineer.

#### 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).

PUEs shall be dedicated by a separate document and shall be prepared by a licensed land surveyor or qualified civil engineer. Grant deed forms are available at:

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

Applicant shall submit a draft copy of the deed (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. First plan check submittal shall include hydraulic calculations (storm drain and sanitary sewer), a current Soils Investigation Report, and all other calculations and data necessary for review and approval of the project plans.

#### Landscape Plans

EN9. Any landscape and irrigation plans required by the Planning Division shall be approved by the Public Works and Utility Departments prior to Public 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.

EN10. All trees and large rooted shrubbery must be planted at least ten feet away from public utilities, including but not limited to, water, sewer, electric, stormdrain, cable and telephone.

#### Permits & Fees

EN11. Encroachment Permit Fees are based on the City fee schedule in effect at the time of permit issuance.

EN12. An Encroachment Permit shall be obtained from the Engineering Division for any work within City street right-of-way or easement. An itemized Engineer's cost estimate for construction of the proposed public improvements noted in EN1 shall be submitted to the Engineering Division and is used for determining the Encroachment Permit Fee. The Form used for Cost Estimates may be obtained on the City's website at the following location.

<http://www.cityoflom poc.com/PublicWorks/engineering.htm>

EN13. Prior to the issuance of an Encroachment Permit, the Applicant shall provide a letter to the Engineering Division, addressed to the City Engineer, stating that the engineer who prepared the Public Improvement Plans, or his/her designated representative, will perform periodic site observations of work shown on the approved Public Improvement Plans and that Record Drawings will be submitted and approved prior to occupancy.

EN14. 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

EN15. A Drainage/Hydrology Report shall be submitted to the Engineering Division with the first plan check submittal of the Public Improvement Plans.

EN16. Drainage from parking lots to the public right-of-way or easement will be filtered through a City approved filter system. The filter shall be located on the development property and maintained by the property owner.

Sidewalk/Driveways

EN17. All driveways shall provide a minimum 4-foot sidewalk area behind the apron, at 2 percent slope toward the street, for ADA compliance.

Final Approval

EN18. Prior to issuance of the Certificate of Occupancy, any Public Improvements damaged during construction shall be repaired as directed by the Public Works Inspector and in conformance with the City of Lompoc Standard Plans and Specifications.

EN19. Prior to issuance of the Certificate of Occupancy, Record Drawings in conformance with Development Assistance Brochure (DAB) E-30 shall be prepared and approved by the City Engineer. DAB E-30 can be downloaded from the City Engineering web page

(<http://www.cityoflompoc.com/departments/pworks/engineering.htm>).

EN20. After construction is complete and the City has approved the Record Drawings, the Applicant shall:

A. Provide the City Management Services Department, Information Systems Division, with a copy of the Record Drawings, 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; DXF. Record Drawing information submitted in computer format shall include, but not limited to the following:

<b>WATER</b>	<b>WASTEWATER</b>	<b>ELECTRIC</b>	<b>DRAINAGE</b>	<b>SURFACE</b>
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

EN21. The project requires a Lot Combination for APNs 085-172-001 and 002. The property line between the two lots must be removed prior to issuance of a building permit. See the following link on the City's website for additional information:

<http://www1.cityoflomdoc.com/departments/comdev/pdf/SUB-LOM-LotCombo.pdf>

Grading Plan must show the existing property line and note the existing APNs and the Lot Combination (removal of lot line) to be completed per separate document.

- EN22. Street Improvement and Traffic Signal Impact Fees referenced above in Condition of Approval EN14 will be paid based on the total new PM Peak Hour Trips of 13. The new PM Peak Hour Trips include 41 PM Peak Primary Trips calculated in the Traffic Impact Study for the Lompoc Starbucks Project, City of Lompoc, prepared by ATE and dated December 12, 2016 and a credit of 28 PM Peak Hour Trips based on the existing restaurant to be demolished.
- EN23. Remove the existing driveway on "E" Street (per City of Lompoc Standard Detail 609), north of the alley and replace with curb, gutter and sidewalk per City of Lompoc Standard Details 602 and 615.
- EN24. Install sidewalk ramps per City of Lompoc Standard Detail 606 (RD5) on both the north and south sides of the alley at the intersection with "E" Street.
- EN25. Remove the existing driveway on Ocean Avenue (per City of Lompoc Standard Detail 609 or approved equal Caltrans requirement).
- EN26. Remove the existing trees along the Ocean Avenue frontage.
- EN27. Remove the existing palm trees on the "E" Street frontage.
- EN28. Remove and replace the existing cracked and broken/uplifted sidewalk and curb/gutter on Ocean Avenue.
- EN29. The proposed driveway on Ocean Avenue conflicts with the existing drop inlet. Relocate the drop inlet and storm drain as needed to install the proposed driveway.
- EN30. A Caltrans encroachment permit will be required for any proposed work within Caltrans Right-of-Way on Ocean Avenue. Prior to issuance of a grading permit or encroachment permit by the City of Lompoc Engineering Division, a copy of the encroachment permit from Caltrans shall be provided verifying acceptance of the design.

## **IV. ELECTRIC**

### **Electric – General Conditions**

EL1. The Developer 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 Developer 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 current transformers. The main switchboard shall conform to Electric Utility Service Equipment Requirements approved by the City of Lompoc. The developer 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 Developer shall provide all necessary trenching and backfilling to Electric specifications. This will include trenching for primary cable, secondary cable, street light wiring and associated vaults and boxes. The Developer shall provide transformer pads as required. The project shall be at final grade prior to trenching for installation of underground electric facilities.

EL5. The Developer 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 will make the final connections to the transformer and energize the service.

EL6. 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.

EL7. A Public Utility Easement will be required for all City-owned electrical lines and pad mounted equipment located on private property.

### **Electric – Project Specific Conditions**

EL8. An approximate area of 6'x6' will be needed for location of electrical transformer and pad. 8' of clear working space in front and 3' clear space around remaining 3 sides must be maintained around transformer.

EL9. A Public Utility Easement will be required for all City owned electrical lines and pad mounted equipment located on private property.



## **V. SOLID WASTE**

### **Solid Waste – General Conditions**

Note: The enclosure that is shown on the plans (dated 12/1/16) is an unobstructed 21 feet wide and 7 feet deep. In addition, it is comprised of a 3-sided, 6-foot high concrete block wall facing the alley, with no gates. The size and location of the enclosure meets general conditions SW1 through SW5 below. However, the applicant will need to comply with the diversion/recycling requirements in SW6 below before demolition/grading/building permits are issued.

- SW1. Trash enclosures shall be designed in accordance with City standards for up to 450-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 as approved by the Planning Division.
- 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 aisle. 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. If the applicant cannot provide an acceptable on-site trash enclosure, the property owner shall submit a written agreement indicating that the property owner/business operator will relocate the dumpster on collection days to a location as approved by the Solid Waste Superintendent. The applicant shall return the dumpsters to the enclosure within twelve (12) hours of pickup. Said agreement must be made prior to the issuance of building permits.
- SW6. In accordance with the CalGreen Building Code (Sections 4.408 and/or 5.408), applicants are required to submit a site specific Solid Waste Management Plan (SWMP) and divert at least 65% of the construction materials during the project. The SWMP shall include, but not be limited to, the following information: identification of the waste materials to be diverted from landfill disposal through recycling or reuse, diversion methods and strategies, identification of diversion facilities where materials will be taken, and the designee of the responsible party to implement the SWMP. The approved SWMP shall be reproduced on the architectural/construction plans.

## **Solid Waste – No Project Specific Conditions**

### **VI. 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. **The sufficiency of the flow from the existing water service and meter shall be verified by the Engineer/Architect or authorized representative.**
- 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 the Fire Department Connection (FDC) with reference dimensions to the nearest fire hydrant. **Fire Department requires fire department connections to be within 50' 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 cross-connection control wet fire sprinkler systems with Fire Department Connection (FDC) shall be installed on private property and outside City right-of-way, per City Std. Dwg. No. 404 (last revised 06/2008).

#### **Water – No Project Specific Conditions**

### **VII. 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. 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.
- WW4. A grease interceptor/trap shall be installed in community buildings where commercial appliances will be used.
- WW5. All food service establishments shall demonstrate compliance with Federal, State, and City requirements and sized according to the California Plumbing Code. In instances where multiple food service establishments are proposed, each food service establishment shall have its own grease trap/interceptor. A diagram of the grease trap(s)/interceptor(s) shall be included in the Grading plans and contain location, size, and type.
- WW6. All Users proposing to dispose of industrial waste into the City's sanitary sewer shall apply and obtain a wastewater discharge permit prior to connection and/or discharging into the City's sanitary sewer.
- WW7. All water softeners shall indicate type (i.e., self-regenerating, tank exchange) and location on either, the Architectural Plans for softeners indoors or the Grading Plans for softener outdoors. All water softeners shall comply with Federal, State, and City requirements. The discharge of self-regenerating water softeners is prohibited from entering the City's sanitary sewer.
- WW8. All wastewater improvements shall comply with Federal, State and City requirements for the protection of the City's Wastewater System.

#### **Wastewater – Project Specific Conditions**

- WW9. Provide a Baseline Monitoring Report (BMR) for the development wastewater to the Wastewater Division with the first submittal package for construction permits.
- WW10. A diagram of the grease trap(s)/interceptor(s) shall be included in the Grading plans and contain location, size, and type.

### **VIII. AVIATION/TRANSPORTATION**

#### **No General or Project Specific Conditions**

### **IX. BUILDING AND LIFE SAFETY – BUILDING AND FIRE DEPARTMENTS**

#### **Building – General Conditions**

- B1. The Project shall comply with the requirements of the most recently adopted California Code of Regulations Title 24 and City of Lompoc regulations. Clearly specify on the plans the applicable codes for the project. The current codes are the 2016 CA Building Codes.
- B2. Fire-resistive assemblies may be required for occupancy separation and/or exterior wall protection. Parapets may be required in accordance with the CBC and CFC.

- B3. Dimensioned building setbacks and property lines, easements, street centerlines, and dimensions between buildings or other structures, along with all significant site features, shall be shown and identified on plot plans.
- B4. All property lines and easements shall be shown and identified on the plot plan. A written statement by the Applicant that such lines and easements are shown is required.
- B5. The Title/Cover /first sheet of the plans shall include:
  - a. Code Analysis addressing all work
  - b. Complete Scope of Work to be performed
  - c. Occupancy group(s)
  - d. Description of use(s)
  - e. Type of construction
  - f. Height of the structure(s) and number of stories
  - g. Floor area of structure(s), existing and new, broken down by Use or Occupancy Type, with Totals.
- B6. See City submittal requirements for other information that may be required in the Construction Documents, including but not limited to: Soils Engineer's Plan Review Letter, Energy Compliance Statements, CALGreen (CGBSC) code compliance forms, CWM Plan (Construction Waste Management Plan), listing of Special Inspections required, Deferred Submittals.
- B7. State of California accessibility requirements shall be incorporated within the design of the site and structures.
- B8. Fire sprinklers may be required per Building, Fire, and/or City codes.
- B9. The Project shall show compliance with the CALGreen codes and current City and State water conservation regulations.
- B10. Contractor shall minimize the use of street parking by construction workers and equipment during construction. Temporary toilet and handwash facilities for construction are required. Trash and debris shall be contained on-site.

**Building – Project Specific Conditions**

- B11. Plans submitted show that there will be one “accessible” parking space. Verify plans clearly specify this parking space to be “Van-Accessible”.
- B12. Verify an “accessible route” is provided between building and facilities on the **same site**. Plans show the trash enclosure at the rear of the site and it appears the accessible route will leave the site onto the public way to have access to the trash enclosure (Section 11B-206.2.2 CBC).

Note: Other specific comments will be provided once plans are submitted for plan review for permit.

## **Fire – General Conditions**

- F1. Ensure proper licensing of all contractors and subcontractors. Additionally, a City of Lompoc business tax certificate is required to be obtained by all contractors. Verify with the City Clerk any concerns for the business tax certificate. A list of all contractors and subcontractors that performed work on the job site is required prior to issuance of certificate of occupancy.
- F2. Automatic sprinkler systems may be required in accordance with the most restrictive of the following: 2013 California Fire Code (CFC), the California Building Code (CBC), or the Lompoc City Code. Submit fire sprinkler and alarm system plans simultaneously with building plans, *if project applicable*.
- F3. Fire alarm systems may be required in accordance with the most restrictive of the following: the CFC, CBC, or the Lompoc City Code, including 2013 CFC 903.4.2, if project applicable.
- F4. All fire extinguishers required to have an ‘A’ rating shall have a minimum rating of 2A10BC. Location, number and types shall be in accordance the California Code of Regulations Title 19. Ensure extinguishers are rated according to hazards, including the commercial kitchen.
- F5. All new construction shall install a Knox key box as directed by the Fire Code Official. The key box shall contain keys that will allow the fire department access to all portions of the building. The keys shall have tags affixed identifying their purpose. The nominal height of the Knox box installations shall be 5 feet above grade. Consult with the Fire Marshal for placement and specifications. Surface mount or recessed are allowed. An order form with the Lompoc specific information will be provided to the contractor upon request by the fire department (Lompoc Ordinance Number 1601).
- F6. A final fire inspection is required and shall be scheduled with the Lompoc Fire Department (805) 875-8063 prior to the issuance of the Certificate of Occupancy. Additional inspections shall be scheduled as necessary during the construction process and for project consultation.

## **Fire – Specific Conditions**

- F7. Occupancy load calculations are verified by the City of Lompoc prior to the issuance of the certificate of occupancy and after completion of the permit process.
- F8. Compliance shall be required to meet in accordance with the most restrictive of the following: 2016 California Fire Code (CFC) as amended by the City of Lompoc, the 2016 California Building Code (CBC) which includes the plumbing, electrical, mechanical, green/energy code, the Lompoc Municipal Code and any other code not mentioned that has been adopted and is applicable.
- F9. No work shall commence without City of Lompoc approved plans that are on the job site and a building permit issued by the Building and Life Safety Division.
- F10. Coordinate approval from the Santa Barbara County Health Department for the commercial kitchen and/or food handling concurrently with plan submittal to the City of Lompoc. A final inspection and approval by the Health Department is required to final the building permit.

## X. GRADING

### Grading – General Conditions

- GR1. A separate Grading Plan complying with City Standards and Appendix J of the 2016 CBC is required. Grading Plans shall be prepared by or under the supervision of a registered Civil Engineer or Architect.
- GR2. Grading shall be designed in accordance with the City's "Standard Requirements for The Design and Construction for Subdivisions and Special Developments," as last revised. Said Standard Requirements are available online at:
- <http://www.cityoflomdoc.com/PublicWorks/engineering.htm>
- GR3. Grading Plans shall be prepared in conformance with City of Lompoc "Development Assistance Brochures." E-10 through E-90 that apply, "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 Plan submittals. "Development Assistance Brochures" can be obtained from the City Engineering web page:
- [http://www.cityoflomdoc.com/PublicWorks/develop\\_asst.htm](http://www.cityoflomdoc.com/PublicWorks/develop_asst.htm)
- GR4. In conformance with Title 12, Chapter 12.28.040 of the Lompoc City Code, the Improvement Plans, including but not limited to, grading, water, sewer, streets, electrical system, and other surface and subsurface improvements, 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. All drawings, improvement plans and survey maps shall be prepared in accordance with the requirements currently in effect.
- GR5. First plan check submittal shall include estimated grading quantities, a current soils investigation report, retaining wall calculations, drainage and infiltration analysis/calculations, and all other pertinent information (as needed) relating to the Grading Plans and their approval.
- GR6. The Soils Investigation Report shall be prepared by a Soils Engineer who will be retained by the Applicant to observe, test, and certify that all recommendations outlined in the Soils Investigation Report are fulfilled during construction. **A signature block shall be provided on the Grading Plan stating that the Soils Engineer has verified that the plans are in accordance with the Soils Report. The signature block shall list the title of the Soils Report, the preparer and the dated prepared.**
- GR7. Dust and Erosion Control shall be in conformance with the Standards and regulations of the City of Lompoc.
- GR8. An Erosion and Sediment Control Plan and related inspections, as required by the State Water Resources Control Board, will be required as a part of the grading permit.
- GR9. Building pads shall have a drainage gradient of 2% toward approved drainage facilities. Finished grades shall slope 5% for 10 feet away from the building.

- GR10. Grading Permit fees are based on Section 2 of the Master Fee Schedule adopted by City Council Resolution No. 5386(07).
- GR11. A Grading Permit issued by the Building Division is required prior to any excavation or filling on the site. Any stockpiling of fill dirt will require a Temporary Grading Permit.
- GR12. Prior to the issuance of a Grading Permit, the Applicant shall provide a letter to the Building Division, addressed to the Building Official, stating that the engineer who prepared the Grading Plans, or his/her designated representative, will perform periodic site observations of work shown on the approved Grading Plans. **In addition, the letter shall state that the Owner is aware that as-built drawings will need to be completed by the design engineer and approved by the City prior to the issuance of the Certificate of Occupancy.**
- GR13. Drainage from parking lots and private streets to the public right-of-way will be filtered through a City approved filter system. The filter shall be located on the development property and maintained by the property owner.
- GR14. Pre-development flow from adjacent properties onto the project site shall be maintained or accounted for in the final design.
- GR15. The on-site drainage system must be properly designed to maximize infiltration of roof and/or surface runoff into the underlying soil before discharging into a public storm drain, street or alley.
- GR16. Parking lot design and structural section shall conform to the City's Standard Requirements, Section 8 and conforming to E-70 DAB.
- GR17. Areas of the parking lots that will be used for truck traffic shall be designed with a heavier structural section than areas for passenger cars.
- GR18. An "R" value shall be determined by the Soils Investigation and included in the Soils Report. A note shall be placed on the Grading Plan stating that "R" value samples shall be obtained and tested at the completion of rough grading, and the pavement sections confirmed or revised, to the satisfaction of the City Engineer.
- GR19. Prior to the issuance of the Certificate of Occupancy, Record Drawings in conformance with Development Assistance Brochure (DAB) E-30 shall be prepared and approved by the City Building Official. DAB E-30 is available upon request at the Engineering Division or on line at the following City of Lompoc web address:
- <http://www.cityoflompoc.com/PublicWorks/pdf/E30.pdf>
- GR20. A licensed surveyor/engineer shall verify pad elevations and setbacks and provide documentation to the City prior to the issuance of the Certificate of Occupancy.

GR21. After the Record Drawings have been approved, the Applicant shall provide the City Management Services Department, Information Systems Division, with the following as-build 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				Retaining Walls
				Bus Turnouts

**Grading – No Project Specific Conditions**

**XI. STORMWATER POST-CONSTRUCTION REQUIREMENTS**

**Prior to Issuance of Grading Permit**

- S1. Plans shall show roof drains and gutters to be directed to landscaping or infiltration structure(s), unless to do so would result in foundation damage or slope instability, as verified by a statement to that effect, stamp and signature, by qualified engineer, on the improvement plans.
- S2. A Storm Water Control Plan shall be fully completed and submitted and signed, stamped and dated by a licensed civil engineer.
- S3. The grading plans and project improvement plans shall show compliance with the storm water requirement for five (5) percent or less Effective Impervious Area (EIA) over the whole property. This is equivalent to infiltration of the 85<sup>th</sup> percentile, 24-hour storm over 95% of the new and replaced impervious area on the property. Storm Water Control Measures (SCMs) including infiltration structures, bio-retention or infiltration basins, vaults or similar, shall be shown, details and cross-sections provided on improvement, grading, drainage and landscaping plans. SCM design, location and proposed plantings shall be subject to review by the City Engineering and Planning Divisions, prior to issuance of grading permits. Percolation testing shall be conducted to determine if the proposed location, size, method and construction proposed for the Infiltration Area(s) will be able to meet the 95% EIA infiltration requirement. Minor modifications to the location and methods of stormwater infiltration, consistent with other conditions of approval, may be approved by Planning Division Staff, as long as the requirement for 5% EIA is met.



- a) If the applicant proposes pervious pavement, its design shall comply with City of Lompoc's Technical Guidance, including the Central Coast Low Impact Development Initiative (LIDI) permeable pavement details.
- b) If the applicant proposes to incorporate Rain Gardens to address the 95% infiltration requirements, LIDI guidance found at the link below, should be followed: [http://www.centralcoastlidi.org/uploads/LIDI\\_Bioretenion\\_Technical\\_Specifications\\_2013.03.06.pdf](http://www.centralcoastlidi.org/uploads/LIDI_Bioretenion_Technical_Specifications_2013.03.06.pdf).  
Mulch is to be high quality compost, not bark or rock. Material under mulch to be Bioretention Soil Media and aggregate, not amended planting soil, as shown on detail. Bioretention Soil Media shall be consistent with that identified by the Low Impact Development Initiative (LIDI) training of 65% sand, 20% sandy loam and 15% high quality compost, resulting in a final product having 5% organic matter. Filter fabric is not recommended. Plantings to be specific to rain garden types (reference LIDI training).
- S4. A statement shall be included on the improvement plans to the effect that "The site and each infiltration area (Structural Storm Water Control Measures or SCM) is adequately sized and designed to capture and infiltrate 95% of the run-off from the 85<sup>th</sup> percentile, 24-hour storm, over the new or replaced impervious area on-site, within 72 hours. The statement shall be signed and stamped by a licensed professional engineer.
- S5. All storm water that flows from paved areas of vehicle travel, maintenance, parking or uncovered outdoor storage, shall be filtered for trash, sediment, oil and grease, prior to discharge into City streets, storm drains, infiltration SCMs, landscaped area, biologically sensitive areas or the Santa Ynez River and its tributaries. Storm drain inlets within the site and the relocated street curb inlet on Ocean Avenue shall have properly installed filters meeting these requirements. Trash filters shall be of the type required by the City and the State Water Resources Control Board at the time of plan approval. Grading and Drainage plans submitted shall provide inlet details and filter details and cross-sections.
- S6. Grading and Drainage plans shall provide elevations and directional arrows to show how run-off from each area of the property will be directed to infiltration areas and SCMs. Plans shall identify the 5% of the site which is not to be infiltrated.
- S7. The property owner shall be responsible for maintaining structural (SCMs) free from trash, litter, and odor and in a manner that allows full functioning and infiltration capacity of the SCM. Maintenance shall be regularly performed as described in the Storm Water Control Measure Maintenance Plan prepared for the project. Infiltration areas shall be maintained to ensure they continue to infiltrate the 85<sup>th</sup> percentile storm, are clean and devoid of trash/refuse, and that plant materials are living. If infiltration areas cease to function properly and result in off-site flooding, any cost incurred by the City of Lompoc in remediating the situation shall be assessed to the property owner.

#### **During Construction / Prior to Final Occupancy**

- S8. Just prior to installation of underground SCMs or infiltration basins, the City Planning Division shall be notified at 875-8275 or 875-8277, to allow opportunity to photograph the installation process and materials.

- S9. On and off-site (Ocean Avenue) storm drain inlets shall be stenciled or marked “No Dumping, Drains to the River” and storm infiltration inlets shall be stenciled “No Dumping, Drains to Groundwater”.
- S10. The project engineer shall prepare a memo listing short and long-term maintenance requirements, recommended frequency of maintenance, and details of maintenance, for each SCM to be installed. The memo shall be submitted with the grading, drainage and improvement plans and will be incorporated into the Storm Water Control Measure (SCM) Maintenance Plan and property owner’s commitment to SCM maintenance.
- S11. The property owner(s) shall sign a statement accepting responsibility for the operation and proper maintenance of the Stormwater Control Measures installed on-site, storm water filters, gutters, landscaping and “No Dumping Drains to River / Groundwater” stencils or markers on storm drain inlets, in a form acceptable to the City Attorney, which shall be recorded prior to issuance of occupancy permit for the project.
- S12. Prior to Issuance of Occupancy Permits, privately owned LID features and drainage facilities, and on-site treatment structures and controls shall be inspected by the designing engineer to ensure they are properly in place, per the approved plans. As-built plans shall be produced, signed and stamped by the engineer or a letter issued with signature, date and stamp, verifying the proper installation of the project SCMs, including, but not limited to: Infiltration basins or boxes and interceptors or other required storm water filters.
- S13. A City marker indicating the presence of a SCM shall be permitted to be placed on-site, to indicate the location of the infiltration basin/chamber.
- S14. Prior to Issuance of Occupancy Permits, the City Planning Division shall be notified at 875-8275 or 875-8277, to request final inspection of the project site, including roof drains, drain inlets, inlet filters and trash capture devices, inlet marking/stenciling, infiltration areas and landscaping, as well as any other project components necessary to comply with project storm water conditions.

### **Ongoing Requirements**

- S15. Each SCM shall be inspected a minimum of once a year, cleaned out and replaced as necessary and a report detailing the inspection, date, person inspecting, condition of the SCM and measures taken to clean or replace, shall be submitted to the City of Lompoc’s Planning Division, documenting the inspection and any maintenance actions taken.
- S16. 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.

I, Taylor Megdal, as project applicant do hereby declare under penalty of perjury that I accept all conditions imposed by the Planning Commission in its approval of the proposed Solvang Brewery facility. As project applicant, I agree to comply with these conditions and all other applicable laws and regulations at all times.

---

Taylor Megdal

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Date

G:\COMDEV\Conditions of Approval\CUP\2017\CUP 16-01 Starbucks Coffee (PC).doc



**Rincon Consultants, Inc.**

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Ventura, California 93003

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November 28, 2016  
Rincon Job No. 16-03275

Lucille T. Breese  
Planning Manager  
City of Lompoc  
100 Civic Center Plaza  
Lompoc, CA 93438-8001

**RE: Historic Assessment for 400 East Ocean Avenue, City of Lompoc, County of Santa Barbara, California**

Dear Ms. Breese,

Rincon Consultants (Rincon) was retained to provide a historic assessment for the property located 400 East Ocean Avenue (project site), in the City of Lompoc, County of Santa Barbara, California. Rincon understands that current property owners wish to redevelop the site, which will require the demolition of the extant structures. This memorandum summarizes the results of Rincon's field survey and historic assessment of the subject property as a potential historical resource in accordance with the California Environmental Quality Act (CEQA).

A site visit and building permit research was conducted by Architectural Historian Susan Zamudio-Gurrola, M.H.P., and preparation of this memorandum was conducted by Architectural Historian Shannon Carmack, B.A., who has over 16 years of experience conducting historic resource analysis and preparing environmental compliance documentation throughout California. Ms. Zamudio-Gurrola and Ms. Carmack meet the Secretary of the Interior's Professional Qualification Standards for architectural history and history.

**REGULATORY SETTING**

The current study was completed in accordance with the provisions of CEQA, including the CEQA Statutes (PRC Sections 21083.2 and 21084.1), CEQA Guidelines



(Title 14 California Code of Regulations [CCR], Section 15064.5), and PRC 5024.1 (Title 14 CCR, Section 4850 et seq.). These statutes and regulations, as amended, are summarized in an annually updated handbook (Association of Environmental Professionals 2014).

Properties that can be expected to be directly or indirectly affected by a proposed project must be evaluated for potential eligibility as a historical resource (Public Resources Code (PRC) Section 5024.1). The term *historical resource* includes a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (CCR Section 15064.5(a)). The criteria for listing properties in the CRHR were expressly developed in accordance with previously established eligibility criteria developed for the National Register of Historic Places (NRHP). The California Office of Historic Preservation (OHP) regards “any physical evidence of human activities over 45 years old” as meriting recordation and evaluation (OHP 1995).

According to PRC Section 5024.1(c)(1-4), a resource may be considered *historically significant* if it retains integrity and meets at least one of the following criteria. A property may be listed in the CRHR if the resource:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- (2) Is associated with the lives of persons important in our past;
- (3) Embodies the distinctive characteristics of a type, period, region or method of installation, or represents the work of an important creative individual, or possesses high artistic values; or
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

Activities that adversely alter the significance of a resource listed in or eligible for listing in the CRHR have a significant effect on the environment under CEQA. Impacts to historical resources from the proposed project are thus considered significant if the project physically would destroy or damage all or part of a resource, change the character of the use of the resource or physical feature within the setting of the resource that contributes to its significance, or introduce visual, atmospheric, or audible elements that diminish the integrity of significant features of the resource.



### *Integrity Considerations for the CRHR*

A historical resource eligible for listing in the CRHR must meet one or more of the criteria of significance described above and retain enough of its integrity, historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of seven aspects of integrity that follow those outlined in the NRHP: location, design, setting, materials, workmanship, feeling, and association. Also like the NRHP, a resource must also be judged with reference to the particular criterion or criteria under which a resource is proposed for eligibility. Alterations over time to a resource or changes in its use may themselves have attained historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but may still be eligible for listing in the CRHR in consideration of local, regional or state architectural and historical contexts and integrity thresholds. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data (usually under Criterion 4).

The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance. Historic resources either retain integrity (this is, convey their significance) or they do not. To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant.

### *City of Lompoc*

At present, the City of Lompoc Historic Structures, Places and Landmarks ordinance (Lompoc Municipal Code 17.084.100) does not include criteria for local historical resource designation. The current ordinance does identify ten locally-designated resources, none of which include the subject property. A Cultural Resources Overlay District that was designated in 2006 (Lompoc Municipal Code 17.084.010) is located south of Olive Avenue and also does not include the subject property. Finally, the Conservation and Open Space Element of the 2030 General Plan, which was adopted in 2014, does identify one goal and several policies that encourage the identification and protection of significant cultural resources (City of Lompoc 2014).



## ASSESSMENT METHODS

### *Research Sources*

Rincon conducted property-specific research for this project in November 2016. The following sources were examined to establish known historical land uses and the locations of research materials pertinent to the subject property:

- City of Lompoc Building Division
- County of Santa Barbara Office of the Assessor
- Lompoc Valley Historical Society
- City of Lompoc Historic Resources Survey and Planning Analysis (2005)
- Lompoc Mural Society
- *Lompoc Record*, and *Santa Maria Times*
- City directories
- Historic aerial photographs and United States Geological Survey maps
- Sanborn maps

### *Field Survey*

On November 14, 2016, Architectural Historian Susan Zamudio-Gurrola conducted a survey of the project site and surrounding area. Field methods consisted of an intensive-level survey of the property to assess the overall condition and integrity, and to identify and document any potential character-defining features. A reconnaissance-level survey of the surrounding area was also completed to assess if the subject property could be a contributor to any potential historic districts and to identify comparative historic-era neon signs.

## RESULTS

### *Architectural Description*

The subject property is located at the southeast corner of Ocean Avenue and E Street. A one-story, approximately 3,000 sq. ft. restaurant building is located near the center of the 0.24-acre parcel (Central Coast Realty Group 2016). It has a long, rectangular footprint and is flanked on the west by a paved parking lot and on the east by a flat, paved surface. The building has a flat roof and is primarily clad with painted stucco. The northern façade contains the canted main entry, which is comprised of a single, contemporary metal-frame door with two glass panes and a transom above. The door is flanked by large storefront windows over brick bulkheads. The brick on the façade has been coated with a colored, textured material (the red brick is visible



under peeling areas). A striped fabric awning is mounted across the façade above the entry and windows. Above the awning, internally-lit letters announce the “Jalama Beach Café”.

Along approximately half of the west elevation, a dropped shed roof covers a ribbon of windows that provide a view of the outdoors for diners. The dropped shed roof is clad with wooden shingles and has exposed rafter tails. It also covers a three-walled entryway that projects from the west elevation which shelters a single entry door. Under the ribbon of windows the wall is clad with wide, vertical wooden boards. Near the rear of the building is a vinyl sliding window. Also on the west elevation is a mural depicting the Lompoc train depot circa early 1900s. The mural, which is titled “Surf Depot”, was painted by Ann Thompson of Lompoc in 2006. The depot was located where the Amtrak station is located today. The Surf Depot was the site of a “whistle-stop speech” made by President Teddy Roosevelt in 1903 (Lompoc Mural Society 2014). The mural is painted on a separate surface that appears to be wood, and mounted on the restaurant wall. The name “Jalama Beach Café” is spelled out with internally-lit letters near the top of the western wall.

The east elevation has no fenestration, but demonstrates concrete block construction for the original portion of the building, and reveals where an addition was constructed at the rear, matching the height and width of the original building. The south elevation contains a single, solid metal entry door and a vinyl sliding window. A storage shed and a trash enclosure with stuccoed walls and a wooden gate are located at the southern edge of the property.

At the northwestern corner of the site, near the intersection of Ocean Avenue and E Street, stands a white and red sign reading: “Hi! Let’s Eat”. The sign is nearly square with a broken-pediment molding across the top and a simpler molding across the bottom. It is supported by a slightly curved post resting on a tall square base. Based on a circa 1990s photograph, and the recollection of a former Lompoc resident who commented on an online source, white neon tubing used to surround the word “Hi” and the exclamation point. Blue neon tubing used to be over the words “Let’s Eat”. The interior of the word “Hi” and the exclamation point also contained clear incandescent bulbs, and neon tubing was mounted around the perimeter of the entire sign (Scholar Brad 2012). The light bulbs and neon tubing have been removed.

The subject property is bound on the north by Ocean Avenue, on the west by E Street, on the east by a commercial property, and on the south by an alleyway. Although minimal building permit information is on file with the City of Lompoc, it is apparent that the interior of the building has been remodeled, the windows, doors and awning are not original and are made of contemporary materials, and the brick





façade has been coated with a colored, textured material. A 525 sq. ft. addition was constructed at the rear of the building in 2006.

### *Site History*

The building on the subject property was designed by local architect Ed Negus and constructed in 1959-1960 as a restaurant for Lawrence (Bill) and Genetta Schuyler (Paaske 2016a; City of Lompoc, various). Prior to this, the properties between E and D streets on both sides of Ocean Avenue were single-family dwellings (Sanborn Map Company 1933). Commercial use was prioritized over residential use by the late 1950s when the restaurant was built, near the city's historic downtown, which is oriented around the intersection of Ocean Avenue and H Street. Ocean Avenue is the main east-west thoroughfare within Lompoc's downtown core, and historically was the city's primary commercial corridor, with H Street serving as the primary north-south thoroughfare (HRG 2005). Ocean Avenue is also a direct route to Vandenberg Air Force Base from both Highway 1 and Highway 246.

Originally named the Hi Restaurant, the subject property was one of many businesses along Ocean Avenue that opened in response to the establishment of nearby Vandenberg Air Force Base in 1958. Vandenberg Air Force Base expanded the former Cooke Air Force Base (originally developed as Camp Cooke in 1941) and was established as a missile and missile support testing facility (HRG 2005). As the base was enlarged in the following years, Lompoc's population grew rapidly from 6,665 residents in October of 1957 to 14,415 residents in April of 1960. The city experienced a severe housing shortage, with some families living in motels or in trailers. Additional services were needed for the growing population including grocery, clothing, appliance and shoe stores, restaurants, and schools (*Lompoc Record* 2008). The Hi Restaurant responded to the needs of local residents and transitory visitors to the air force base, and its location along a major thoroughfare and proximity to downtown kept business thriving into the following years (Benham 2003).

As Ocean Avenue was the primary commercial corridor for the city, as well as the route leading to the base from the major inland highways, the Hi Restaurant was primed to draw customers from passing motorists. One means of doing so was through creative signage. The sign at the northwest corner of the property welcomed customers, saying: "Hi! Let's Eat". The sign is original to the Hi Restaurant that opened in 1960 - the sign's existence was documented that year in an ad used for the Lompoc Flower Festival (Lompoc Flower Festival Program 1960). With its combination of materials such as channel letters, incandescent light bulbs, and neon tubing, it is typical of neon signs from the late 1950s-early 1960s. It has become a



visual landmark in the community. As such, a photograph of the sign was used to introduce Lompoc in a California Highway 1 tour book published in 1985; the sign was also included in an article about Lompoc in the Las Vegas Review Journal in 1988 (Benham 2003).

Bill Blackford, who owned the restaurant in the 1990s, located the man who had built the sign in Santa Maria, and had it repaired so that it flashed and pulsed again (Paaske 2016a). Louis and Judee Domingos purchased the property in 2003, completed repairs to plumbing, electrical, refrigeration systems, and refurbished the interior (Benham 2003). Subsequently Vi Galloway Bottroff McNett acquired the property (Lompoc High School Alumni Association 2007; Paaske 2016b). In 2006, Steve and Mike Eittreim, owners of the Jalama Beach Store and Grill at Jalama Beach County Park, refurbished the restaurant and operated it as the “Jalama Beach Café” (McMaster 2006). The Eittreims completed tenant improvements to the building, including plumbing improvements, re-roofing, and constructing a 525 sq. ft. addition at the rear of the building that served as office space (City of Lompoc building permits; McMaster 2006). The Jalama Beach Café closed in 2016 (Dickson 2016). The Bottroff Trust currently owns the property (First American Title Company 2016).

#### *Neon Signs in Lompoc*

Rincon conducted a windshield survey through commercial areas of Lompoc to examine other examples of street signage, particularly neon and midcentury-era signage which reflected the city’s growth during the late 1950s and early 1960s. The purpose of this effort was to provide additional contextual information regarding neon/midcentury signage within the city as it relates to the potential significance of the Hi Restaurant sign.

Once popular throughout the United States, mid-century neon signs are often removed or altered because they are seen as outdated, or have been demolished due to redevelopment. However, Lompoc retains a considerable amount of these signs, which are representative of an era when businesses in downtown Lompoc were largely focused and dependent on the burgeoning automobile culture. They are also representative of the style, technique, and technology utilized in mid-century neon signs.

Additional extant neon signs were observed at businesses in the vicinity on Ocean Avenue and on H Street – major thoroughfares that intersect in the heart of downtown Lompoc. Neon signs that appear to retain most of their original appearance were observed at the locations listed in Table 1 below:



**Table 1: Extant neon signs observed in vicinity of subject property**

Star Motel	216 East Ocean Avenue
Rice Bowl restaurant	117 West Ocean Avenue
Michael's Bar	119 West Ocean Avenue
Independent Order of Odd Fellows	106 ½ West Ocean Avenue
Stillman's Modern Cleaners	123 North H Street
Lompoc Theater	112 North H Street

A business called Heavy Duty Cycles at 208 East Ocean Avenue also retains what appears to be a neon sign above its entry, but it has been modified to represent the business currently occupying the site.

#### *Evaluation*

Constructed in 1959-1960 as a modest roadside cafe, the subject property remained in use as such an establishment through 2016 when the last tenant vacated the building. As a result of its ongoing use, there have been a number of notable exterior and interior alterations such as: doors, windows, signage, and the awning on the building are non-original and made of contemporary materials, the brick façade has been coated with a colored, textured material, and a 525 sq. ft. office addition has been constructed at the rear of the building. Although the building is associated with the increase of commercial development that occurred in Lompoc following the establishment of Vandenberg Air Force Base in 1958, it is one of many extant businesses constructed during this period and archival research does not suggest that it is important within this context. Further, the building has undergone various exterior and interior alterations as described above and its physical appearance is no longer representative of a late 1950s commercial property or the original design of architect Ed Negus. As a result it does not appear eligible for listing in the CRHR under Criterion 1 for its association with events or under Criterion 3 for architectural significance. Research also did not indicate that individuals associated with the property would warrant consideration under Criterion 2 for associations with important persons or that the property has the potential to yield important information as defined by Criterion 4.

The associated sign at the northwest corner of the property is original to the Hi Restaurant, which was constructed in 1959-1960. While the sign does retain some of



its original characteristics and is still recognizable to its original construction, the neon components have been removed, resulting in some diminished integrity. In addition, the associated restaurant has been altered and no longer retains integrity. As an individual resource, the Hi Restaurant sign does not appear to be eligible for listing in the CRHR. Although the sign was built as part of the post-war growth of Lompoc which resulted from the expansion of Vandenberg Air Force Base, the sign was not significantly associated with that event (Criterion 1). Research did not indicate that individuals associated with the property would warrant consideration under Criterion 2. The sign is a modest example of a late 1950s-early 1960s, neon sign, of which the neon components have been removed resulting in diminished integrity. Further, there are extant neon signs in the vicinity which appear intact including the Rice Bowl restaurant, the Independent Order of Odd Fellows building, Stillman's Modern Drive-In Cleaners, and the Star Motel (Criterion 3). The sign does not appear to have the potential to yield information important to history (Criterion 4).

Although the sign as an individual resource does not appear eligible for listing in the CRHR under any criteria, it may warrant special consideration in local planning (CRHR Status Code 6L). The sign features characteristics of neon signs typical to the late 1950s-early 1960s, with a combination of materials including channel letters, incandescent light bulbs, and neon tubing. The sign has beckoned passersby to stop at the restaurant for over fifty years, welcoming them with the words: "Hi! Let's Eat". The sign is representative of an era when businesses on Ocean Avenue were largely focused and dependent on automobile culture, because Ocean Avenue was the main commercial corridor through the downtown core, as well as the primary route to Vandenberg Air Force Base from the inland Highways 1 and 246. The sign is in relatively good condition, although its integrity of design, materials and workmanship is affected because all of the light bulbs and neon tubing are missing.

## CONCLUSION

Rincon finds that the building and sign located at 400 East Ocean Avenue do not appear eligible for listing in the CRHR. As such, the building and sign located within the subject property are not considered a historical resource in accordance with CEQA (Section 21084.1). Demolition and redevelopment of the subject property would not result in a significant adverse impact to historical resources in accordance with CEQA. However, it is recommended that the sign be given special consideration in local planning, given its longtime prominence as a locally recognizable sign within the city. The conditions of approval for the proposed project might include alternatives to demolition of the sign such as: 1) preserving it



in place, 2) adaptively reusing it and keeping it in place, 3) relocating it to another part of the subject property or to a new location that is compatible with the original character of the subject property, or 4) removing and donating it to the Lompoc Valley Historical Society for preservation.

Should you have any questions or comments regarding this report, please do not hesitate to contact me at 562.676.6485, or [scarmack@rinconconsultants.com](mailto:scarmack@rinconconsultants.com)

Sincerely,

Shannon Carmack  
Architectural Historian  
Rincon Consultants, Inc.

*Attachment A: Photographs*

*Attachment B: DPRs*



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Var. Maps of Lompoc, CA.



Northern façade, view to the southwest.



West elevation, view to the northeast.





East elevation, view to the southwest.



South elevation, view to the north.



Mural on west elevation, view to the east.



Storage shed and trash enclosure, view to the southeast.



Sign at northwest corner of property, 2016.



Sign at northwest corner of property, circa 1990s.  
Source: Lompoc Valley Historical Society.

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code 6L

Other Listings  
 Review Code                      Reviewer                      Date

Page 1 of 6                      \*Resource Name or #: 400 East Ocean Avenue

**P1. Other Identifier:** Hi Restaurant; Jalama Beach Café

**\*P2. Location:**  Not for Publication     Unrestricted    **\*a. County:** Santa Barbara  
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)

**\*b. USGS 7.5' Quad:** Lompoc    **Date:** 1959 (PR 1982)                      T 7N ; R 33W;    ¼ of    ¼ of Sec    ; M.D.    **B.M.**  
 c. Address: 400 East Ocean Avenue                      City: Lompoc                      Zip: 93436  
 d. UTM: Zone: ;                      mE/                      mN (G.P.S.)  
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: APN # 085-172-001

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is located at the southeast corner of Ocean Ave and E Street. A one-story, approximately 3,000 sq. ft. restaurant building is located near the center of the 0.24-acre parcel. It has a long, rectangular footprint and is flanked on the west by a paved parking lot and on the east by a flat, paved surface. The building has a flat roof and is primarily clad with painted stucco. The northern façade contains the canted main entry, which is comprised of a single, contemporary metal-frame door with two glass panes and a transom above. The door is flanked by large storefront windows over brick bulkheads. The brick on the façade has been coated with a colored, textured material. A striped fabric awning is mounted across the façade above the entry and windows. Above the awning, internally-lit letters announce the "Jalama Beach Café". Along approximately half of the west elevation, a dropped shed roof covers a ribbon of windows. The dropped shed roof is clad with wooden shingles and has exposed rafter tails. It also covers a three-walled entryway that projects from the west elevation that shelters a single entry door. Under the ribbon of windows the wall is clad with wide, vertical wooden boards. Near the rear of the building is vinyl sliding window. Also on the west elevation is a mural depicting the Lompoc train depot circa early 1900s. See continuation sheet, page 3.

**\*P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

**\*P4. Resources Present:**     Building     Structure     Object     Site     District     Element of District     Other (Isolates, etc.)



**P5b. Description of Photo:** (View, date, accession #)  
 Façade, view looking southwest, 11/14/2016.

**\*P6. Date Constructed/Age and Sources:**  Historic     Prehistoric     Both

**\*P7. Owner and Address:**  
 Bottroff Trust  
 621 South C Street  
 Lompoc, CA 93436

**\*P8. Recorded by:** (Name, affiliation, and address)  
 Susan Zamudio-Gurrola  
 Rincon Consultants, Inc.  
 180 N. Ashwood Ave.  
 Ventura, CA 93003

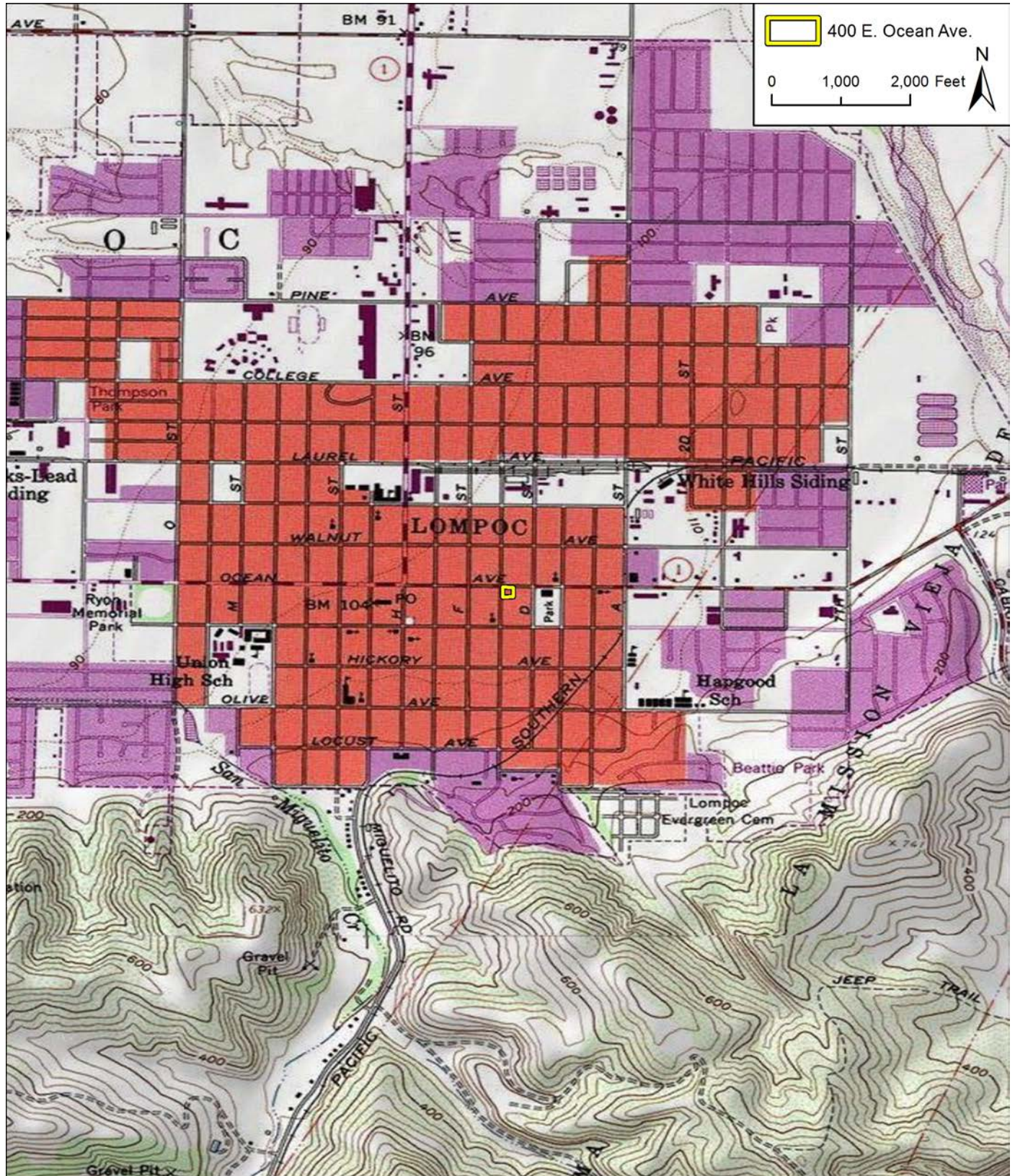
**\*P9. Date Recorded:** 11/16/2016

**\*P10. Survey Type:** (Describe)  
 Intensive

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Carmack, Shannon. Historic Assessment for 400 East Ocean Avenue, City of Lompoc, County of Santa Barbara, California.

**\*Attachments:**  NONE     Location Map     Sketch Map     Continuation Sheet     Building, Structure, and Object Record  
 Archaeological Record     District Record     Linear Feature Record     Milling Station Record     Rock Art Record  
 Artifact Record     Photograph Record     Other (List):



**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 400 East Ocean Avenue

- B1. Historic Name: Hi Restaurant
- B2. Common Name: Jalama Beach Café
- B3. Original Use: Restaurant
- B4. Present Use: Vacant

\*B5. Architectural Style: Minimal traditional

\*B6. Construction History: (Construction date, alterations, and date of alterations)

Built in 1959-1960. In 2006 a 8'x12' shed was demolished and a 525 sq. ft. addition was built at rear of building (City of Lompoc building permits). Windows have been replaced with vinyl. Primary entry door has been replaced. Brick on façade has been coated with a textured material. Light bulbs and neon tubing are missing from sign at northwest corner of property.

\*B7. Moved? No Yes Unknown Date: Original Location: N/A

\*B8. Related Features: Sign reading: "Hi! Let's Eat". It features channel letters meant to hold incandescent bulb lighting inside, as well as neon tubing around the word "Hi" and the exclamation point, and on top of the words "Let's Eat".

B9a. Architect: Ed Negus

b. Builder: Unknown

\*B10. Significance: Theme:

Area:

Period of Significance:

Property Type:

Applicable Criteria:

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building on subject property was designed by local architect Ed Negus and constructed in 1959-1960 as a restaurant for Lawrence (Bill) and Genetta Schuyler (Paaske 2016a and 2016b; City of Lompoc, various). Prior to this, the properties between E and D streets on both sides of Ocean Ave were single-family dwellings (Sanborn Map Company 1933). Commercial use was prioritized over residential use by the late 1950s when the restaurant was built, near the city's historic downtown, which is oriented around the intersection of Ocean Ave and H Street. Ocean Ave is the main east-west thoroughfare within Lompoc's downtown core, and historically was the city's primary commercial corridor, with H Street serving as the primary north-south thoroughfare (HRG 2005). Ocean Ave is also a direct route to Vandenberg Air Force Base from both Highway 1 and Highway 246.

Originally named the Hi Restaurant, the subject property was one of many businesses along Ocean Avenue that opened in response to the establishment of nearby Vandenberg Air Force Base in 1958. Vandenberg Air Force Base expanded the former Cooke Air Force Base (originally developed as Camp Cooke in 1941) and was established as a missile and missile support testing facility (HRG 2005). As the base was enlarged in the following years, Lompoc's population grew rapidly from 6,665 residents in October of 1957 to 14,415 residents in April of 1960. The city experienced a severe housing shortage, with some families living in motels or in trailers. Additional services were needed for the growing population including grocery, clothing, appliance and shoe stores, restaurants, and schools (Lompoc Record 2008). The Hi Restaurant responded to the needs of local residents and transitory visitors to the air force base, and its location along a major thoroughfare and proximity to downtown kept business thriving into the following years (Benham 2003). See continuation sheet, page 4.

B11. Additional Resource Attributes: (List attributes and codes)

\*B12. References:

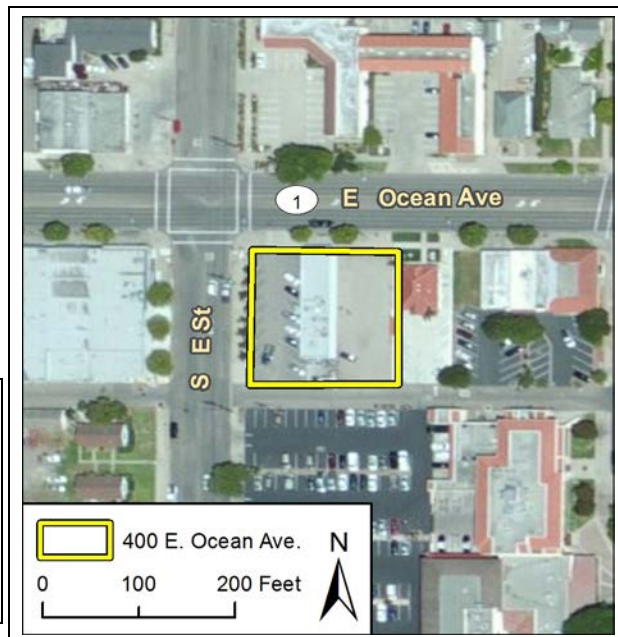
Benham, Carol. 2003. "Hi Let's Eat: Little piece of Americana and a big piece of Lompoc", *Lompoc Record*, April 28, 2003. Accessed 11/10/16 at [http://lompocrecord.com/news/local/hi-let-s-eat-little-piece-of-americana-and-a/article\\_baab0c77-bc0c-560d-9fc9-7f4c6d6dd970.html](http://lompocrecord.com/news/local/hi-let-s-eat-little-piece-of-americana-and-a/article_baab0c77-bc0c-560d-9fc9-7f4c6d6dd970.html) See continuation sheet, page 6.

B13. Remarks:

\*B14. Evaluator: Susan Zamudio-Gurrola

\*Date of Evaluation: November 16, 2016

(This space reserved for official comments.)



\*Recorded by: Susan Zamudio-Gurrola \*Date: November 15, 2016  Continuation  Update

**P3a. Description, continued...**

The depot was located where the Amtrak station is located today. The Surf Depot was the site of a “whistle-stop speech” made by President Teddy Roosevelt in 1903 (Lompoc Mural Society 2014). The mural is painted on a separate surface that appears to be wood, and mounted on the restaurant wall. Near the top of the western wall, the name “Jalama Beach Café” is spelled out with internally-lit letters.

The east elevation has no fenestration, but demonstrates concrete block construction for the original portion of the building, and reveals where an addition was constructed at the rear, matching the height and width of the original building. The south elevation contains a single, solid metal entry door and a vinyl sliding window. A storage shed and a trash enclosure with stuccoed walls and a wooden gate are located at the southern edge of the property.

At the northwestern corner of the site, near the intersection of Ocean Avenue and E Street, stands a white and red sign reading: “Hi! Let’s Eat”. The sign is nearly square with a broken-pediment molding across the top and a simpler molding across the bottom. It is supported by a slightly curved post resting on a tall square base. Based on a circa 1990s photograph, and the recollection of a former Lompoc resident who commented on an online site, white neon tubing used to surround the word “Hi” and the exclamation point. Blue neon tubing used to be over the words “Let’s Eat”. The interior of the word “Hi” and the exclamation point also contained clear incandescent bulbs, and neon tubing was mounted around the perimeter of the entire sign (Scholar Brad 2012). The light bulbs and neon tubing have been removed.

The subject property is bound on the north by Ocean Avenue, on the west by E Street, on the east by a commercial property, and on the south by an alleyway. Although minimal building permit information is on file with the City of Lompoc, it is apparent that the interior of the building has been remodeled, the windows, doors and awning are not original and are made of contemporary materials, and the brick façade has been coated with a colored, textured material. A 525 sq. ft. addition was constructed at the rear of the building in 2006.

**B10. Significance, continued...**

As Ocean Avenue was the primary commercial corridor for the city, as well as the route leading to the base from the major inland highways, the Hi Restaurant was primed to draw customers from passing motorists. One means of doing so was through creative signage. The sign at the northwest corner of the property welcomed customers, saying: “Hi! Let’s Eat”. The sign is original to the Hi Restaurant that opened in 1960 - the sign’s existence was documented that year in an ad used for the Lompoc Flower Festival (Lompoc Flower Festival Program 1960). With its combination of materials such as channel letters, incandescent light bulbs, and neon tubing, it is typical of neon signs from the late 1950s-early 1960s. It has become a visual landmark in the small community. As such, a photograph of the sign was used to introduce Lompoc in a California Highway 1 tour book published in 1985; the sign was also included in an article about Lompoc in the Las Vegas Review Journal in 1988 (Benham 2003).

Bill Blackford, who owned the restaurant in the 1990s, located the man who had built the sign in Santa Maria, and had it repaired so that it flashed and pulsated again (Paaske 2016a). Louis and Judee Domingos purchased the property in 2003, completed repairs to plumbing, electrical, refrigeration systems, and refurbished the interior (Benham 2003). Subsequently Vi Galloway Bottroff McNett acquired the property (Lompoc High School Alumni Association 2007; Paaske 2016b). In 2006, Steve and Mike Eittreim, owners of the Jalama Beach Store and Grill at Jalama Beach County Park, refurbished the restaurant and operated it as the “Jalama Beach Café” (McMaster 2006). The Eittreims completed tenant improvements to the building, including plumbing improvements, re-roofing, and constructing a 525 sq. ft. addition at the rear that served as office space (City of Lompoc building permits; McMaster 2006). The Jalama Beach Café closed in 2016 (Dickson 2016). The Bottroff Trust currently owns the property (First American Title Company 2016).

Additional extant neon signs were observed at businesses in the vicinity on Ocean Ave and on H Street – major thoroughfares that intersect in the heart of downtown Lompoc. Neon signs that appear to retain most of their original appearance are located at: Star Motel, Rice Bowl restaurant, the Independent Order of Odd Fellows building, Stillman’s Modern Cleaners, and Michael’s Bar. The Lompoc Theater also features neon lettering on its marquee. Once popular throughout the United States, mid-century neon signs are often removed or altered because they are seen as outdated, or have been demolished due to redevelopment. However, Lompoc retains a considerable amount of these signs, which are representative of an era when businesses in downtown Lompoc were largely focused and dependent on the burgeoning automobile culture. They are also representative of the style, technique, and technology utilized in mid-century neon signs. See continuation sheet, page 5.

\*Recorded by: Susan Zamudio-Gurrola \*Date: November 15, 2016  Continuation  Update

**B10. Significance, continued...**

Constructed in 1959-1960 as a modest roadside cafe, the subject property remained in use as such an establishment through 2016 when the last tenant vacated the building. As a result of its ongoing use, there have been a number of notable exterior and interior alterations such as: doors, windows, signage, and the awning on the building are non-original and made of contemporary materials, a 525 sq. ft. office addition has been constructed at the rear of the building, and the brick façade has been coated with a colored, textured material. Although the building is associated with the increase of commercial development that occurred in Lompoc following the establishment of Vandenberg Air Force Base in 1958, it is one of many extant businesses constructed during this period and archival research does not suggest that it is important within this context. Further, the building has undergone various exterior and interior alterations and its physical appearance is no longer representative of a late 1950s commercial property or the original design of architect Ed Negus. As a result it does not appear eligible for listing in the CRHR under Criterion 1 for its association with events or under Criterion 3 for architectural significance. Research also did not indicate that individuals associated with the property would warrant consideration under Criterion 2 for associations with important persons, or that the property has the potential to yield important information as defined by Criterion 4.

The associated sign at the northwest corner of the property is original to the Hi Restaurant. While the sign retains some of its original characteristics and is recognizable to its original construction, the neon components have been removed, resulting in some diminished integrity. In addition, the associated restaurant has been altered and no longer retains integrity. As an individual resource, the sign does not appear to be eligible for listing in the CRHR. Although it was built as part of the post-war growth of Lompoc which resulted from the expansion of Vandenberg Air Force Base, the sign was not significantly associated with that event (Criterion 1). Research did not indicate that individuals associated with the property would warrant consideration under Criterion 2. The sign is a modest example of a late 1950s-early 1960s neon sign, of which the neon components have been removed resulting in diminished integrity. Further, there are more elaborate examples of extant neon signs in the vicinity which appear intact including the Rice Bowl restaurant, the Independent Order of Odd Fellows building, Stillman's Modern Drive-In Cleaners, and the Star Motel (Criterion 3). The sign does not appear to have the potential to yield information important to history (Criterion 4).

Although the sign as an individual resource does not appear eligible for listing in the CRHR under any criteria, it may warrant special consideration in local planning. The sign features characteristics of neon signs typical to the late 1950s-early 1960s, with a combination of materials including channel letters, incandescent light bulbs, neon tubing. The sign has beckoned passersby to stop at the restaurant for over 50 years, welcoming them with the words: "Hi! Let's Eat". The sign is representative of an era when businesses were largely focused and dependent on automobile culture, because Ocean Ave was the main commercial corridor through the downtown core, as well as the primary route to Vandenberg Air Force Base from Highways 1 and 246. The sign is in relatively good condition, although its integrity of design, materials and workmanship is affected because the light bulbs and neon tubing are missing.



West elevation, view looking northeast.



Sign, view looking east.



\*Recorded by: Susan Zamudio-Gurrola \*Date: November 15, 2016  Continuation  Update



South elevation, view looking north.



East elevation, view looking southwest.

### B12. References, continued...

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Paaske, Karen

2016a Email from Karen Paaske of Lompoc Valley Historical Society to Sara Farrell, November 4, 2016.

2016b Communication with Susan Zamudio-Gurrola of Rincon Consultants, November 14, 2016.

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