

DATE: **April 23, 2019**

TO: **INTERESTED PARTIES**

SUBJECT: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
PROJECT: Atterdag Inn Expansion 459 & 467 Atterdag Road

The overall site is comprised of two parcels: APN's 139-127-014 and 139-174-013. The Project will merge the two parcels for a combined acreage of 0.37 acres that are comprised of the existing 8 room hotel, seven parking spaces and the vacant lot. The Proposed expansion consists of renovation of the existing hotel, conversion of two existing rooms to a lobby / lounge and construction of a new 3 three story building consisting of:

- 27 new hotel rooms, totaling 33 for the project,
- A pool and terrace,
- 27 new parking spaces, totaling 34 for the project. A proposed parking garage will accommodate 21 of these spaces, the remainder will be provided off-site via the payment in parking in-lieu fees.

The space below may be used to indicate that your agency has no comments or to state brief comments. If you comment on the MND you will be notified of any public hearing where the adoption of the MND will be considered. If you have any questions, please contact the District's consultant, Lindsay Corica at (805) 781-9800.

Please respond by 5:00 P.M., May 28, 2019.

Return to: Lindsay Corica
c/o *firma*
187 Tank Farm Road suite 230
San Luis Obispo CA 93401
805.781.9800 FAX.805.781.9803

_____ No Comments provided

_____ Comments noted below

_____ Comments provided in separate letter

COMMENTS: _____

From: Agency Name: _____
 Contact Person: _____
 Phone Number: _____

MITIGATED NEGATIVE DECLARATION

APPLICANT: Atterdag Inn, Bill and Angela Horn

ADDRESS: 459 & 467 Atterdag Road, Solvang CA 93463

TELEPHONE NO: (805) 688-4414

PROJECT LOCATION:

The property is located in the Village center of Solvang one block south of Mission Drive / Highway 246.

PROJECT DESCRIPTION:

The overall site is comprised of two parcels: APN's 139-127-014 and 139-174-013. The Project will merge the two parcels for a combined acreage of 0.37 acres that are comprised of the existing 8 room hotel, seven parking spaces and the vacant lot. The Proposed expansion consists of renovation of the existing hotel, conversion of two existing rooms to a lobby / lounge and construction of a new 3 three story building consisting of:

- 27 new hotel rooms, totaling 33 for the project,
- A pool and terrace,
- 27 new parking spaces, totaling 34 for the project. A proposed parking garage will accommodate 21 of these spaces, the remainder will be provided off-site via the payment in parking in-lieu fees.

FINDING:

The City of Solvang has reviewed the above project in accordance with the City's Rules and Procedures for Implementation of the California Environmental Quality Act, and has determined that an Environmental Impact Report (EIR) need not be prepared because:

- [X] Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures described on the attached Initial Study are hereby made part of this Mitigated Negative Declaration and have been added to the Project.
- [X] On the basis of the whole record before it, there is no substantial evidence that the Project may have a significant effect on the environment.
- [X] The Initial Study and Mitigated Negative Declaration for the Project reflect the independent judgment and analysis of the City of Solvang.

The Initial Study which provides the basis for this environmental determination is attached. A copy, along with supporting documents referenced in the Initial Study, will be kept on file at the **Community Development Department** 411 Second Street, Solvang, CA 93463.

DRAFT PREPARED BY: Firma Consultants

DATE April 23, 2019

REVIEW PERIOD: April 29, 2019 through May 28, 2019.

NOTICE:

The public is invited to comment on the Draft Mitigated Negative Declaration during the review period. The appropriateness of the Draft Mitigated Negative Declaration will be reconsidered in light of the comments received.

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY CHECKLIST FORM
CITY OF SOLVANG**

PUBLIC AND AGENCY REVIEW PERIOD: April 29, 2019 to May 28, 2019

1. **PROJECT TITLE:** **Atterdag Inn Expansion**
2. **LEAD AGENCY:** **City of Solvang**
411 Second Street
Solvang CA 93463
Contact: David Foote (consultant)
Phone: (805) 781-9800
Email: david@firmaconsultants.com
3. **PROJECT LOCATION:** **The project is located at 459 and 467 Atterdag Road**
4. **GENERAL PLAN DESIGNATION:** **Tourist Commercial**
5. **ZONING:** **TRC**
6. **PROJECT DESCRIPTION:**
The overall site is comprised of two parcels: APN's 139-127-014 and 139-174-013. The Project will merge the two parcels for a combined acreage of 0.37 acres that are comprised of the existing 8 room hotel, seven parking spaces and the vacant lot. The proposed expansion consists of renovation of the existing hotel, conversion of two existing rooms to a lobby / lounge and construction of a new 3 three story building consisting of:
- 27 new hotel rooms, totaling 33 for the project,
 - A pool and terrace,
 - 27 new parking spaces, totaling 34 for the project. A proposed parking garage will accommodate 21 of these spaces, the remainder will be provided off-site via the payment in parking in-lieu fees.

Site Access

Site access is proposed from Atterdag Road into the proposed parking structure. A portion of the currently vacant parcel will be dedicated as public right of way at the bend in Atterdag Road to provide turning movement and safe street geometry.

Architectural Characteristics and Height

The proposed architecture is traditional Danish / Northern European. The three story structure is 35 feet tall at the building ridgeline with two architectural projections to 48 feet.

Off-site Improvements

Minor off site improvements to Atterdag Road may be required to facilitate the R.O.W. dedication and improvements to the Atterdag Road bend and site access.

Construction Duration

It is assumed construction would take 12 -18 months as a typical commercial building with limited site work.

Maps, Figures and Attachments

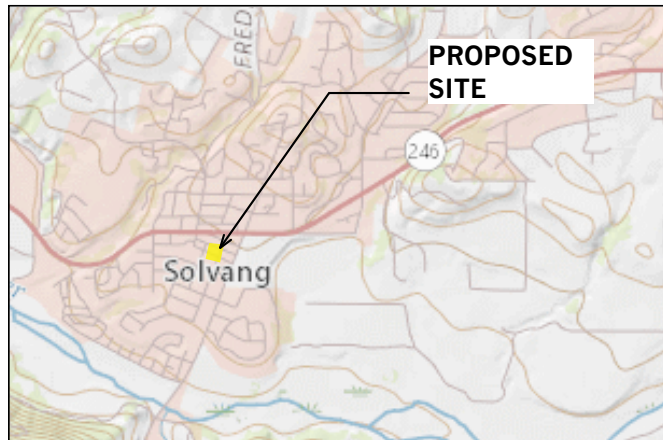
The Location Map, proposed Site Plan and building elevations are shown on Figures 1, 2, 3 and 4 attached at the end of the IS.

7. SURROUNDING LAND USES AND SETTING:**Surrounding land uses:**

West: Alley and adjoining commercial land use
North: Commercial land use
East: Atterdag Road and commercial land use
South: Commercial land use and adjoining parking lot

8. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., PERMITS, FINANCING APPROVAL OR PARTICIPATION AGREEMENT):

None identified



PROJECT LOCATION



**FIGURE
1**

ATTERDAG INN EXPANSION PROJECT

file path: FIG01 file#21901

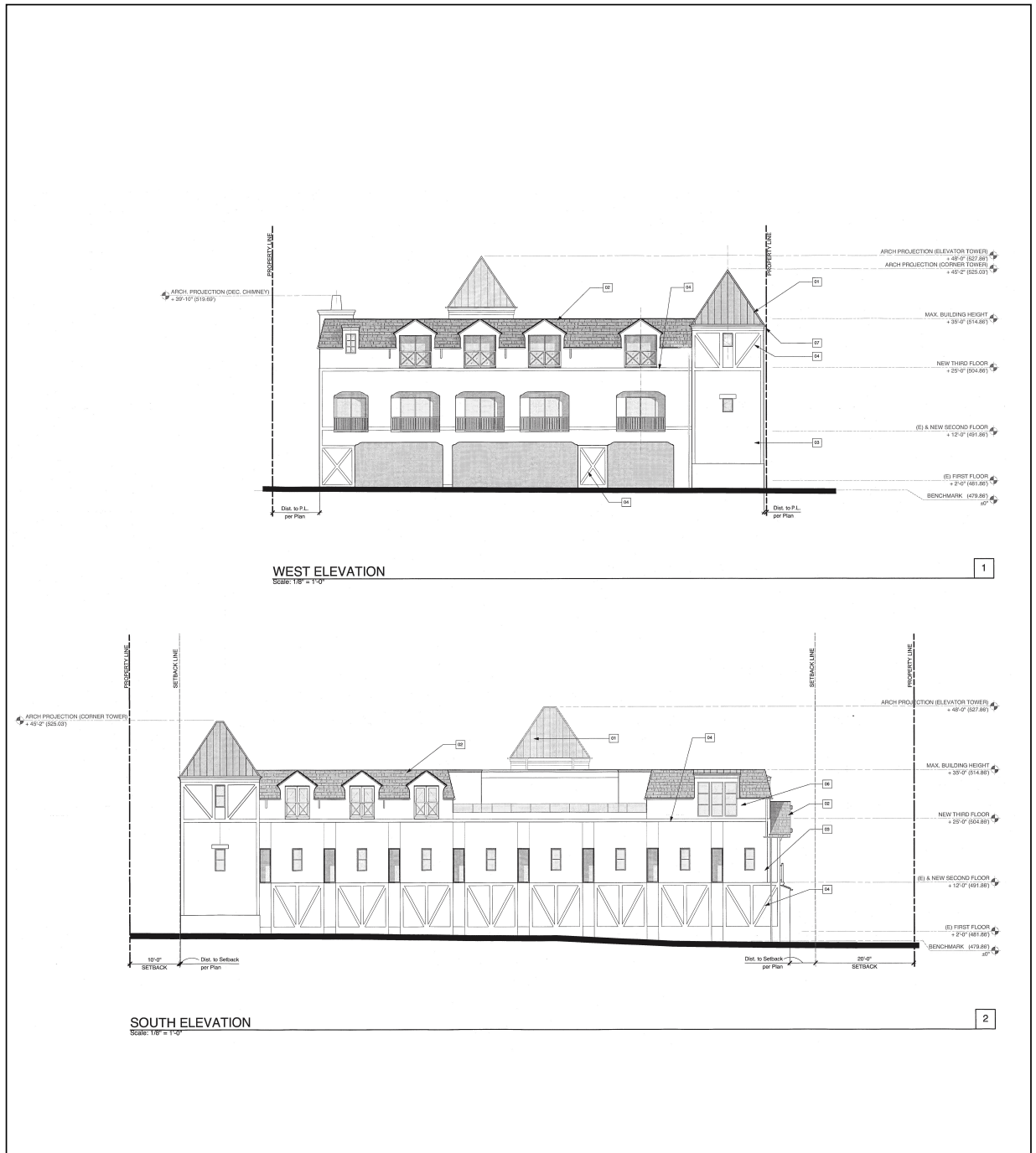


PROPOSED BUILDING ELEVATION

**FIGURE
3**

ATTERDAG INN EXPANSION PROJECT

file path: FIG03 file#21901



PROPOSED BUILDING ELEVATION

**FIGURE
4**

ATTERDAG INN EXPANSION PROJECT

file path: FIG04 file#21901

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions & Energy | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

David Foote, Firma Consultants

Signature:

April 23, 2019

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| I. AESTHETICS: Would the project: | | | | |
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: see item C below | | | | |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: see item C below | | | | |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

Environmental Setting: The project site consists of an existing hotel building to be remodeled and a vacant lot.

Regulatory Setting: The Community Design Element of the General Plan is structured to ensure development is designed to minimize adverse visual impacts. Policies 3a, 5f, 5g, and 6g are applicable to this project and are discussed below. Policies 3a related to streetscape and 5e related to building orientation are not applicable due to the proposed use, size and location of this site. Objective 7 and the policies related to landscape are governed by Zoning allowances for building lot coverage and minimum landscape area, which the Project appears consistent with. Objective 10 provides the basis for utilization of the Board of Architectural Review to consider projects in light of the Design Element.

Design Element Objective 6.0 requires projects to strengthen the identity and image of the City. Policy 6g limits the height of new structures to 35 feet, while allowing for exceptions if no adverse effect will result when compared to a building of 35 feet.

Last, the Community Design Plan section 4.3.1 sets forth the requirement that new development in the Village area adhere to the Danish /Northern European style.

Impact Threshold: Activities that are inconsistent with community standards expressed in the Community Design Element and which substantially alter the scenic character would result in a significant impact on visual resources.

Impact Analysis: The project would develop a vacant lot in the developed commercial core of Solvang. The visual character of the vacant lot does little to achieve any Community Design Element objective. The proposed structures are consistent with the City zoning ordinance and Design Element policy 6g height limit of 35 feet, with allowance for architectural projections such as the two proposed towers to 48 feet, and setbacks. The towers enhance and strengthen the Danish /Northern European style and provide articulation that avoids a uniform mass, therefore the allowance of two 48 foot towers would not result in an adverse impact when compared to a building of 35 feet.

The site is visible from Atterdag Road, the rear alley to the west and surrounding sidewalks and parking areas, with limited street frontage exposure but is consistent with policy 3a requiring visual consistency in the streetscape. The site design retains the existing street entrance for pedestrians on Atterdag and by using a parking structure avoids the less than desirable aspects of surface parking and is consistent with policy 5e.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The building style is Danish / Northern European that is consistent with Community Design Plan guideline 4.3.1, policy 5f, 5g and the character of the commercial core of Solvang.

The City Board of Architectural Review reviewed conceptual plans for the project on November 9, 2017 and was generally supportive of the architectural character and scale of the building.

Mitigation: Because the proposed project is consistent with the applicable Community Design Element objectives and policies and has been reviewed favorable by the BAR no significant visual impact is identified and no mitigation is required

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: As a condition of approval for new development, the City requires that all existing and/or new lighting shall be shielded so as to be directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Planning Director or designee. Implementation of this standard condition of approval would result in lighting and glare impacts that are less than significant.

Mitigation:

None required.

II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land, including the forest and Range Assessment Project and the forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: Not applicable | | | | |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: Not applicable | | | | |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|------------------------------------|-------------------------------------|
| Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | | | | |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: Not applicable to this urban infill site. | | | | |

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

| | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? (Source: 8,9) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 8,9) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: 8,9) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? (Source: 8,9) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

The Santa Barbara County Air Pollution Control District is the regulatory agency which publishes various Air Quality Attainment Plans (AQAP). The plans provide an overview of the local air quality and sources of air pollution. Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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(County of Santa Barbara 2015) includes long-term/operational emissions thresholds that have been established to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, paints, solvents, and chemical or industrial processing operations that release pollutants).

The proposed project will not have a significant impact on air quality if operation of the project will:

- Emit (from all project sources, including mobile and stationary sources), less than the daily trigger for offsets for any pollutant (currently 55 pounds per day for oxides of nitrogen [NOx] and reactive organic compounds [ROCs], and 80 pounds per day for particulate matter 10 microns or less [PM10]);
- Emit less than 25 pounds per day of NOx or ROG from motor vehicle trips only;
- Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risk public notification thresholds adopted by the Santa Barbara County Air Pollution Control District (APCD) Board; and
- Be consistent with the adopted federal and state Air Quality Plans.

No thresholds have been established for short-term impacts associated with construction activities. However, the County's Grading Ordinance requires standard dust control conditions for all projects involving grading activities to ensure that impacts associated with ground disturbance for most projects would be less than significant.

Impact Discussion:

a-c) Potential Air Quality Impacts

Short-Term Construction Impacts

Project-related construction activities would require grading that has the potential to result in significant project-specific short-term emissions of fugitive dust. However, with implementation of the standard dust control measures required for all new development in the County by the APCD, these impacts would be reduced to less than significant levels.

Long-Term Operation Emissions

The project does not increase the permanent population Solvang, and therefore, would be consistent with the Air Quality Attainment Plan (AQAP) for the County. As an in-fill project consistent with existing zoning, the project is consistent with the Santa Barbara County Clean Air Plan (2013). In addition, the increase of 209 more weekday average daily trips (ADT per traffic study) would not warrant preparation of an air quality impact analysis as it would result in significantly less emissions than the County's emissions thresholds for mobile emissions of NOx, ROG, and PM10. Finally, no new stationary sources of emissions are proposed under the project. As such, the proposed project would have a less than significant long-term impact on air quality.

d-e) Sensitive Receptors and Odor

The proposed project is consistent with the current operation of the existing hotel and would not be expected to create new objectionable odor. Per discussion a-c above, pollutant concentrations are expected to be below the thresholds in the AQAP, and therefore impact to sensitive receptors is considered less than significant.

Mitigation and Residual Impact:

Project-specific and cumulative impacts on air quality and global climate change would be less than significant.

| | | | |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

Impact AQ-1: Project-related construction activities would require grading that has the potential to result in short-term emissions of fugitive dust

Mitigation Measure

AQ-1: The following standard Santa Barbara APCD dust control measures shall be implemented:

- a. The amount of the disturbed area shall be minimized;
- b. Water trucks or sprinkler systems shall be used in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency shall be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water or an APCD-approved dust suppressant should be used whenever possible;
- c. All dirt stock pile areas shall be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established;
- e. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- f. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- g. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- h. All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- i. Wheel washers and/or rumble strips shall be installed where vehicles enter and exit unpaved roads onto streets; and
- j. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. The name and telephone number of such persons shall be provided to the APCD Engineering & Compliance Division prior to the start of any grading, earthwork or demolition.

IV. BIOLOGICAL RESOURCES: Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? (Source 15)

☐
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Discussion

Environmental Setting:

The property is a developed urban site with no natural features.

Impact Analysis:

The potential of sensitive animals and birds to be present or inhabit the site is low. No impact is identified.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|------------------------------------|-------------------------------------|
| <p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (Source: 2,15)</p> <p>Discussion: No effect.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p> <p>Discussion: No jurisdictional wetlands are present on the site.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p> <p>Discussion: Nesting birds subject to the federal Migratory Bird Act could be present in the trees proposed to be removed on the site.</p> <p>Impact: If tree removal occurs during the nesting season of migratory birds a significant impact could result if the nests are occupied and disturbed,</p> <p>Mitigation Measure</p> <p>BIO 1: Within one week of ground disturbance or vegetation removal activities, if work occurs between March 1 and August 31, nesting bird surveys shall be conducted. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. Occupied nests of special status bird species shall be mapped using GPS or survey equipment and submitted in monitoring reports. If nesting birds are located, no construction activities shall occur within 100 feet of nests (or other setback distance determined by a qualified ornithologist) until chicks are fledged. Construction activities shall observe a 300-foot buffer for active raptor nests. Occupied nests of special status bird species shall be monitored every two weeks to document nest success and check for compliance with buffer zones.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|------------------------------------|-------------------------------------|
| Discussion: | | | | |
| Environmental Setting: Refer to ‘d’ above. All existing trees are non native. | | | | |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: There is no adopted plan applicable to this site. | | | | |

V. CULTURAL RESOURCES: Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Source: 16) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Environmental Setting: The existing hotel building would be remodeled. This structure is less than 50 years old and does not appear to have any characteristics that would make it eligible for the *California Register Of Historical Resources*.

Impact discussion: No adverse impact on historic resources is identified.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b. Cause a substantial adverse change in the significance of an archaeological resource or Tribal Cultural resource pursuant to §15064.5 and PRC 21080.3.1?(Source: 1) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Environmental Setting: The site is in a previously developed area of the city. Generally, all areas within the City are considered potentially sensitive archaeologically due to Native American occupation centers nearby. The Conservation and Open Space Element does not identify the area as high potential for paleontological resources.

Impact Threshold: Any of (a) through (d) above. As required by AB-52/ PRC 21080.3.1 notification of project application completeness was provided to the Santa Ynez Band of Chumash Indians (SYBCI) and other tribal entities on the City list form the Native American Heritage Commission to include consideration of Tribal Cultural Resources early in the process. The SYBCI Elders Council reviewed the proposed project description and had no issues and did not request consultation under AB 52 (personal communication with Freddie Romero, Cultural Resources Coordinator, SYBCI on January 30, 2019).

Potential Impacts: Due to the previously developed nature of the site the potential for undiscovered cultural resources is considered as low. The City is in contact with the Tribe to consult on potential issues. The mitigation below has been implemented on other projects in situations where the potential for cultural resources is low.

Mitigation Measure:

CUL-1: The Santa Ynez Chumash Indian Reservation Elders Council shall be provided advance notice of

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| proposed construction timing, in order to allow Reservation representatives the opportunity to visit and observe ground disturbances. Should any cultural materials be discovered during excavation, work shall be temporarily suspended and the tribe notified. In that event, a Chumash consultant from the SYBCI Elders Council shall be retained by the City to observe all subsequent excavations. The documentation and ultimate disposition of any cultural resources unearthed shall be pursuant to State Law. | | | | |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: Based on the surface evidence of past landform modification, the potential of paleontological resources is low. | | | | |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Discussion: There is no evidence of the presence of human remains on the site. In the event human remains are found, Mitigation Measure CR-1 above would apply. | | | | |

VI. GEOLOGY AND SOILS: Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1)

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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Regulatory Setting: The potential for and mitigation of impacts that may result from fault rupture in the project area are identified and addressed in the General Plan Safety Element.

For all new construction, the City implements the California Building Code (CBC) through the building permit process (Solvang Municipal Code, Title 10, Building Regulations). Chapter 16 of the CBC deals with General Design Requirements, including (but not limited to) regulations governing seismically resistant construction (Chapter 16, Division IV) and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials.

The California Building Standards Code (California Code of Regulations, Title 24) is a compilation of building standards, including seismic safety standards for new buildings. The California Building Standards Code is based on building standards that have been adopted by state agencies without change from a national model code; building standards based on a national model code that have been changed

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to address particular California conditions; and building standards authorized by the California legislature but not covered by the national model code. Given California's susceptibility to seismic events, the seismic standards within the California Building Standards Code are among the strictest in the world. The California Building Standards Code includes provisions for demolition and construction, as well as regulations regarding building foundations and soil types. The California Building Standards Code applies to all occupancies in California, except where stricter standards have been adopted by local agencies. The California Building Standards Code is published on a triennial basis, and supplements and errata can be issued throughout the cycle. The 2016 edition of the California Building Standards Code became effective on January 1, 2017, and incorporates by adoption the 2015 edition of the International Building Code of the International Code Council, with California amendments. The 2016 California Building Standards Code incorporates the latest seismic design standards for structural loads and materials, as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety.

Environmental Setting: The Santa Ynez River Fault, which bisects the City's Plan Area, and the Santa Ynez Fault are both considered potentially active and capable of producing damaging earthquakes. The presence of active faults and the number of historic earthquakes experienced in the area suggest a high probability that the City will be subject to the effects of one or more potentially damaging earthquakes in the future. According to the 2007 Uniform California Earthquake Rupture Forecast (UCERF), the Solvang area has between a 5% - 10% probability of experiencing an earthquake of magnitude 6.7 over the next 30 years.

Impact Analysis: The City of Solvang recognizes these geologic influences in the application of the California Building Code (CBC) to all new development within the City. Soils and geotechnical reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. Based on standard City Conditions of Approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant. There are no Alquist-Priolo Earthquake Fault Zones within City limits.

No further measures to reduce potential impacts to less than significance are required.

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| ii. Strong seismic ground shaking? (Sources: 1, 2, 3 & 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The proposed project will be constructed to current California Building Code and all other applicable codes for the type of structure. Impacts resulting from ground shaking as less than significant and provided mitigation measures that will be incorporated into the design of this project including adequate structural design and not constructing over active or potentially active faults. Therefore, impacts that may result from seismic ground shaking are considered less than significant.

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| iii. Seismic-related ground failure, including liquefaction? (Sources: 1, 2,3 & 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

In Solvang, the potential for liquefaction exists in low-lying areas along the Santa Ynez River and tributary streamcourses composed of unconsolidated, saturated, clay-free sands, and silts . The Proposed Project site is outside of this area, and would be required to adhere to the latest California Building Code standards which contain provisions for soil preparation to minimize hazards from liquefaction.

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| <p>In accordance with the General Plan Safety Element, the project site is located in an area with low potential for liquefaction. Therefore, impacts that may result from seismic-related ground failure, including liquefaction, are considered less than significant.</p> | | | | |
| <p>b. Landslides?</p> <p>Discussion:</p> <p>The site is flat and no landslide risk exists.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Result in substantial soil erosion or the loss of topsoil? (Sources: 1)</p> <p>Discussion:</p> <p>See (b) above.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>d. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Source:1)</p> <p>Discussion:</p> <p>As a standard condition of approval for new development, the City requires a Preliminary Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer. Compliance with this requirement would reduce impacts from soils and geologic conditions to less than significant.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>e. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? Source: 1)</p> <p>Discussion:</p> <p>The Safety Element identifies areas of the City with expansive soils. In particular, soils in the Plan Area associated with the Positas, Santa Ynez, Tierra, Cropley and Diablo formations typically have a moderate to high shrink-swell potential. These areas are generally north of Highway 246 in the area east and west of Alamo Pintado Road. The Proposed Project is not in this area.</p> <p>In accordance with the General Plan Safety Element, the project site is located in an area with low to moderate potential for expansive soils. Therefore, in compliance with grading and building standards, impacts that may result from expansive soils are considered less than significant.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>f. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</p> <p>Discussion: Not applicable, the project will connect to the City sewer.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
(Source :8, 9)

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Discussion:

Greenhouse gases (GHGs) include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF₆) and nitrogen trifluoride (NF₃). Combustion of fossil fuels constitutes the primary source of GHGs. GHGs accumulate in the atmosphere, where these gases trap heat near the Earth's surface by absorbing infrared radiation. This effect causes global warming and climate change, with adverse impacts on humans and the environment. Potential effects include reduced water supplies in some areas, ecological changes that threaten some species, reduced agricultural productivity in some areas, increased coastal flooding, and other effects.

Whereas Santa Barbara County established a brightline threshold for evaluation of cumulative impacts associated with greenhouse gas emissions from industrial emissions sources, the County of Santa Barbara chose to establish no thresholds for greenhouse gas emissions from residential and commercial projects due to the *de minimis* emissions of greenhouse gases that are expected from these land uses. Emissions from these types of projects are expected to meet the targets of the County's Climate Action Plan (CAP) (County of Santa Barbara 2015b) as well as the State's greenhouse gas emissions reduction targets established by Assembly Bill 32 and Senate Bill 375. The proposed project would qualify for this type of development. Impacts associated with greenhouse gas emissions would be less than significant.

- b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?

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Discussion: See (a) above.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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Discussion:

Environmental Setting:

The demolition of the existing facilities may involve removal of hazardous materials. The existing building appears to have been constructed after lead paint and asbestos were no longer allowed in construction.

Regulatory Setting:

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The Santa Barbara County Air Pollution Control District is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP regulations specified in 40 CFR 61, Subpart M. There are specific requirements and procedures delineated in this regulation which pertain to certain demolition and renovation projects. All non-residential demolitions of any kind of structure or asbestos containing material disturbance are required to be approved in advance by the District.

The removal of lead paint is regulated by multiple California statutes including the California Code of Regulations, the Health and Safety Code and the Labor Code.

Impact Analysis:

Under State and Federal law, the presence of crushed or friable asbestos and airborne lead containing materials constitute a health threat. However as noted above there is not a strong likelihood that these materials are present in this building

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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Discussion:

Refer to item 'a' above.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

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Discussion: See (a) above

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Source: 10)

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Discussion:

In accordance with the California Department of Toxic Substances Control (DTSC), under Government Code Section 65962.5(a), none of the properties proposed for this project or within 1000 feet are listed in the database of hazardous substance release sites as having record of hazardous materials located there. Therefore, it is unlikely that the project would result in exposing or creating a hazard to the public or environment.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or

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| working in the project area? Discussion: Not applicable | | | | |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? Discussion: Not applicable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Discussion: The Project would not change the existing site and neighborhood access and egress for emergencies. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? Discussion: The proposed is not in a high risk area for wildland fire and no potential for a significant impact is identified. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

IX. HYDROLOGY AND WATER QUALITY: Would the project:

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| a. Violate any water quality standards or waste discharge requirements? Discussion: The project is designed to meet the NPDES General Permit requirements and no significant stormwater quality impacts are identified. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 3) Discussion: As discussed under Water Supply in section XVII, the Project will rely on municipal water sources that are | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| comprised of several sources including groundwater and river underflow. Based on the City Water Master Plan this project would not have and adverse impact on groundwater because the project is accounted for in growth projections that show adequate water supply for the City. | | | | |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 1, 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

Environmental Setting: The Site is essentially flat and is partially occupied with an existing structure.

Regulatory Setting:

The City requires projects to be designed using the Santa Barbara County Stormwater Manual and the Central Coast Region Stormwater Control Measure sizing calculator for site stormwater facilities.

The intent of these regulations is to ensure that all runoff water is treated to remove harmful substances and that the stormwater is percolated into the site at a calculated volume.

As a standard condition of approval for new development, the City requires that Projects meet the NPDES General Permit and Storm Water Ordinance requirements that address water quality and post construction runoff:

- A complete grading and drainage plan shall be prepared for the project by a registered civil engineer and subject to approval by the City Engineer. The project shall conform to the applicable Storm Water Discharge Ordinance.
- A Storm Water Pollution Prevention Plan per the State General Permit for Storm Water Discharges Associated with Construction Activity shall be provided for any site that disturbs greater than or equal to one acre, including projects that are less than one acre that are part of a larger plan of development or sale that would disturb more than one acre.

Impact Analysis:

The Applicant has submitted a Tier 2 Storm Water Management analysis in accordance with the above regulatory requirements. According to this report:

“Based on initial area analysis the project creates or replaces 8,089 square feet of new roof area and 3,500 square feet of hardscape area for a total of 11,589 new or replaced impervious area. As the project proposes to increase impervious area from pre-project to post-project condition net impervious area for the project is 11,589 square feet and the project must meet performance requirement number 2: water quality treatment.

Runoff from the onsite roof and hardscape areas designated as DMA 1 and DMA 2 respectively will drain through piping and direct runoff to a direct infiltration gallery in the southeast corner of the site. Total roof and hardscape area to be treated is 13,648 square feet in the post-project condition. Per the Central Coast Region Stormwater Control Measure Sizing Calculator under a tier 2 analysis, 13,648 square feet of drainage area directed to an infiltration gallery with an assumed infiltration rate of 1 inch per hour requires 585 square feet of direct infiltration area. The proposed project provides 612 square feet of direct infiltration area. The assumed infiltration rate of 1 inch per hour is based on tested infiltration rates provided in the geotechnical engineering report prepared by Earth Systems Pacific, project number 302026-001 dated September 11, 2018.

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As the east and west edges of the property are currently utilized as access alleys which accept significant upstream runoff it is impractical to treat these areas without limiting access or installing extensive infrastructure off the project site. As such, it is proposed that 260 square feet of the west edge of the property identified as DMA 3 and 1,584 square feet of the east edge of the property identified as DMA 4 are impractical for treatment and be exempt.”

With implementation the General Permit and Storm Water Ordinance requirements as outlined in the Tier 2 Stormwater Analysis, the project could not result in flooding on- or off-site since it would not increase or modify historic drainage flows, therefore, potential impacts from this project that would substantially alter the existing drainage pattern of the site or area.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
(Source: 1)

| | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

With implementation the General Permit and Storm Water Ordinance requirements in item (c) above, the project could not result in flooding on- or off-site since it would not increase or modify historic drainage flows, therefore, potential impacts from this project that would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, would be less than significant.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

| | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

With implementation the General Permit and Storm Water Ordinance requirements item (c) above, the project could not result in creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, potential impacts to the existing and/or planned stormwater drainage systems and water quality would be less than significant.

- f. Otherwise substantially degrade water quality?

| | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The proposed project does not propose land uses or other activities that could otherwise substantially degrade water quality, therefore, potential impacts from this project on water quality would be less than significant.

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| g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |
| The proposed project could not result in impacts by structures that would impede or redirect flood flow within a 100-year flood hazard area because the site is not in a flood zone. | | | | |
| h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |
| The proposed project could not result in impacts by structures that would impede or redirect flood flow within a 100-year flood hazard area because the structures are not in a flood zone. | | | | |
| i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |
| In accordance with the General Plan Safety Element, the project does not include structures that would be within the dam inundation flood hazard zone. The project design will provide an upgraded structure seismically and well as address tank overflow and rupture issues, resulting in a lessened level of flooding due to rupture. | | | | |
| j. Inundation by mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |
| The project site is not in an area subject to mud flow. | | | | |
| k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion : | | | | |
| The project will incorporate BMPs for stormwater management which are consistent with the City's Stormwater Management Plan, and in compliance with requirements of the Regional Water Quality Control Board, see (c) above. | | | | |
| l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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Discussion:

The project will incorporate Storm Water Ordinance development features to manage stormwater on the project site. New stormwater runoff will therefore not impact watershed storage, wetland, riparian areas, aquatic habitat or buffer zones.

X. LAND USE AND PLANNING: Would the project:

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| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project replaces a facility in its existing location and will not divide the community.

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| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: Refer to discussion of consistency with plans and policies related to Cultural Resources and Aesthetics in sections I. and V. above.

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| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: There is no applicable plan that would be affected by this project.

XI. MINERAL RESOURCES: Would the project:

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| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: Not applicable.

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| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Not applicable.

XII. NOISE: Would the project result in:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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ordinance, or applicable standards of other agencies? (Source: 1)

Discussion:

Regulatory Setting: The Noise Element of the General Plan and the Noise Ordinance are the governing regulations for noise in the City. The Noise Element establishes the current noise environment and provided future noise level projections. The Noise element establishes the conditionally acceptable exterior noise level for transient lodging at 60 to 70 dBA. Interior noise levels are prescribed to be below 45 dBA and are typically achievable with modern construction materials and windows. Short term construction noise levels are prescribed by the Noise Ordinance and these allowable levels are typically achieved by adherence to a daytime-only construction.

The Noise Element includes projections for future noise levels from known stationary and vehicle-generated noise sources. According to the Noise Element and as discussed below, the Project Site is within an area where future noise levels are expected to remain below an acceptable threshold.

Noise levels in Solvang are also regulated through the Solvang Municipal Code (SMC). Section 6-2-7 of the SMC prohibits “loud and unreasonable” noise during the following times:

1. The night and following morning of any Sunday, Monday, Tuesday, Wednesday, or Thursday between the hours of ten o’clock (10:00) P.M. of such day and seven o’clock (7:00) A.M. the following morning; or
2. The morning hours after twelve o’clock(12:00) midnight of any Friday or Saturday, between twelve o’clock (12:00) midnight, following such day, and seven o’clock (7:00) A.M. the following morning.

Section 6-2-7 of the SMC states that “...a loud and unreasonable sound shall include any sound created by means prohibited above which is clearly discernible at a distance of one hundred feet (100’) from the property line of the property upon which it is broadcast or which is at any level of sound in excess of sixty (60) decibels at the edge of the property line of the property upon which the sound is broadcast...”. The City of Solvang does not have specific standards for noise and vibration associated with temporary construction activities other than the prohibitions on “loud and unreasonable” noise from Section 6-2-7 of the SMC discussed above.

Section 11-12-21 of the SMC limits hours of construction to seven thirty o'clock (7:30) A.M. to five thirty o'clock (5:30) P.M. on weekdays, and does not allow construction on Saturdays, Sundays and state or national holidays.

Environmental Setting

The site is located in the downtown Village core of Solvang. Mission Drive is the primary noise generation source in the City due to traffic levels. The Mission Drive corridor ranges upto 70 dBA along the street at the east and west ends of the Village core, but is attenuated to 64.7 dBA in the roadway itself in the Village core due to reduced vehicle speeds. The notation dBA is A-weighted decibel, a measure of sound use in community noise surveys and analysis. Future noise levels near Mission Drive and Atterdag Road are projected to be 66.3 dBA in the roadway. At about 227 feet form the roadway centerline the noise is attenuated to 55 dBA, not accounting for solid noise barriers such as buildings. The project site is in this noise zone and likely has noise levels less than 55 dBA due to the intervening buildings fronting Mission Drive.

In the Noise Element, the additional project trips for this site assuming hotel use are calculated into future buildout projects for the city and are included in the forecast 66.3 dBA on Mission Drive near Atterdag Road.

Interior noise levels meeting the 45 dBA standard are achievable with modern construction materials and no mitigation is required.

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Impact Analysis:

Operational Noise and effects form surrounding streets. As noted above the Noise Element projects show the area around the site remaining within acceptable exterior noise levels into the future. Surrounding traffic noise would not adversely affect the proposed project. The addition of more vehicles (209 trips per day as discussed in the Transportation section) would not increase noise substantially in the immediate vicinity of the Project due to the low number of trips, the low travel speed on Atterdag/Copenhagen and the attenuating effect of the parking structure as compared to a surface parking lot. Therefore no significant noise impact form added vehicles is identified and no mitigation is necessary.

Temporary Construction Noise. The Noise Element identifies a range of 75-95 dBA 50 ft from the noise source as a typical level of noise intensity on a construction site. Noise modeling for construction on similar sites using excavators and bulldozers found that construction activities would result in typical temporary noise levels of 70 dBA Leq a distance of 200 feet from the construction noise source, assuming an uninterrupted straight line of noise travel. Topography and buildings can attenuate noise if they interrupt or shield the line of sight from the receptor to the noise sources. In the case of this site, no residences or schools exist in close proximity to the construction site.

Because noise attenuates at a rate of 6 dBA for each doubling of distance from the source noise receptors within a block or so of the site, that radius would experience noise levels of about 68-70 dBA which is within the 70 dBA maximum level City threshold of significance for construction noise.

Temporary noise impacts to sensitive receptors associated with construction that is compliant with the Noise Ordinance are considered less than significant, however if work occurs outside Noise Ordinance specified hours or if equipment is not properly muffled, significant temporary impacts could result.

Mitigation:

N-1: Construction Hours. Unless otherwise provided for in a validly issued permit or approval, noise-generating construction activities shall be limited to the hours of 7:30am and 5:30pm. Noise-generating construction activities shall not occur on Saturdays, Sundays and state or national holidays..

N-2: Construction Equipment Noise. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhausted mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds should be closed during equipment operation.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction activities associated with the proposed project would likely require the use of various off-road equipment, such as tractors, concrete mixers, and haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, is not anticipated to be required for this project. Groundborne noise and vibration levels associated with this project by construction equipment would not be anticipated to exceed City standards. As a result, this impact would be considered less than significant.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|---|-------------------------------------|-------------------------------------|
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Source:1,19) Discussion: see (a) above. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Discussion: Refer to impact analysis and mitigation measures under item 'a' above. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4) Discussion: Not applicable. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIII. POPULATION AND HOUSING: Would the project:

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1) Discussion: The project adds to an existing facility and is sized to meet existing demand and planned growth and would not induce growth directly. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Discussion: Not applicable. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? Discussion: Not applicable. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| a. Fire protection? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: The downtown area is served by the fire station on Oak Street on the south end of the downtown core. Because the expansion of the existing Inn is growth accounted for in the General Plan the new building will not be growth that triggers the need for new fire facilities. | | | | |
| b. Police protection? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: The downtown area is served by the County Sherriff Department. There is not a current identified need for new police facilities and this project would not be likely to trigger this need. | | | | |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: Not applicable, no new students. | | | | |
| d. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: Hotel guests may be likely to visit City parks, however this use is limited and not substantially and would not be expected to result the need for new facilities. | | | | |
| e. Other public facilities? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: Not applicable. | | | | |

XV. RECREATION

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion : Hotel guests may be likely to visit City parks, however this use is limited and not substantially and would not be expected to result the need for new facilities. | | | | |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: Not applicable. | | | | |

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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XVI. TRANSPORTATION/TRAFFIC: Would the project:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: As an in-fill project the Proposed Project is consistent with the General Plan and is anticipated in the projections for growth in the General Plan.

- b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Environmental Setting- The principle components for the street system affected by the Proposed Project are as follows:

State Route (SR) 246 is a two-lane highway that extends east from the western Lompoc City limits through the communities of Lompoc, Buellton, Solvang, and Santa Ynez to State Route 154. SR 246, also called Mission Drive in the Santa Ynez Valley, is Solvang's major access route to U.S. Highway 101. Within the Village area the roadway is considered a major arterial. The intersections of Mission Drive with Fifth Street, Atterdag Road, Alisal Road and Alamo Pintado Road are signalized, and all other intersections are controlled by stop signs on the side street. Crosswalks are provided at all intersections, and a mid-block crosswalk with bulbout and RRFB was recently installed west of Solvang Park.

Based on Caltrans count data, Mission Drive carries approximately 20,900 average daily trips (ADT), with a seasonal increase to 22,400 ADT. These daily volumes exceed the desired maximum of 19,000 ADT outlined in the City of Solvang Circulation Element. Traffic flow through the Village area is further constrained by high pedestrian crossing volumes at the closely spaced intersections and mid-block crosswalk at the Solvang Park, resulting in frequent downstream vehicle queue spillback and delays during both weekday commute periods and on weekends.

Atterdag Road is a two-lane collector road that extends north from Molle Way to Eucalyptus Drive, where it turns into Chalk Hill Road. The roadway serves the residential area and the Solvang Elementary School north of Mission Drive, and the commercial uses south of Mission Drive. The Copenhagen Drive/Atterdag Road intersection is controlled by stop signs on Copenhagen Drive. The east and west legs of the intersection (Copenhagen Drive) are offset and separated by a crosswalk on Atterdag Road.

Atterdag Road carries approximately 1,500 ADT south of Mission Drive and Copenhagen Drive carries approximately 1,000 ADT west of Copenhagen Drive. These roadways serve the commercial uses in the

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Village area, and volumes are within the desired maximum of 5,000 ADT for collector roadways.

Copenhagen Drive is a two-lane collector roadway that extends south and parallel to Mission Drive from Fifth Street to Alisal Road. It serves as the main route through downtown and has angled parking on both sides between Atterdag Road and Alisal Road.

The intersections operate at acceptable levels of service levels with low overall delays during weekdays. During Saturday midday peak periods, higher turning volumes and conflicting pedestrian crossing volumes result in significant delays at the Copenhagen Drive/Atterdag Road intersection. It is noted that while the Mission Drive/Atterdag Road intersection operates acceptably as a whole, delays for vehicles on Atterdag Road are approximately one minute due to signal timing set to facilitate progression on Mission Drive. In addition, queues extending from downstream crosswalks occasionally restrict turning onto Mission Drive during peak weekend periods.

Table 1 Existing Peak Hour Intersection Levels of Service

| Intersection | Traffic Control | Weekday | | Saturday Midday Peak Hour Delay |
|--------------------------------|---------------------|--------------------|--------------------|---------------------------------|
| | | AM Peak Hour Delay | PM Peak Hour Delay | |
| Mission Dr/Atterdag Rd | Signal ¹ | 12.7 sec/LOS B | 10.9 sec/LOS B | 13.5 sec/LOS B |
| Copenhagen Dr/ Atterdag Rd (N) | One-Way Stop | 9.2 sec/LOS A | 11.8 sec/LOS B | >50.0 sec/LOS F |
| Copenhagen Dr/ Atterdag Rd (S) | One-Way Stop | 9.6 sec/LOS A | 13.2 sec/LOS B | >50.0 sec/LOS F |

Regulatory Setting-The City of Solvang Circulation Element uses a level of service (LOS) ranking scale to identify the operating condition of roadways and intersections, and to forecast future street system operation. The Circulation Element uses LOS as the basis for policy goals; generally LOS C is the target operational level for streets and intersections. This scale compares traffic volumes to roadway and intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The City's acceptable level of service standard is LOS D during peak hours and LOS E during "average tourist season peak hours".

The City collects a traffic impact fee from all development projects that accrue towards major circulation improvement projects in the City. The Proposed Project would pay a traffic impact fee.

Impact Analysis- A traffic Impact study was prepared for this Initial Study by Stantec and is available on request in full, with a Technical Appendix, from the City Community Development Department. The results of this study are summarized following.

Roadways. The project would add 94 ADT and 84 ADT to Mission Drive east of west of Atterdag Road, respectively. The average daily traffic volumes on Mission Drive would be up to 20,994 ADT under project-specific conditions, and the arterial would continue to exceed its desired maximum capacity and operate in the LOS E range. The project would result in an increase of less than 0.5% in average daily traffic, which is not considered a significant impact. The project would add up to 188 ADT to Atterdag Road south of Mission Drive and 104 ADT to Copenhagen Drive west of Atterdag Road. These roadways would continue to operate within the 5,000 ADT desired maximum capacity for collector roadways.

Intersections. The existing plus project peak hour intersection volumes are Table 2 below summarizes the intersection level of service calculations.

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Table 2 Existing + Project Peak Hour Intersection Levels of Service

¹ Calculations include ex. vehicular and pedestrian timing.

| Intersection | Traffic Control | Weekday | | Saturday Midday Peak Hour Delay |
|--------------------------------|---------------------|--------------------|--------------------|---------------------------------|
| | | AM Peak Hour Delay | PM Peak Hour Delay | |
| Mission Dr/Atterdag Rd | Signal ¹ | 12.8 sec/LOS B | 11.1 sec/LOS B | 13.8 sec/LOS B |
| Copenhagen Dr/ Atterdag Rd (N) | One-Way Stop | 9.3 sec/LOS A | 11.9 sec/LOS B | >50.0 sec/LOS F |
| Copenhagen Dr/ Atterdag Rd (S) | One-Way Stop | 9.8 sec/LOS A | 13.4 sec/LOS B | >50.0 sec/LOS F |

The study-area intersections would continue to operate in the LOS A-B during the weekday AM and PM peak hours under project-specific conditions, which is considered acceptable based on the City's standards. During the Saturday midday peak hour, the Mission Drive/Atterdag Road intersection would continue to operate acceptably. Project traffic would add to delays experienced at the Copenhagen Drive/Atterdag Road intersection, which would operate at LOS F. Turning volumes at the public driveway connection to Copenhagen Drive remain low and exiting project traffic would not impact retail and public parking lot operations.

Cumulative Impact Analysis. Cumulative impact analysis considers the effects of the Project plus foreseeable development projects within the City, in the near term. The following approved but un-built or under construction projects and projects under current review by the City are:

- Cottages on Old Mission Drive: 8 single family dwellings (under construction).
- The Merkantile redevelopment at 1980-1992 Old Mission Drive (partly completed and occupied, remainder under construction).
- 261 Alisal Road: rezone and remodel to hotel.
- Atterdag Village: expansion with 8-bed skilled nursing facility.
- 435 First Street: remodel to 25-room hotel.
- Mission View Apartments: 45 units (approximate).
- PAR building: lot merge, office building demo and office building addition

These developments would add traffic to the Village area, however most near-future traffic increase would result from background growth associated with regional development and recreational traffic in the Santa Ynez Valley. Review of Caltrans data from 2011 to 2017 indicates an average traffic increase of 2.5 percent per year on Mission Drive. Cumulative traffic forecasts were therefore developed by applying the average annual increase over a 10-year period to the existing volumes. The State Route 246 Transportation Concept Report (TCP) includes several circulation improvements in Solvang. These ongoing and planned improvements would improve overall circulation but would not have a direct effect on study area traffic during peak periods, and are therefore not assumed in the cumulative conditions setting.

Table 3 Cumulative Peak Hour Intersection Levels of Service

¹ Calculations include ex. vehicular and pedestrian timing.

| Intersection | Traffic Control | Weekday | | Saturday Midday Peak Hour Delay |
|--------------------------------|---------------------|--------------------|--------------------|---------------------------------|
| | | AM Peak Hour Delay | PM Peak Hour Delay | |
| Mission Dr/Atterdag Rd | Signal ¹ | 14.7 sec/LOS C | 12.8 sec/LOS B | 18.4 sec/LOS B |
| Copenhagen Dr/ Atterdag Rd (N) | One-Way Stop | 9.4 sec/LOS A | 12.3 sec/LOS B | >50.0 sec/LOS F |
| Copenhagen Dr/ Atterdag Rd (S) | One-Way Stop | 9.7 sec/LOS A | 13.7 sec/LOS B | >50.0 sec/LOS F |

Table 4 Cumulative + Project Peak Hour Intersection Levels of Service

| Intersection | Traffic Control | Potentially Significant Impact | | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|---------------------|--------------------------------------|-----------------------|---|------------------------------------|--------------|
| | | Weekday AM Peak Hour Delay | PM Peak Hour Delay | Saturday Midday Peak Hour Delay | | |
| Mission Dr/Atterdag Rd | Signal ¹ | 14.8 sec/LOS C | 12.9 sec/LOS B | 19.3 sec/LOS B | | |
| Copenhagen Dr/ Atterdag Rd (N) | One-Way Stop | 9.5 sec/LOS A | 12.4 sec/LOS B | >50.0 sec/LOS F | | |
| Copenhagen Dr/ Atterdag Rd (S) | One-Way Stop | 9.8 sec/LOS A | 14.0 sec/LOS B | >50.0 sec/LOS F | | |

As shown above, the study-area intersections would continue to operate in the LOS A-B during the weekday AM and PM peak hours under cumulative plus project conditions, which is considered acceptable based on the City's standards. The Mission Drive/Atterdag Road intersection would continue to operate acceptably during the Saturday midday peak hour. The Copenhagen Drive/Atterdag Road intersection would operate at LOS F during the Saturday peak. Turning volumes at the public driveway connection to Copenhagen Drive would remain low and exiting project traffic would not impact retail and public parking lot operations.

As summarized above, street segments and intersections in the study area would operate at acceptable levels with the exception of the Atterdag Road / Copenhagen Drive intersection which would operate below the target standard of LOS C. However, in the case of this intersection the added trips from the project would contribute to an existing condition that has poor operation for vehicles due to high pedestrian volumes. Because the effect is only Saturday PM and is largely attributable to pedestrian volumes and not the traffic volumes per se, the operation level is acceptable in a downtown core where vehicles and pedestrians combine to slow intersection efficiency. Although changes to the pedestrian crossings, including barricades in some directions, could help alleviate the vehicle delay that results in LOS F, this comes with trade-offs for pedestrians and these measures are not certain to achieve the desired effect. Therefore, the impact is less than significant and no mitigation is required.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ☐ ☐ ☐ ☒

Discussion: Not applicable.

- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ☐ ☐ ☐ ☒

Discussion: No changes to public roads are proposed that would result in new hazards.

- e. Result in inadequate emergency access? ☐ ☐ ☐ ☒

Discussion: The Project has emergency vehicle access from Atterdag Road and the alley to the west which will adequately serve the project..

- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ☐ ☐ ☒ ☐

Discussion: The Project is consistent with and would not change features and facilities that are in paces for bicycle, transit and pedestrians.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| XVII. UTILITIES AND SERVICE SYSTEMS: WOULD THE PROJECT: | | | | |
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: | | | | |
| Environmental Setting: The City of Solvang operates a Sequencing Batch Reactor (SBR) type Wastewater Treatment Plant (WWTP) with a design capacity of 1.5 million gallons per day (MGD). The WWTP operates under a Waste Discharge Permit issued by the Regional Water Quality Control Board. The WWTP currently receives and treats wastewater from the City of Solvang and the Santa Ynez Community Services District (SYCSD) which serves the town of Santa Ynez. The SYCSD owns 0.30 MGD capacity in the Solvang WWTP. The Plant provides full secondary treatment of the wastewater received. The WWTP discharges treated wastewater to percolation ponds located adjacent to the Plant. The City Sewer System Management Plan identifies the range of activities and requirements the City uses to ensure a safely managed sewer system. | | | | |
| Impact discussion: | | | | |
| The Proposed Project is within the downtown core area planned for development. The vacant land involved in this project has been accounted for as a future urban use as transient lodging based on the land use designation. The City of Solvang Sanitary Sewer Adequacy Study has determined that the City's sewer system is impacted, and identified several sewer segments that are deficient. A Sewer Impact Fee is being proposed as the means by which development or redevelopment projects pay their fair share of cost to address the deficiencies. Since the timing of adoption of a Sewer Impact Fee is unknown at this time, proposed development or redevelopment projects will be required to either pay the Sewer Impact Fee, or upsize one off-site segment of the deficient sewer system downstream of their proposed project. | | | | |
| Based on analyses for a similar hotel, the wastewater flow for 27 hotel rooms with water conserving fixtures is about 0.6 million gallons per year, or 1,643 gallons per day, or 0.1% of WWTF capacity. Therefore, the additional wastewater flow would not adversely impact the WWTP capacity and not mitigation is required. | | | | |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: see (a) above. | | | | |
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: No substantial stormwater facilities are proposed, refer to Section IX for impact and mitigation discussion related to drainage. | | | | |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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entitlements needed?

Discussion:

Environmental Setting:

The City's Water System Master Plan (2011) details current and forecast supplies and demand for municipal water on Table 2.3 of that document:

Current and Anticipated Future Supply by Source

| Supply Source | 2010 Annual Production (AF) | Anticipated Long-term Average Production (AFY) |
|---------------------------------|-----------------------------|--|
| Local Sources | | |
| Santa Ynez River Wells | 174 | 1,200 |
| Central Well 4 | 136 | 100 |
| Upland Wells | -0- | Unknown |
| Local Subtotal | 310 | 1,300 |
| External Sources: | | |
| Improvement District No. 1 (2) | 79 | 80 |
| State Water Project Allocation | 1,006 | 600 |
| Total All Supply Sources | 1,395 | 1,980 |

The City is forecast to have adequate water supply sources for General Plan buildout.

Impact discussion:

As noted above under (a), the estimated water demand is about 0.6 mgd, or 1,643 gallons per day. The City's long-term forecast for water demand includes buildout of parcels under existing land use designations like the Proposed Project vacant parcel. As a result the project water demand is accounted for and no adverse impact on water supply is identified.

All standard measures required by the City for water conservation would be applied to the Project as Conditions of Approval.

- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the providers existing commitments? ☐ ☐ ☒ ☐

Discussion: See (a) above.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ☐ ☐ ☐ ☒

Discussion: See 'g' below.

- g. Comply with federal, state, and local statutes and regulations related to solid waste? ☐ ☐ ☐ ☒

| | | | |
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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

Discussion: The City prepared a Source Reduction and Recovery Element in 1991 jointly with the County of Santa Barbara. In general, City and County targets for waste stream reduction have been met. In 2017 the County commenced an upgrade to the Tajigues Landfill in Goleta that will increase the County's recycling and recovery level by 80%. Solid waste in Solvang is routed to the Foxen Canyon Road transfer station and ultimately to Tajigues landfill. Assembly Bill 341 requires commercial projects generating over 4 cubic yards of waste per week to recycle. With compliance with all applicable laws and regulations the project would not have an adverse effect on landfill capacity.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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Discussion:

With mitigation, the Project will not remove or adversely impact any sensitive plant or animal species or eliminate examples of California history or pre-history. These topics are addressed in IS sections IV and V and mitigation measures are presented there to reduce potentially significant effects to less than significant.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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Discussion:

The Project will not substantially contribute to any cumulatively considerable impact because the proposed use is consistent with City zoning and regional and City projections for air quality, water supply, sewer capacity and traffic..

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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Discussion:

Less than significant impacts with identified mitigation measures for air quality, biological resources, noise and cultural resources.

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Earlier Documents that may have been used in this Analysis and Background / Explanatory Materials

| <u>Reference #</u> | <u>Document Title</u> | <u>Available for Review at:</u> |
|---------------------------|---|--|
| 1 | City of Solvang General Plan | City of Solvang Community Development Department 411 Second Street, Solvang |
| 2 | City of Solvang Zoning Code | Same as above |
| 3 | City of Solvang Water System Master Plan | Same as above |
| 6 | City of Solvang Sewer System Master Plan | Same as above |
| 7 | City of Solvang Urban Water Management Plan | Same as above |
| 8 | County of Santa Barbara Energy and Climate Action Plan | County of Santa Barbara Planning and Development Long Range PlannSanta BAing Division- online: http://longrange.sbcountyplanning.org/programs/climateactionstrategy/docs/BOS051915/Attachment%20B_ECAP.pdf |
| 9 | Santa Barbara County Air Pollution Control District Environmental Review Guidelines | https://www.Ourair.org |
| 10 | Department of Toxic Substances Control (DTSC) Hazardous Waste Substances & Site List | https://www.envirostor.dtsc.ca.gov/public/ |
| 11 | Tier 2 Storm Water Management Letter for Atterdag Inn, Ashley & Vance Engineering | City of Solvang Community Development Department 411 Second Street, Solvang |
| 12 | Santa Ynez River Water Conservation District No. 1 (SYRWD) 2018 Facts and Figures. | http://www.syrwd.org/syrwd-who-we-serve . |
| 13 | Branch Street Hotel Water Use, InBalance September 21,2015 | Firma 187 Tank Farm Road San Luis Obispo |