

CITY OF LOMPOC PLANNING COMMISSION STAFF REPORT



DATE: June 10, 2015
TO: Members of the Planning Commission
FROM: Lucille T. Breese, AICP, Planning Manager
Megan Lowery, Contract Planner
RE: Development Plan Review – DR 14-11

AGENDA ITEM NO. 1

A request by Lompoc Land Holding LLC, for Planning Commission consideration of a proposal to construct a four-story hotel with parking and landscaping. The hotel is approximately 108,000 square feet and includes 156 guestrooms, meeting rooms, a dining area, and a swimming pool. The proposed project site is approximately 2.8 acres and is located at 1201 North H Street in the Planned Commercial Development (PCD) Zoning District (Assessor Parcel Number: 089-490-013). A Mitigated Negative Declaration has been prepared for the project pursuant to the requirements of the California Environmental Quality Act (CEQA).

SCOPE OF REVIEW:

The Planning Commission is being asked to consider:

- If the proposed draft Mitigated Negative Declaration (MND) is adequate pursuant to the California Environmental Quality Act (CEQA);
- If the project meets the property development standards for the *Planned Commercial Development* (PCD) zone;
- If the proposal is consistent with the Architectural Review Guidelines;
- If the required Findings of Fact in the Resolution can be made; and
- If the Conditions of Approval are appropriate for the project.

The Planning Commission has the authority to approve, conditionally approve, or deny project architecture (Lompoc Municipal Code Section 17.104.030 et seq.).

PLANNING COMMISSION ACTION:

1. Receive public input;
2. Certify the Mitigated Negative Declaration; and

3. Adopt Resolution No. 804 (15), approving Development Plan (DR 14-11), based upon the Findings of Fact in the Resolution and subject to the attached draft Conditions of Approval; or
4. Provide alternative direction.

SITE DATA:

1. Property Owner: Lompoc Land Holding LLC
2. Site Location: 1201 North H Street
3. Assessor's Parcel Number: 089-490-013
4. Site Zoning: Planned Commercial Development (PCD)
5. General Plan Designation: General Commercial (GC)
6. Site Use: Vacant Site
7. Surrounding Uses/Zoning: North – Offices, Commercial Retail/PCD
South – Commercial Retail/PCD
East – Hotel, Auto Dealership/PCD
West – Single-Family Residential/R-2

BACKGROUND:

- | | |
|-------------------|--|
| May 10, 1996 | Final building inspection completed for Ford Auto Dealership. |
| January 28, 2008 | Building permit issued for demolition of the Ford Auto Dealership. |
| July 9, 2008 | Planning Commission approval of Design Review Permit (DR 08-03) for the Hilton Garden Inn. |
| February 25, 2009 | Building Permit B2008-0350 approved for Hilton Garden Inn. |
| December 31, 2010 | Expiration of Building Permit. |
| December 5, 2014 | Application for Design Review Permit (DR 14-11) for re-approval of Hilton Garden Inn. |

PROPOSAL:

The applicant is proposing to construct a four-story hotel and landscaping, located on the 2.8-acre vacant property located at 1201 North H Street, APN 089-490-013. The hotel would be approximately 108,000 square feet and include 156 guestrooms, 158 parking spaces, 4 meeting rooms (approximately 715 square feet each) and kitchen (approximately 1,193 square feet), exercise room (approximately 530 square feet) and pool and deck area (approximately 2,650 square feet). The Entry Pavilion, Pavilion Lounge and Dining area total (approximately 3,768 square feet) can accommodate up to 251 guests. The seating area for dining (approximately 755 square feet) would have seating for up to 50. The restaurant would be open to the public, but will primarily serve hotel guests, their guest and employees for breakfast, lunch and dinner. The hours of the restaurant service would be 6 a.m. to 2 p.m. and 5 p.m. to 10 p.m. It is anticipated food deliveries will be two times per week from the food vendor and the alcohol vendor delivery will be as needed (on average one or two times per month).

The hotel is projected to employ approximately 38-40 full time employees, and 20-25 part-time employees. About 70% of the staff would be utilized during the day shift (7 a.m. – 3 p.m.) and 30% would be in the evening shift (3 p.m. – 11 p.m.), with three staff members on the night shift.

Access to the site would be provided by two existing driveways along West Barton Avenue. No frontage improvements are proposed at this time other than the removal of the center driveway on Barton Avenue.

CONFORMANCE WITH ADOPTED CITY POLICIES:

General Plan:

General Plan designation for this property is *General Commercial* and the stated purpose is:

To provide commercial areas for a wide variety of retail, office, and service-oriented enterprises which meet the needs of residents and visitors. To accommodate commercial uses which operate more effectively outside the other commercial areas of the community.

The proposed hotel is being constructed to serve those visiting the City of Lompoc. It would be consistent with the General Plan designation and all applicable policies.

Zoning Ordinance:

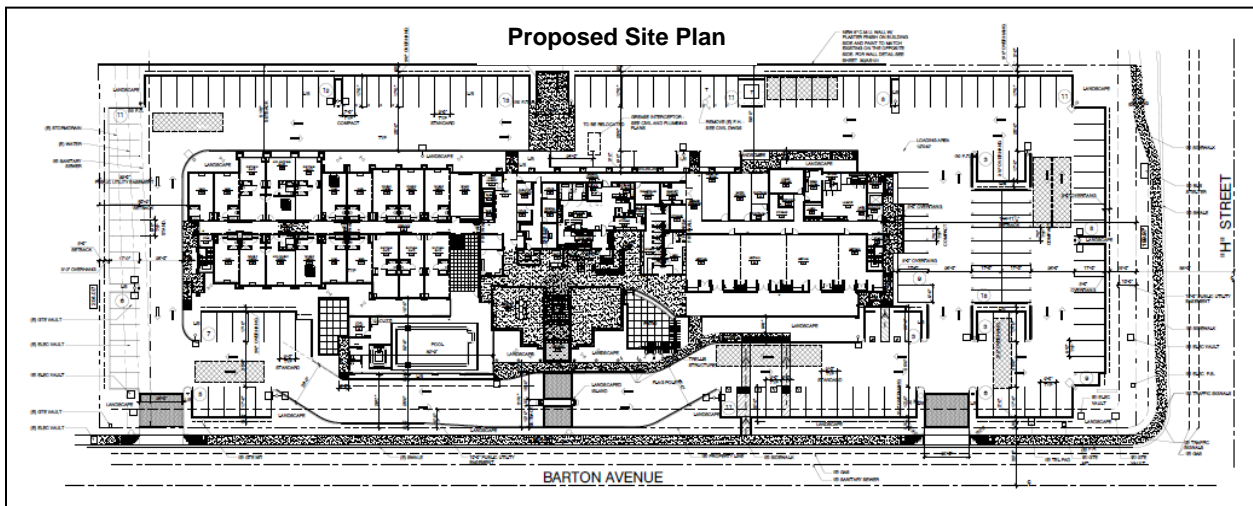
The zoning for the site is *Planned Commercial Development (PCD)*. The purpose of this zone is:

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

Planning Commission review and approval of the development plan for this project will assure the orderly development of the site.

Site Plan:

The project is located on an approximately 2.8 acre parcel located at 1201 North H Street. The proposed hotel is located at the center of the lot with parking and landscaping surrounding the building. Two driveways along West Barton Avenue provide access to the site.



As shown in the table below, the project meets Zoning Ordinance § 8003 Standards of Development for the PCD zone.

Category	Required/Maximum	Proposed
Front Yard Setback	None	25 feet (Barton Avenue) 144 feet (H Street)
Rear Yard Setback	None	51 feet
Side Yard Setback	None	50 feet
Height	50 feet	50 feet (roofline) 64 feet (architectural features)

The maximum building height allowed by the Zoning Ordinance is fifty (50) feet. In the past, the Planning Commission has allowed architectural features to extend higher, provided that the main roofline is at or below the maximum required. The main roofline of the building reaches a maximum of fifty (50) feet. The arched parapet walls, which are considered architectural features, extend up to sixty-four (64) feet in height at the

tallest point. A Condition of Approval is included to ensure support structures for the parapet walls are not visible from public view (COA P48).

Parking

As discussed in the previous sections, the proposed hotel was previously approved in 2009 by the Planning Commission. At the time of its original approval, the parking standards required 157 parking spaces. At that time, the zoning code required one space for each sleeping unit, plus two additional spaces for the resident manager.¹

In 2013, parking standards in the Zoning Ordinance were amended, however the proposed hotel design has not changed. The current ordinance now requires 1 space per guest room plus 1 additional space per 10 guest rooms. With 156 guest rooms, the project requires 171.6 parking spaces—fractional spaces 0.5 and above are rounded up (per 17.112.040.C), which results in 172 required motor vehicle parking spaces.

In addition to motor vehicle parking spaces, the ordinance also now requires motorcycle and bicycle parking for commercial developments. A minimum of 1 space per 20 motor vehicle spaces are required to be provided for motorcycles, and a minimum of 1 space per 20 motor vehicle spaces are required to be provided for bicycles. This results in 9 motorcycle spaces and 9 bicycle parking spaces (172 spaces / 20 = 8.6 ~ 9 spaces).

	2009 Parking Required	2009 Parking Proposed	2015 Parking Required	2015 Parking Proposed
156 Rooms	157	157	172	157
Motorcycle	N/A	0	9	0
Bicycle	N/A	0	9	9

Although the applicant can accommodate 157 vehicle parking spaces and 9 bicycle parking spaces, the applicant is requesting relief from the difference in 15 parking spaces and 9 motorcycle parking spaces, in order to retain the design that was originally approved.

The Planning Commission has generally allowed a 10% deficit where it is appropriate and necessary for efficient administration of the zoning ordinance and not detrimental to the public welfare, pursuant to LMC 17.144.020. Although on-street parking is not considered when reviewing parking, this particular site does have adjacent on-street parking that would be available if a large event were occurring at the hotel.

¹ The parking counts in the 2009 approval were based upon 155 rooms. Although the 2009 approved plans showed 156 rooms, the room count was incorrectly stated on the project application materials as 155 rooms. The inconsistency was identified during building permit review.

Signage

The applicant is not requesting review of signage by the Planning Commission. Signage will be reviewed at staff level for compliance with the City Sign Regulations.

Based upon the information provided on the plans and the conditions imposed upon the project, the development would be in conformance with the Zoning Ordinance and the Architectural Review Guidelines.

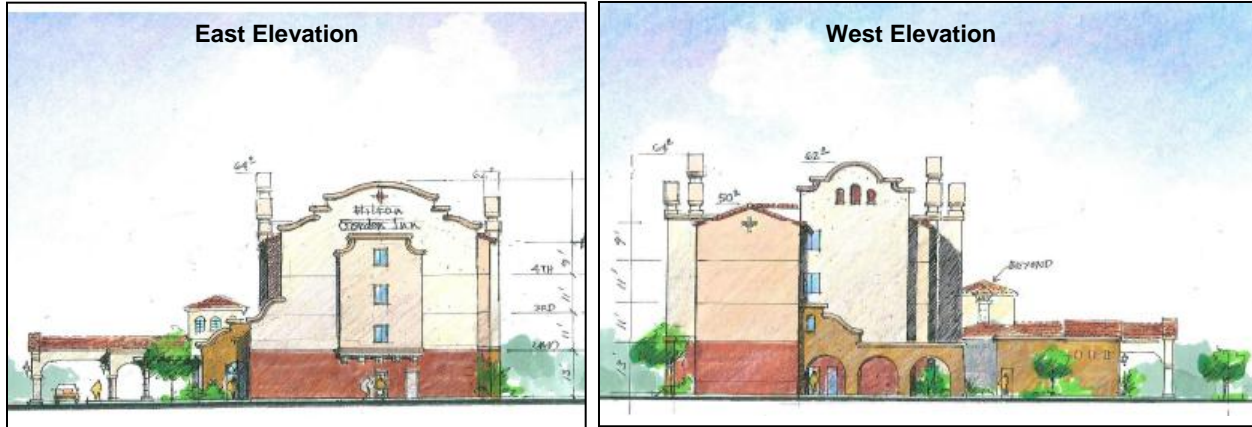
ARCHITECTURAL REVIEW GUIDELINES:

The proposed architectural style for the building is Spanish Revival. The building is four stories high with an arched portico outside the hotel lobby. Building pop-outs and recesses are shown on each elevation with balcony railing on the north and south elevations. Architectural details are included under parapet arches on the north, south and east elevations as well as under a peaked roof on the west elevation. An arcade runs along the base of the building on the north, south and west elevations. Both the north and south elevations feature intricate tile designs running vertically in the center of the building.

The proposed exterior building finish is cream and beige colored stucco with a dark red/brown proposed along the base of the building. The roof material is a Spanish style clay tile. Windows on pop-out elevations feature raised trim painted to match the adjacent wall.

As proposed, the east elevation will be highly visible from North H Street. Minimal architectural detail is provided on this side of the building facing the street. In order to conform to the Architectural Review Guidelines, the east elevation shall be revised to show additional architectural detail (COA P50). The changes shall be reviewed by staff at plan check and approved, if appropriate.





Photos of the site and a color / material board will be available at the meeting for review.

The Architectural Review Guidelines state:

“All proposed buildings or structures should be sensitive to the neighborhood character.” (Page 5, Item 6)

“All building elevations visible to the public shall be designed and architecturally treated. The choice of materials, colors, and the level of detailing shall be thoughtfully integrated into the design. All elevations need not look alike; however, a sense of overall architectural continuity is encouraged.” (Page 6, Item 13)

The arched portico, building pop-outs and recesses, balcony railing and arcade provide depth to the building. The colors and materials enhance the building’s character. Architectural treatment utilized on the front of the building is carried to the sides and rear of the building. The applicant is dressing the area around the building and in the parking lot with landscaping. The landscape plan will be reviewed by the Planning Division Staff and a Landscape Maintenance Agreement will be required for the project (COA P17 & P18).

The surrounding area is commercial with residential directly to the west. This project provides an architectural style that is sensitive to the varied development that exists in the area. As conditioned, the project is consistent with the City’s Architectural Review Guidelines.

STAFF REVIEW:

A Development Review Board (DRB) meeting was held for this project on April 12, 2015. The applicant met with staff to discuss the proposal and draft Conditions of Approval were formulated.

The Development Review Board (DRB) has developed a series of standard Conditions of Approval (COA) to advise applicants of possible requirements during the development review process. Project specific conditions are included when staff can determine what they should be from the conceptual plans provided for Planning Commission review. A complete plan check occurs after construction plans have been submitted to the Building Division for building permits. Please note that not all COA included with the Planning Commission Resolution for the project may be applicable. If the applicant has questions and/or concerns regarding specific conditions, he/she should contact the department/division that is recommending the condition. DRB members do not attend the Planning Commission meeting and Planning staff cannot answer specific questions regarding conditions recommended by other departments/divisions.

The DRB recommends that the Planning Commission adopt Resolution No. 804 (15), approving Development Plan (DR 14-11), based upon the Findings of Fact in the Resolution and subject to the attached draft Conditions of Approval.

ENVIRONMENTAL DETERMINATION:

An Environmental Initial Study-Mitigated Negative Declaration (IS-MND) was prepared for the proposed project on April 22, 2015. A traffic study was completed by Associated Transportation Engineers on March 12, 2015 and is available for review. Traffic impacts are discussed briefly in the Transportation/Circulation section beginning on page 20 of the IS-MND. The public review period for comments began on April 23, 2015 and ended on May 23, 2015.

Comments were received from:

- Flower Valley Plaza LLC, dated May 11, 2015
- Santa Barbara County Air Pollution Control District, dated May 19, 2015
- Sansum Clinic, dated May 22, 2015

Responses to comments are included in Mitigated Negative Declaration (Attachment 2). These comments do not raise additional environmental issues that were not previously addressed in the IS-MND; therefore, no changes to the findings in the Mitigated Negative Declaration are required in order to address these comments.

Pursuant to the provisions of the California Environmental Quality Act (CEQA) a Mitigated Negative Declaration has been prepared and circulated for public review (SCH No. 2015041079). Mitigation Measures were imposed and will be monitored by City staff (Attachment 1, Exhibit B). It is recommended that the Commission review the document and certify the Mitigated Negative Declaration for the proposal. A Notice of Determination will be filed following the Planning Commission action.

NOTICING:

On May 29, 2015:

1. Notice of the Public Hearing was published in the Lompoc Record;
2. Notices were mailed to property owners within 300 feet by US mail;
3. Notice was posted on the City website; and
4. The project site was posted by City staff.

APPEAL RIGHTS:

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

ATTACHMENTS:

1. [Draft Resolution No. 804 \(15\) approving DR 14-11](#)
 - a. [Exhibit A – Conditions of Approval](#)
 - b. [Exhibit B – Mitigation Measures](#)
2. [Mitigated Negative Declaration](#)
3. [Site Plan, Floor Plans, and Elevations](#)
(PC only with staff report. Documents available for review in Planning Division)

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

RESOLUTION NO. 804 (15)

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC
APPROVING A DEVELOPMENT PLAN FOR THE CONSTRUCTION OF A NEW
FOUR-STORY HOTEL AT 1201 NORTH H STREET (DR 14-11)**

WHEREAS, a request was received from Lompoc Land Holding LLC, property owner, for consideration of a Development Plan for the construction 156 room Hilton Garden Inn including on-site parking and landscaping, located at 1201 North H Street (Assessor Parcel Number: 089-490-013);

WHEREAS, the matter was considered by the Planning Commission at a duly-noticed public meeting on June 10, 2015;

WHEREAS, at the meeting of June 10, 2015, _____, was present and answered Planning Commissioners' questions and addressed their concerns;

WHEREAS, at the meeting of June 10, 2015, _____ spoke in favor of, or in opposition to, the project; and

WHEREAS, environmental impacts of this project were evaluated in the Mitigated Negative Declaration prepared and circulated for comments April 23 through May 23, 2015 (SCH No. 2015041079) dated April 2015.

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

SECTION 1: After hearing testimony, considering the evidence presented, and due deliberation of the matters presented, the Planning Commission finds that the proposed four-story hotel, as conditioned, meets the requirements of the Lompoc Municipal Code and is consistent with the applicable policies and development standards, therefore the Planning Commission finds that:

- A. The proposed use, as conditioned, is consistent with the applicable policies and development standards set forth in Lompoc Municipal Code Chapter 17.048.
- B. The site for the proposed use is adequate in size and topography to accommodate said use, and all yards, spaces, walls and fences, parking, and landscaping are adequate to properly adjust such use with the land and uses in the vicinity.
- C. The proposed parking is 15 automobile spaces and 9 motorcycle spaces below the existing Municipal Code requirements. However; there is adequate adjacent parking to supplement the deficit.
- D. The site of the proposed use relates to streets and highways adequate in width and pavement to carry the quantity and kind of traffic generated by the proposed use.
- E. The proposed use will have no adverse effect upon the abutting and surrounding property from the permitted uses thereof.

- F. The proposed use is similar to and within the intent and purpose of the *Planned Commercial Development (PCD)* zoning district.
- G. The proposed use is not more obnoxious or detrimental to the public welfare, and is of a comparable nature and of the same class as the uses enumerated in Section 17.048.020 of the Lompoc Municipal Code.
- H. The conditions stated in Exhibit A to this Resolution are necessary to protect the public health, safety, and welfare.

SECTION 2: The Planning Commission has independently reviewed and analyzed the Mitigated Negative Declaration (SCH No. 2015041079) and finds that it reflects the independent judgment of the Planning Commission and that, given the mitigation measures, there is not substantial evidence that the project may have a significant effect on the environment. The Planning Commission adopts and certifies Mitigated Negative Declaration (SCH No. 2015041079).

SECTION 3: Based upon the foregoing, the four-story hotel is approved as proposed on June 10, 2015, subject to the conditions attached as Exhibit A and mitigation measures attached as Exhibit B, which are incorporated by reference as if fully set forth herein.

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was _____ at the Planning Commission meeting of June 10, 2015 by the following vote:

AYES:

NOES:

Lucille T. Breese, AICP, Secretary

Ron Fink, Chair

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

**CONDITIONS OF APPROVAL
DR 14-11 – HILTON GARDEN INN
1201 NORTH H STREET – APN: 089-490-013**

The following Conditions of Approval apply to the plans for DR 14-11, received by the Planning Division and stamped on December 5, 2014 and January 29, 2015, and reviewed by the Planning Commission on June 10, 2015.

I. PLANNING**Planning – General Conditions**

- P1. All applicable provisions of the Lompoc City Code are made a part of these conditions of approval in their entirety, as if fully contained herein.
- P2. In conformity with Sections 8900, 8935, and 8936 of the Lompoc City Zoning Ordinance, the violation of any condition listed herein shall constitute a nuisance and a violation of the Lompoc City Zoning Ordinance and the Lompoc City Code. In conformity with Section 0107 and 0128 of the Lompoc City Code, a violation of the Lompoc City Code and the Lompoc City Zoning Ordinance is a misdemeanor and shall be punishable as provided by law. In addition to criminal penalties, the City may seek injunctive relief to specifically enforce the Conditions of Approval. The applicant agrees to pay for all attorney's fees and costs, including, but not limited to, staff time incurred by the City in obtaining injunctive relief against the applicant as a result of a failure of the applicant to fully perform and adhere to all of the Conditions of Approval.
- P3. The applicant is advised that certain fees and charges will be collected by the City prior to issuance of building permits and/or prior to issuance of certificates of occupancy.
- P4. These conditions of approval shall be noted on the construction drawings filed for any building permits, including the Planning Commission resolution number and the applicant's signed affidavit agreeing to comply with the conditions.
- P5. All revisions made by the Planning Commission and specified in the planning conditions of approval shall be shown on a revised site plan, which shall be reviewed by the Planning Division prior to submittal of construction drawings.
- P6. Minor changes to the site plan, architectural elevations, or landscape plans shall be reviewed by the Planning Manager and approved if acceptable. Major changes to the site plan, architectural elevations, or landscape plans shall be reviewed by the Planning Commission and approved if acceptable.
- P7. Prior to the installation of any signage or sign related construction the applicant shall obtain all appropriate permits. Approval of these plans with signage indicated does not imply approval of signage.
- P8. Owner agrees to and shall indemnify, defend, protect, and hold harmless City, its officers, employees, agents and representatives, from and against any and all claims, losses, proceedings, damages, causes of action, liabilities, costs and expenses, including reasonable attorney's fees, arising from or in connection with, or caused by (i) any act, omission or negligence of Owner, or their respective contractors, licensees, invitees, agents, sublessees, servants or employees, wherever on or adjacent to the Property the

same may occur; (ii) any use of the Property, or any accident, injury, death or damage to any person or property occurring in, or on or about the Property, or any part thereof, or from the conduct of Owner's business or from any activity, work or thing done, permitted or suffered by Owner or its sublessees, contractors, employees, or invitees, in or about the Property, other than to the extent arising as a result of City's sole active negligence or to the extent of any willful misconduct of the City; and (iii) any default in the performance of any obligations of Owner's part to be performed under the terms of this Agreement, or arising from any negligence of Owner, or any such claim or any action or proceeding brought thereon; and in case any action or proceedings be brought against the City, its officers, employees, agents and representatives, by reason of any such claim, Owner, upon notice from City, shall defend the same at its expense by counsel reasonably satisfactory to City.

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

- P9. The Engineering and Planning Divisions shall review and approve a plan for all work/stripping in the parking area to assure conformance with City standards.

Planning – Architectural Conditions

- P10. The Architectural Review approval granted by the Planning Commission is valid for one year from date of approval and will expire on June 10, 2016. A one-year extension may be granted by the Planning Manager if the applicant so requests prior to the expiration date.
- P11. All facades which extend above the roof line shall be finished on all elevations exposed to public view.
- P12. All mechanical, ventilation, and utility equipment shall be architecturally screened to prevent visibility from public view and shall be designed and placed to harmonize with the major structures on the site and with the neighborhood.
- P13. Foam material shall not be used for architectural features from the ground level to six (6) feet above ground level. Foam material may be used on portions of the building which are a minimum of six feet above ground level.
- P14. The use of trellis shall be limited to ornamental plants only. The trellis shall not be used to display banners or signs of any kind.

Planning – Site Plan Conditions

- P15. No outside vending machines, except fully enclosed newspaper racks, shall be allowed on site. All newspaper racks shall be pedestal-mounted.
- P16. One copy of the lighting plan shall be submitted to the Engineering Division with the grading/improvement plans. A separate copy shall be submitted to the Building Division with the building plans. The lighting plan shall be reviewed and approved by the Engineering and Planning Divisions prior to issuance of any permits for the project. The plan shall incorporate the following:

- a. Details for external light fixtures both on and off the building(s), external illuminated signage, and any light fixtures at ground level. All lighting shall be shielded to prevent glare and minimize light intrusion to adjacent properties.
- b. Photometrics will be required to ensure no light spillage offsite.

Planning – Landscaping General Conditions

P17. Five (5) sets of the landscape and irrigation plans shall be submitted to the Planning Division for distribution and review by various City departments/divisions. The landscape and irrigation plans shall be reviewed and approved prior to issuance of grading or encroachment permits. After the final review and approval of these Plans, mylar copies shall be submitted to the Engineering Division with the grading and/or improvement plans.

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

- 1) City Engineer;
- 2) Planning Manager – private property landscaping; and
- 3) Urban Forestry Supervisor – right-of-way landscaping

P18. A Landscape Maintenance Agreement, in a form satisfactory to the City Attorney, shall be recorded prior to issuance of building permits for the project.

P19. The project must conform with the Urban Forestry Administrative Guidelines.

P20. The final landscaping Conditions of Approval shall be printed on the landscape plans filed with the City.

Planning – Landscaping Irrigation Conditions

P21. The project must conform to Chapter 15.52 of the Lompoc City Code Water Efficient Landscape Standards.

P22. All irrigation must be low-water use, per manufacturer's specifications. A copy of the specifications must be provided to the Planning Division before installation. Installation must include check valves as needed to prevent runoff.

P23. All irrigation under paving must be Schedule 80 PVC or greater with tracer wires and sleeves.

Planning – Landscaping Tree Conditions

P24. The number and size of trees installed on the site shall meet the tree density requirements, as set forth in Chapter 31 of the City Code. The density will be approved or denied during Plan Check.

P25. All trees must be planted at least ten feet away from public utilities, to include but not limited to water, sewer, electric, storm drain, cable, telephone, etc.

- P26. All trees must be installed with support staking. All nursery stakes must be removed from trees.
- P27. All trees and plant material selection shall be made with the concurrence of the Planning Division.

Planning – Landscaping Installation Conditions

- P28. Installation of all irrigation and landscaping shall be performed by a licensed landscape contractor. Open trench inspection of the irrigation installation is subject to approval of City officials. Prior to the final inspection by the Planning Division, a letter confirming substantial conformance with the approved plans must be submitted by the project landscape designer.
- P29. A layer of bark two to four inches deep must be applied in all landscape areas. A sample of the bark shall be submitted to the Planning Division for review and approval prior to the issuance of building permits.
- P30. All plant material is subject to inspection by the Planning Division and must be guaranteed for two years from the date of final inspection.
- P31. Prior to the final inspection by the Planning Division, a Certificate of Substantial Compliance shall be completed and submitted to the Planning Division.
- P32. All landscaping shall be installed and accepted by the City prior to issuance of a certificate of occupancy for the building.

Planning – Air Quality Conditions

- P33. Dust (PM₁₀) - a dust abatement program shall be prepared by the applicant and submitted with the grading/improvement plans. The program shall be reviewed and approved by the City Engineer, Senior Environmental Coordinator, and City Planner prior to issuance of grading permits. The dust abatement program shall include, but is not limited to, the following dust control measures:
- a. Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions.
 - b. Construction sites shall be watered and all equipment cleaned in the morning and evening to reduce particulate and dust emissions.
 - c. Cover stockpiles of sand, soil, and similar materials, or surround them with windbreaks.
 - d. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces or have adequate freeboard to prevent spillage.
 - e. Post signs that limit vehicle speeds on unpaved roads and over disturbed soils to 10 miles per hour during construction.

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

P34. Ozone (O₃) Precursors: (NO_x and ROC)

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

P35. Conditions for Long-term and Operational Impacts:

- a. All commercial construction or remodel projects of more than 5,000 square feet of floor area shall provide preferential parking spaces for employee carpools at a ratio of 1 preferential space for every 50 required spaces. This condition does not apply to projects with less than 50 spaces.
- b. In all commercial projects greater than 100,000 square feet of floor area, parking lots shall be designed to reduce the number of idling vehicles waiting for parking.
- c. All commercial projects greater than 100,000 square feet of floor area if the development project is adjacent to a bicycle trail and/or lane designated in the Lompoc General Plan, that portion adjacent to the project shall be installed.
- d. All commercial projects greater than 100,000 square feet of floor area shall install bicycle facilities including, but not limited to bicycle racks. City staff shall determine the number of racks to be installed on a case by case basis.
- e. All commercial projects greater than 100,000 square feet of floor area shall provide transit amenities such as bus turnouts, passenger benches, or shelters, which shall be constructed on-site or in the public right-of-way.

- f. All commercial projects with more than 50 employees at a single business at a single location shall provide a trip reduction plan to achieve 1.5 average vehicle ridership among employees, which shall be implemented by the building occupant. This plan shall be delivered to the City Staff for review and approval prior to occupancy.

Planning – Cultural Resources Conditions

- P36. If archaeological artifacts are unearthed or exposed during demolition or construction, the artifacts and the site shall be evaluated by an experienced Archaeologist. An appropriate plan for the preservation of the artifacts from the site shall be prepared and its implementation overseen by an experienced Archaeologist.
- P37. If paleontological artifacts are unearthed or exposed during demolition or construction, the artifacts and the site shall be evaluated by an experienced Paleontologist. An appropriate plan for the preservation of the artifacts from the site shall be prepared and its implementation overseen by an experienced Paleontologist.
- P38. If human remains are discovered during construction, the County Coroner, and the Native American Heritage Commission shall be notified and their recommendations and requirements adhered to, prior to continuation of construction activity.

Planning – Mitigation Monitoring Conditions

- P39. Hours of construction shall be limited to:
 - Monday through Friday - between the hours of 7:30 a.m. and 5 p.m.
 - Saturday - between the hours of 8 a.m. and 5 p.m.
 - Sunday - NoneMinor modifications to the hours of construction may be granted by the Planning Manager.
- P40. All mitigation measures set forth in the *Hilton Garden Inn Mitigated Negative Declaration (MND)* are hereby incorporated into these Conditions of Approval, as if fully contained herein, except those found infeasible pursuant to §15091 of the State CEQA Guidelines. (SCH No. 201541079)
- P41. The applicant shall enter into a Mitigation Monitoring Agreement with the City of Lompoc, which shall assure continuing compliance with the Mitigation Measures set forth in the *Final MND*. The Agreement shall be reviewed and approved by the City Attorney, and shall be recorded prior to the issuance of any construction permit.
- P42. The applicant shall pay the costs associated with implementation of the Mitigation Monitoring Program prior to issuance of the first Certificate of Occupancy for any building in the project. The costs associated with implementation of Mitigation Monitoring Program shall be calculated on a time and materials basis.
- P43. Minor changes to the Mitigation Monitoring Program may be made by the Planning Manager. Such changes shall not result in alteration of any mitigation measures, but shall be restricted to changes related to which phase of the Mitigation Monitoring Program (e.g., plan check, construction, pre-occupancy, post-occupancy) a mitigation measure is to be completed. Any such changes may be approved when it is found to be impractical to require completion of a mitigation measure during the phase specified in the Mitigation Monitoring Program.

Planning – Project Specific Conditions

- P44. A temporary use permit shall be obtained from the Planning Division prior to installation of a construction trailer on the project site.
- P45. Any new perimeter walls and/or fencing for the project shall be architecturally treated. The treatment shall be reviewed and approved by the Planning Division staff prior to issuance of grading permits.
- P46. Bicycle racks to accommodate nine (9) bicycles shall be provided on site. The location and type of bicycle racks shall be reviewed and approved by the Planning Division prior to issuance of building permits.
- P47. The site plan shall be revised to show a loading space on the site. The revisions shall be reviewed by staff at plan check and approved if appropriate.
- P48. Any support beams/structures utilized behind the parapet walls shall not be visible from public view.
- P49. The applicant shall contact all applicable regulatory agencies and apply for necessary permits prior to occupancy.
- P50. The east elevation shall be revised on plans submitted for building permit to provide added architectural detail.
- P51. The hotel shall provide 157 vehicle parking spaces on site.

II. FIRE

Fire – General Conditions

- F1. Ensure proper licensing of fire protection system engineers and California State Fire Marshal licensed installers for design specific systems. Additionally, a City of Lompoc business license may be required of any installers. Verify with the City Clerk any concerns for the local business license of project employees.
- F2. Automatic sprinkler systems are required in accordance with the most restrictive of the following: 2013 California Fire Code (CFC), the California Building Code (CBC), or the Lompoc City Code. Submit fire sprinkler and alarm system plans simultaneously with building plans.
- F3. Fire alarm systems are required in accordance with the most restrictive of the following: the CFC, CBC, or the Lompoc City Code, including 2013 CFC 903.4.2.
- F4. All fire extinguishers required to have an 'A' rating shall have a minimum rating of 2A10BC. Location, number and types shall be in accordance the California Code of Regulations Title 19.
- F5. All newly installed Fire Department connections will be required to install Knox brand FDC caps (or substantially similar as determined by the Fire Chief). Lompoc Ordinance No. 1601 Section 507.5.8.

Fire – Specific Conditions

- F6. The minimum turning radius shall be determined by the fire code official. Both driveway entry points and all turns around the building must allow room for aerial fire apparatus. 2013 CFC D103.3
- F7. The road around the hotel is an aerial fire apparatus access road, which shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof. 2013 CFC D105.2.
- F8. The FDC connection shall be located in a manner that is most conducive to connecting with the hydrant located on the Southwest driveway (200 block of West Barton Avenue) with the connection facing the street.
- F9. The hydrant and the FDC connection shall be on the same side of the driveway with the following standards:
 - i. Within 40 feet from an approved roadway or driveway and arranged so that hose lines can be readily attached to the inlets without interference from any nearby objects including buildings, fences, posts, plantings, or other Fire Department connections or otherwise approved by the Fire Chief or his/her designee;
 - ii. Within 50 feet from an approved hydrant;
 - iii. So that the inlet height shall not be less than 18 inches or more than 48 inches above grade; and
 - iv. Guard posts or other approved means shall be required to protect Fire Department inlet connections from vehicular damage.
- F10. The outdoor patio will require proper door swing that provides egress in compliance with 2013 CFC Section 1008 if the area contains gates that will enclose the patio.
- F11. A final fire inspection is required and shall be scheduled with the Lompoc Fire Department (805) 875-8063 prior to the issuance of the Certificate of Occupancy. Additional inspections shall be scheduled as necessary during the construction process and for project consultation.

III. POLICE – No General or Specific Conditions of Approval

IV. ENGINEERING

Engineering – General Conditions

- EN1. Public Improvement Plans are required with this development. Public Improvements include all work within the public right-of-way or easement and shall not include private onsite grading and improvements. A separate Public Improvement Plan is required.
Public Improvements:
 - a. Utilities – Electric (conduit, transformers, street lights, etc.), Water, and Sewer
 - b. Streets, Sidewalk, and Curb & Gutter
 - c. Street Signing and Striping
 - d. Drainage – Storm Drain Lines, Inlets & Filters, Main Lines, Sidewalk Drains, etc.
 - e. Existing and proposed public easements (permanent structures shall not be constructed over any public easements)

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

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

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

EN4. "Development Assistance Brochures" are available to facilitate the preparation of plans and reports by the Applicant's engineer and are an essential reference for the preparation of the Grading and Public Improvements Plan submittals. "Development Assistance Brochures" are available at:

http://www.cityoflompoc.com/PublicWorks/develop_asst.htm

EN5. In conformance with Title 12, Chapter 12.28.040 of the Lompoc City Code, the Improvement Plans, including but not limited to, grading, water, sewer, streets, electrical system, and other surface and subsurface improvements, shall be prepared based upon the control monuments as established by the City of Lompoc Coordinate Control System by Record Of Survey filed August 22, 2003, in Book 172, Pages 4 through 7, Santa Barbara County Records. All drawings, improvement plans and survey maps shall be prepared in accordance with the requirements currently in effect.

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

Easement Dedication

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

PUE's shall be dedicated by grant deed and prepared by a licensed land surveyor or qualified civil engineer. Grant deed forms are available at:

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

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

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

Plan Review

- EN8. After the Public Improvement Plans have been prepared and are ready for City review, the Applicant's Engineer shall submit **FOUR (4)** sets of prints to the Engineering Division for the first plan check. The Public Works Department, Utility Services Department, Fire Department, Building Department and Planning Department will review the check prints for conformance with the project conditions and City Standards. Plan submittal shall include additional information as required herein. **The Public Improvement Plans shall include ALL Public Improvements (i.e. sewer, water, driveways, sidewalk, etc.). These improvements shall be separate from the private site improvements shown on the Grading Plan.**
- EN9. First plan check submittal shall include hydraulic calculations (storm drain), a current Soils Investigation Report, and all other calculations and data necessary for review and approval of the project plans.

Landscape Plans

- EN10. Any landscape and irrigation plans required by the Planning Division shall be approved by the Public Works and Utility Departments prior to Public Improvement Plan approval by the Engineering Division. A "Reviewed By" signature block shall be provided on the landscape plan title sheet for the City Engineer's signature.
- EN11. All trees and large rooted shrubbery must be planted at least ten feet away from public utilities, including but not limited to, water, sewer, electric, stormdrain, cable and telephone.

Permits & Fees

- EN12. Encroachment Permit Fees are based on the City fee schedule in effect at the time first plan check is submitted.
- EN13. An Encroachment Permit shall be obtained from the Engineering Division for any work within City street right-of-way or easement. An itemized Engineer's cost estimate for construction of the proposed public improvements noted in EN1 shall be submitted to the Engineering Division and is used for determining the Encroachment Permit Fee.
- EN14. Prior to the issuance of an Encroachment Permit, the Applicant shall provide a letter to the Engineering Division, addressed to the City Engineer, stating that the engineer who prepared the Public Improvement Plans, or his/her designated representative, will perform periodic site observations of work shown on the approved Public Improvement Plans. **In addition, the letter shall state that the Owner is aware that as-built drawings will need to be completed and approved by the City prior to the issuance of the Certificate of Occupancy.**
- EN15. STREET IMPROVEMENT and TRAFFIC SIGNAL IMPACT FEES will be imposed upon the issuance of a building permit and are based on the City of Lompoc Development Impact Fee Schedule in effect at the time of permit issuance.

Drainage

- EN16. A Drainage/Hydrology Report shall be submitted to the Engineering Division with the first plan check submittal of the Public Improvement Plans.
- EN17. Drainage from parking lots to the public right-of-way or easement will be filtered through a City approved filter system. The filter shall be located on the development property and maintained by the property owner.

Sidewalk/Driveways

- EN18. All driveways shall provide a minimum 4-foot sidewalk area behind the apron, at 2 percent slope toward the street, for ADA compliance.

Final Approval

- EN19. Prior to issuance of the Certificate of Occupancy, any Public Improvements damaged during construction shall be repaired as directed by the Public Works Inspector and in conformance with the City of Lompoc Standard Plans and Specifications.

- EN20. Prior to issuance of the Certificate of Occupancy, Record Drawings in conformance with Development Assistance Brochure (DAB) E-30 shall be prepared and approved by the City Engineer. DAB E-30 can be downloaded from the City Engineering web page

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

- EN21. After construction is complete and the City has approved the Record Drawings, the Applicant shall:

- A. Provide the City Management Services Department, Information Systems Division, with a copy of the Record Drawings, in a computer format readily compatible for transfer to the City Geographic Information System. The following computer formats are acceptable for delivery: DGN (native Microstation); DWG; DXF. Record Drawing information submitted in computer format shall include, but not limited to the following:

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

Engineering – Project Specific Conditions

EN22. Developer shall provide verification (letter, memo or email) from Caltrans that there are no upgrade requirements for the existing ramp at the northwest corner of H Street and Barton Avenue.

EN23. Applicant to submit a draft copy of the Legal Description and Exhibit to the Engineering Division for review and approval of the easement areas to be abandoned. The Legal Description and Exhibit shall be prepared, signed and stamped by a licensed land surveyor or qualified civil engineer. With draft submittal include all referenced documents and a preliminary title report current within the last ninety days.

After approval of the Legal Description and Exhibit, the documents will be processed for recordation by the City of Lompoc.

EN24. Applicant shall pay the fair share percent contribution of 5.4% for the H Street/Central Avenue intersection improvements. The 5.4% of the improvement costs is \$80,949.62.

V. ELECTRIC

Electric – General Conditions

EL1. The Developer shall sign a Line Extension Agreement and pay all costs for the City to furnish and install electric power lines/equipment to and within the proposed development. These costs will include all labor, labor overhead, material, material handling charges and equipment/vehicle rentals necessary for the City to extend the City's electrical distribution system to serve the project. The total estimated cost, as mentioned in the Line Extension Agreement, must be paid prior to the City issuance of building permits.

EL2. The Developer shall provide a single line diagram showing voltage, phase, load requirements and size of planned switchboard. Three-phase electric services up to 200 Amps shall have 7-jaw meter sockets. Three-phase electric services above 200 Amps shall have 13-jaw meter sockets and provisions for a test switch and current transformers. The main switchboard shall conform to Electric Utility Service Equipment Requirements approved by the City of Lompoc. The developer shall pay the meter installation fee prior to the issuance of the building permit.

EL3. Electric meters and main disconnect switches shall be located on the exterior of the building or in an enclosure opening only to the exterior of the building. Meter enclosures shall be accessible at all times to electric division personnel. If the enclosure is to be locked, the lock shall be keyed to Schlage Lock No. C38587.

EL4. The Developer shall provide all necessary trenching and backfilling to Electric specifications. This will include trenching for primary cable, secondary cable, street light wiring and associated vaults and boxes. The Developer shall provide transformer pads as required. The project shall be at final grade prior to trenching for installation of underground electric facilities.

- EL5. The Developer shall furnish and install the service wire and conduit from the service panel to the transformer or secondary box. Upon approval of the building inspector, the City will make the final connections to the transformer and energize the service.
- EL6. For three-phase electrical service over 200 Amps, the Developer shall run a telephone service wire to the meter location for remote meter readings.
- EL7. Provide and install one 2-inch conduit, from the pull box in the street easement to the building, in same trench with the electrical service conduit.

Electric – Project Specific Conditions

- EL8. An electric easement will be required for electric lines and/or pad mount equipment installed on private property.
- EL9. Electrical Vaults shall not be located under parking spaces. Electrical Vaults will be moved at developer expense or incorporated into planter boxes, or other accessible areas.
- EL10. All improvement costs will be the responsibility of Developer.

VI. SOLID WASTE

Solid Waste – General Conditions

- SW1. Trash enclosures shall be designed in accordance with City standards for up to 450-gallon automated containers accessible to automated trash collection trucks and in locations as approved by the City Solid Waste Superintendent. The trash collection trucks are side loading and have a 40-foot turning radius. On-site circulation for the trucks shall be designed so trash collection trucks will not need to back up in order to turn around and exit.
- SW2. Trash enclosures shall not have any doors and shall be enclosed on three sides with a six-foot wall, which is architecturally compatible with the on-site buildings as approved by the City Planner. If doors are to be installed, the Owner must sign an Agreement with the City that the doors will be open on trash collection day or the containers will be placed on the curb for collection.
- SW3. Trash enclosure access openings must be placed no more than one-foot from drive aisle.
- SW4. Trash containers must be kept side-by-side and parallel with alley or drive aisle. Enclosures with more depth than the minimum required seven-foot depth of one container must be constructed with a wheel-stop sufficient to keep the containers at the front edge of the enclosure so that the operator of the trash collection truck does not have to move containers out for collection.
- SW5. If the applicant cannot provide an acceptable on-site trash enclosure, the property owner shall submit a written agreement indicating that the property owner/business operator will relocate the dumpster on collection days to a location as approved by the Solid Waste Superintendent. The applicant shall return the dumpsters to the enclosure within twelve (12) hours of pickup. Said agreement must be made prior to the issuance of building permits.

SW6. In accordance with the CALGreen Building Code (Sections 4.408 and/or 5.408), applicants are required to submit a site specific Solid Waste Management Plan (SWMP) and divert at least 50% of the construction/demolition materials during the project. The SWMP shall include, but not be limited to, the following information: identification of the waste materials to be diverted from landfill disposal through recycling or reuse, diversion methods and strategies, identification of diversion facilities where materials will be taken, and the designee of the responsible party to implement the SWMP. The approved SWMP shall be reproduced on the architectural/construction plans.

Solid Waste – Project Specific Conditions

SW7. A hotel of this size (156 rooms) is projected to need three 450-gallon containers for garbage, one 450-gallon container for recyclables, and a cardboard container (two to three cubic yards in size). Each container requires a 7-foot diameter, necessitating the enclosure to be a minimum, unobstructed interior width of 21 feet, and a depth of 14 feet.

VII. WATER

Water – General Conditions

- W1. This facility must comply with plumbing cross-connection control standards as required by City Ordinance and State law for the protection of water supplies. Information on acceptable back-flow assemblies is available from the City Water Division.
- W2. The size and location of all water meters shall be determined by the Engineer/Architect or authorized representative. All water meters will be furnished and installed by the Water Division at the expense of the Applicant.
- W3. All meter protection shall be by an approved Reduced Pressure Principle Backflow Prevention Assembly (RP) at the service connection. Information on acceptable assemblies is available from the City Water Division.
- W4. All public water system components must be constructed within public right-of-way or public easements.
- W5. When a fire sprinkler system is required or proposed, the utility plan shall show the location of the Fire Department Connection (FDC) with reference dimensions to the nearest fire hydrant. **Fire Department requires fire department connections to be within 50' of a fire hydrant.**
- W6. When a fire sprinkler system is required or proposed the utility plan shall show the fire line connection point to water main.
- W7. All requests for information needed to design fire sprinkler systems and to determine available or needed fire hydrant flow shall be made with the City Water Division.
- W8. All cross-connection control wet fire sprinkler systems with Fire Department Connection (FDC) shall be installed on private property and outside City right-of-way, per City Std. Dwg. No. 404 (last revised 06/2008).

Water – No Project Specific Conditions

VIII. WASTEWATER

Wastewater – General Conditions

- WW1. All new sewer main and lateral installations will be of Polyvinyl Chloride Plastic (PVC) SDR35 sewer pipe, including all pipe fittings and miscellaneous appurtenances. No glue joints are permissible.
- WW2. All PVC SDR35 sewer piping shall be furnished in the following lengths:
Piping from 8" to 12" in diameter – 20' maximum length
Piping from 15" to 60" in diameter – 12.5' maximum length
- WW3. In existing paved streets or alleys trench backfill, from one-foot above sewer pipe to subgrade, shall be one-sack cement slurry. Slurry cement backfill shall conform to the provisions of Subsection 19-3.062, "Slurry Cement Backfill", of the Caltrans Standard Specifications.
- WW4. A grease interceptor/trap shall be installed in community buildings where commercial appliances will be used.
- WW5. All food service establishments shall demonstrate compliance with Federal, State, and City requirements and sized according to the California Plumbing Code. In instances where multiple food service establishments are proposed, each food service establishment shall have its own grease trap/interceptor. A diagram of the grease trap(s)/interceptor(s) shall be included in the Grading plans and contain location, size, and type.
- WW6. All Users proposing to dispose of industrial waste into the City's sanitary sewer shall apply and obtain a wastewater discharge permit prior to connection and/or discharging into the City's sanitary sewer.
- WW7. All water softeners shall indicate type (i.e., self-regenerating, tank exchange) and location on either, the Architectural Plans for softeners indoors or the Grading Plans for softener outdoors. All water softeners shall comply with Federal, State, and City requirements. The discharge of self-regenerating water softeners is prohibited from entering the City's sanitary sewer.
- WW8. All wastewater improvements shall comply with Federal, State and City requirements for the protection of the City's Wastewater System.

Wastewater – Project Specific Conditions

- WW9. Provide a minimum slope of 0.30% throughout the new 8" sanitary sewer alignment.
- WW10. Provide a minimum of 0.10' drop through the manholes at the angle points.
- WW11. Provide an inline grease interceptor outside the building for the kitchen facilities.

IX. AVIATION/TRANSPORTATION – No General or Specific Conditions of Approval

X. BUILDING AND FIRE SAFETY

Building – General Conditions

- B1. The Project shall comply with the requirements of the 2010 California Code of Regulations Title 24 and current City of Lompoc regulations, except where noted.
- B2. Plans shall be submitted by a California licensed architect and/or engineer when required by the California Architect's Practice Act and by CBC [A]107.3.4.
- B3. A Grading Plan complying with City Standards and Appendix J of the CBC is required.
- B4. Fire-resistive assemblies may be required for occupancy separation and/or exterior wall protection. Parapets may be required in accordance with the CBC and CFC.
- B5. Dimensioned building setbacks and property lines, easements, street centerlines, and dimensions between buildings or other structures, along with all significant site features, shall be shown and identified on plot plans.
- B6. All property lines and easements shall be shown and identified on the plot plan. A written statement by the Applicant that such lines and easements are shown is required.
- B7. The Title/Cover /first sheet of the plans shall include, but are not limited to:
 - a. Code Analysis addressing all work
 - b. Complete Scope of Work to be performed
 - c. Occupancy group(s)
 - d. Description of use(s)
 - e. Type of construction
 - f. Height of the structure(s) and number of stories
 - g. Floor area of structure(s), existing and new, broken down by Use or Occupancy Type, with totals.
- B8. See City submittal requirements for other information that may be required in the Construction Documents, including but not limited to: Soils Engineer's Plan Review Letter, Energy Compliance Statements, CALGreen (CGBSC) code compliance forms, CWM Plan (Construction Waste Management Plan), listing of Special Inspections required, Deferred Submittals.
- B9. Provide accurate dimensions and square footage calculations on the plans.
- B10. State of California accessibility requirements shall be incorporated within the design of the site and structures, per the 2013 CBC. Please contact the Building Official to discuss
- B11. Fire sprinklers may be required per Building, Fire, and/or City codes. Fire sprinkler and alarm system plans shall be submitted simultaneously with building plans – no deferred submittals.
- B12. The Project shall show compliance with the 2010 Energy codes, CALGreen codes, and current City and State water conservation regulations. See also SB 407 for requirements for non-compliant plumbing fixture replacement schedules regardless of construction.

- B13. Contractor shall minimize the use of street parking by construction workers and equipment during construction. Temporary toilet and handwash facilities for construction are required. Trash and debris shall be contained on-site.

Building – Project Specific Conditions

- B14. Show compliance with the 2010 CALGreen (CGBSC) Non-Residential Mandatory Measures, including outdoor lighting, bicycle parking, water use reduction, construction waste, pollutant control, acoustic control, etc.
- B15. Sheet T002 indicates use of the 2007 California Code of Regulations, Title 24. Please revise all calculations and designs to comply with the 2010 codes, per your submittal date of Dec.5, 2014. The 2010 codes will be in effect for this project, except as discussed under Item B10 above.
- B16. Provide on the plans the occupant load for each floor level; the occupancy types of each area on each floor, and show the travel distance to each required exit. Please review the code for Area of Refuge requirements, as applicable.

XI. GRADING

Grading – General Conditions

- GR1. Grading Plans shall be prepared by or under the supervision of a registered Civil Engineer or Architect.
- GR2. Grading shall be designed in accordance with the City's "Standard Requirements for The Design and Construction for Subdivisions and Special Developments," as last revised. Said Standard Requirements are available online at:

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

- GR3. Grading Plans shall be prepared in conformance with City of Lompoc "Development Assistance Brochures." E-10 through E-90 that apply, "Development Assistance Brochures" are available to facilitate the preparation of plans and reports by the Applicant's engineer and are an essential reference for the preparation of Grading Plan submittals. "Development Assistance Brochures" can be obtained from the City Engineering web page:

http://www.cityoflom poc.com/PublicWorks/develop_asst.htm

- GR4. In conformance with Title 12, Chapter 12.28.040 of the Lompoc City Code, the Improvement Plans, including but not limited to, grading, water, sewer, streets, electrical system, and other surface and subsurface improvements, shall be prepared based upon the control monuments as established by the City of Lompoc Coordinate Control System by Record Of Survey filed August 22, 2003, in Book 172, Pages 4 through 7, Santa Barbara County Records. All drawings, improvement plans and survey maps shall be prepared in accordance with the requirements currently in effect.

- GR5. First plan check submittal shall include estimated grading quantities, a current soils investigation report, retaining wall calculations, drainage and infiltration analysis/calculations, and all other pertinent information (as needed) relating to the Grading Plans and their approval.
- GR6. The Soils Investigation Report shall be prepared by a Soils Engineer who will be retained by the Applicant to observe, test, and certify that all recommendations outlined in the Soils Investigation Report are fulfilled during construction. A signature block shall be provided on the Grading Plan stating that the Soils Engineer has verified that the plans are in accordance with the Soils Report. The signature block shall list the title of the Soils Report, the preparer and the dated prepared.
- GR7. Dust and Erosion Control shall be in conformance with the Standards and regulations of the City of Lompoc.
- GR8. The Permittee shall put into effect and maintain all precautionary measures necessary to protect adjacent water courses and public or private property from damage by erosion, flooding, deposition of mud or debris originating from the site. Please refer to the SWPPP (State of California Storm Water Pollution Prevention Plan) regulations.
- GR9. Building pads shall have a drainage gradient of 2% toward approved drainage facilities. Finished grades shall slope 5% for 10 feet away from the building.
- GR10. Grading Permit fees are based on Section 2 of the Master Fee Schedule adopted by City Council Resolution No. 5386(07).
- GR11. A Grading Permit issued by the Building Division is required prior to any excavation or filling on the site. Any stockpiling of fill dirt will require a Temporary Grading Permit.
- GR12. Prior to the issuance of a Grading Permit, the Applicant shall provide a letter to the Building Division, addressed to the Building Official, stating that the engineer who prepared the Grading Plans, or his/her designated representative, will perform periodic site observations of work shown on the approved Grading Plans. **In addition, the letter shall state that the Owner is aware that as-built drawings will need to be completed and approved by the City prior to the issuance of the Certificate of Occupancy.**
- GR13. Drainage from parking lots and private streets to the public right-of-way will be filtered through a City approved filter system. The filter shall be located on the development property and maintained by the property owner.
- GR14. NOT USED
- GR15. The on-site drainage system must be properly designed to maximize infiltration of roof and/or surface runoff into the underlying soil before discharging into a public storm drain, street or alley.
- GR16. Parking lot design and structural section shall conform to the City's Standard Requirements, Section 8 and conforming to E-70 DAB.
- GR17. Areas of the parking lots that will be used for truck traffic shall be designed with a heavier structural section than areas for passenger cars.

GR18. An "R" value shall be determined by the Soils Investigation and included in the Soils Report. A note shall be placed on the Grading Plan stating that "R" value samples shall be obtained and tested at the completion of rough grading, and the pavement sections confirmed or revised, to the satisfaction of the City Engineer.

GR19. Prior to the issuance of the Certificate of Occupancy, Record Drawings in conformance with Development Assistance Brochure (DAB) E-30 shall be prepared and approved by the City Building Official. DAB E-30 is available upon request at the Engineering Division or on line at the following City of Lompoc web address:

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

GR20. A licensed surveyor/engineer shall verify pad elevations, setbacks, and roof elevations and provide documentation to the City prior to the issuance of the Certificate of Occupancy.

GR21. After the Record Drawings have been approved, the Applicant shall provide the City Management Services Department, Information Systems Division, with the following as-built information, in a computer format readily compatible for transfer to the City Geographic Information System [computer formats acceptable for delivery include DGN (native Microstation); DWG (any version); DXF]. Record Drawing information submitted in computer format will include but not be limited to the following:

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

GRADING – PROJECT SPECIFIC CONDITIONS

GR22. In accordance with City Ordinance No. 1576(13), an Erosion and Sediment Control Plan shall be prepared as part of the Grading Plan and is required prior to Grading Permit issuance. Contact Lori Speer at 875-8289 or l_speer@ci.lompoc.ca.us for a list of the Erosion and Sediment Control Plan requirements.

XII. STORM WATER

Storm Water – Project Specific Conditions

- S1. A Notice of Intent shall be filed with the State Water Resources Control Board and a Storm Water Pollution Prevention Plan (SWPPP), meeting all the requirements of the currently adopted Construction General Permit, shall be submitted to the City Planning Division and the City Engineering Division for review. No grading shall take place until a SWPPP for the project has been approved, a grading permit has been issued and the approved SWPPP is on-site.
- S2. Roof drains and gutters shall be directed to landscaping, unless to do so would result in foundation damage or slope instability, as verified by a statement to that effect, stamp and signature, by qualified engineer, on the improvement plans. Roof drains and gutters may also be piped directly to infiltration basins throughout the project site.
- S3. A Storm Water Control Plan shall be fully completed and submitted.
- S4. The project improvement plans shall show compliance with the storm water requirement for five (5) percent or less Effective Impervious Area (EIA). Note: EIA is calculated using 5% of the total new impervious area proposed on-site, not the total area of the site or site improvement. Storm Water Control Measures (SCMs) including infiltration structures, bio-retention or infiltration basins, vaults or similar, shall be shown, details and cross-sections provided on improvement, grading, drainage and landscaping plans. Their design, location and proposed plantings shall be subject to review by the City Engineering and Planning Divisions, prior to issuance of grading permits. Percolation testing shall be conducted to determine if the proposed location, size, method and construction proposed for the Infiltration Area(s) will be able to meet the 5% EIA infiltration requirement. Minor modifications to the location and methods of stormwater infiltration, consistent with other conditions of approval, may be approved by Planning Division Staff, as long as the requirement for 5% EIA is met.
- S5. A statement shall be included on the improvement plans that “Each Infiltration Area (Structural Storm Water Control Measures or SCMs) is adequately sized and designed to infiltrate its captured percentage of the total 95% of the runoff from the 85th percentile, 24-hour storm, over the new or replaced impervious area, within 72 hours. (Note: EIA is calculated using 5% of the total impervious area proposed on-site, not the total area of the site or site improvement.) The statement shall be signed and stamped by a licensed professional engineer.
- S6. All storm water that flows from paved areas of vehicle travel, maintenance, parking or uncovered outdoor storage, shall be filtered for trash, sediment, oil and grease, prior to discharge into City streets, storm drains, infiltration SCMs, landscaped area, biologically sensitive areas or the Santa Ynez River and its tributaries. Trash filters shall be of the type required by the City and the State Water Resources Control Board at the time of installation.
- S7. Just prior to installation of underground SCMs or infiltration basins, the City Planning Division shall be notified, to allow opportunity to photograph the installation process and materials.

- S8. Storm drain inlets shall be stenciled or marked “No Dumping, Drains to the River” and storm infiltration inlets shall be stenciled “No Dumping, Drains to Groundwater”.
- S9. The property owner shall be responsible for maintaining structural (SCMs) free from trash, litter, and odor and in a manner that allows full functioning and infiltration capacity of the SCM. Maintenance shall be regularly performed as described in the Storm Water Control Measure Maintenance Plan prepared for the project. Infiltration areas shall be maintained to ensure they continue to infiltrate the 85th percentile storm, are clean and devoid of trash/refuse and that plant material is living. If infiltration areas cease to function properly and result in off-site flooding, any cost incurred by the City of Lompoc in remediating the situation shall be assessed to the property owner.
- S10. Each SCM shall be inspected a minimum of once a year, by a licensed engineer, prior to October 1, cleaned out and replaced as necessary and a report detailing the inspection, date, person inspecting, condition of the SCM and measures taken to clean or replace, shall be submitted to the City of Lompoc Planning Division, documenting the inspection and any maintenance actions taken.
- S11. The project engineer shall prepare a memo listing short and long-term maintenance requirements, recommended frequency of maintenance, and details of maintenance, for each SCM to be installed. The memo shall be submitted with the improvement plans and will be incorporated into the Storm Water Control Measure (SCM) Maintenance Plan and property owner’s commitment to SCM maintenance (see 10 below).
- S12. The property owner(s) shall sign a statement accepting responsibility for the operation and proper maintenance of the Storm Water Control Measures installed on-site, storm water filters, trash capture devices, gutters, landscaping and “No Dumping Drains to the River / Groundwater” stencils or markers on storm drain inlets, in a form acceptable to the City Attorney, which shall be recorded prior to issuance of occupancy permit for the project.
- S13. Prior to Issuance of Occupancy Permits, privately owned LID features and facilities, and on-site treatment structures and controls shall be inspected by the designing engineer to ensure they are properly in place, per the approved plans. As-built plans shall be produced, signed and stamped by the engineer or a letter issued with signature, date and stamp, verifying the proper installation of the project SCMs, including, but not limited to: Infiltration basins or boxes and interceptors or other required storm water filters.
- S14. No pollutants, including, but not limited to, sediment, chemicals, trash and contaminated storm water shall be discharged from private property into, or where they could be transported to, City property, the City’s storm drain system, streets, storm channels, or waterways, either during or after construction.

I, Atul Patel, representing the property owner, do hereby declare under penalty of perjury that I accept all conditions imposed by the Planning Commission in their approval of the project. As property owner, I agree to comply with these conditions and all other applicable laws and regulations at all times.

Name

Date

**MITIGATION MEASURES
DR 14-11 – HILTON GARDEN INN
1201 NORTH H STREET – APN: 089-490-013**

The following Mitigation Measures per the Mitigated Negative Declaration prepared April 2015 (SCH No. 2015041079) apply to the plans for DR 14-11, received by the Planning Division and stamped on December 5, 2014 and January 29, 2015, and reviewed by the Planning Commission on June 10, 2015.

AES1. In order to assure that no additional light and glare spills off of the project site into the existing neighborhood, the applicant will submit a lighting plan showing: lumens, fixture type, placement, height of any lighting proposed for the development.

Monitoring: The applicant will submit a lighting plan showing any proposed lighting for the development, the adequacy of the plan will be reviewed by City staff during plan check.

NSE1. Short-term noise impacts will result during the construction phase.

Monitoring: Hours of construction shall be limited to:

- Monday through Friday - between the hours of 7:30 am and 5 pm
- Saturday - between the hours of 8 am and 5 pm
- Sunday - None

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

CIR1. The applicant shall fully implement the required improvements recommended by ATE, Inc. stated in the Final Traffic and Circulation Study. The analysis found that the Central Avenue/H Street intersection would operate in the LOS D and would require improvements based on the City’s LOS C standard. The City has identified improvements for this intersection as part of the Wye Specific Plan. These improvements include installation of dual northbound and southbound left-turn lanes at the intersection. The project contribution to cumulative traffic at this intersection is 5.4%.

Monitoring: The applicant and contractor shall identify the required transportation improvements on the project site plan subject to review by the Engineering and Planning Divisions and shall implement the approved transportation improvements prior to issuance of a Certificate of Occupancy for the building.

UTL1. The applicant shall install sedimentation and grease filters, employing Best Management Practices (BMP), in the storm drain system.

Monitoring: Staff will review the grading plan to ensure that sedimentation and grease filters, employing Best Management Practices (BMP), are shown in the storm drain system. Once in place, staff will inspect the filters to ensure that they were installed correctly.

I, Atul Patel, representing the property owner, do hereby declare under penalty of perjury that I accept all mitigation measures imposed by the Planning Commission in their approval of the project. As property owner, I agree to comply with these conditions and all other applicable laws and regulations at all times.

Name

Date

**CITY OF LOMPOC
ENVIRONMENTAL CHECKLIST FORM**

A. PROJECT INFORMATION:

Project Title: Hilton Garden Inn	Project No: DR 14-11	
Lead Agency Name and Address: City of Lompoc 100 Civic Center Plaza, Lompoc, CA 93436 P.O. Box 8001, Lompoc, CA 93438-8001	Contact Person and Phone Number: Megan Lowery Contract Planner (805) 875-8277	
PROJECT DESCRIPTION / LOCATION: A request by Lompoc Land Holding LLC, for Planning Commission consideration of a proposal to construct a four-story hotel with parking and landscaping. The hotel is approximately 108,000 square feet and includes 156 guestrooms, meeting rooms, a dining area, and a swimming pool. The proposed project site is approximately 2.8 acres and is located at 1201 North H Street in the Planned Commercial Development (PCD) Zoning District (Assessor Parcel Number: 089-490-013).		
Public Agencies with Approval Authority (Including permits, funding, or participation agreements): City of Lompoc		
Project Applicant, Name and Address: Atul Patel Lompoc Land Holding LLC 1417 North H Street Lompoc CA, 93436 (805) 680-4627	Project Consultant: Abbey Sahle MCG Architect 111 Pacifica, Suite 280 Irvine, CA 92618 (949) 553-1117	
General Plan Designation: General Commercial	City Zoning Designation: Planned Commercial Development (PCD)	
Surrounding Land Use Designation: North – General Commercial South – General Commercial East – General Commercial West – Medium Density Residential	Surrounding Land Uses: North – Commercial South – Commercial East – Commercial West – Residential	
Environmental Setting: Existing urbanized area.		
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 checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture 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	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology / Water
<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise
<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation / Traffic	<input checked="" type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings

B. TECHNICAL STUDIES

The following Technical Studies were prepared for this document:

Title	Prepared by/Date	Attached to EIS	Available for Review
CalEEMod	Rincon Consultants, Inc. – April 23, 2015		X
Traffic and Circulation Study	Associated Transportation Engineers (ATE) – March 12, 2015		X

C. ENVIRONMENTAL IMPACTS:

Identify the potential for significant adverse impacts below. Note mitigation measures, if available, for significant adverse impacts.

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

Comments:

- a) The proposed hotel will not have a substantial adverse impact on a scenic vista as there is no scenic vista in the immediate area identified on the City of Lompoc Urban Design Features Map in the Urban Design Element of the City's General Plan, adopted in September 2014.
- b) The proposed hotel will not substantially damage scenic resources within a state scenic highway, as it is not located adjacent to a state scenic highway.
- c) The proposed hotel will not substantially degrade the existing visual character or quality of the site and its surroundings, as staff will review project architecture to assure compliance with established City *Architectural Review Guidelines*.
- d) The proposed hotel will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area as a lighting plan will be required as a condition of approval to assure that no substantial light and/or glare will adversely affect day or nighttime views in the area.

Mitigation:

In order to assure that no additional light and glare spills off of the project site into the existing neighborhood, the applicant will submit a lighting plan showing: lumens, fixture type, placement, height of any lighting proposed for the development.

Monitoring:

The applicant will submit a lighting plan showing any proposed lighting for the development, the adequacy of the plan will be reviewed by City staff during plan check.

II. AGRICULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				X

Comments:

- a) The proposed hotel will not 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 as the site is within the existing City limits, the site has not recently been utilized for farming, the site was previously developed and the site is surrounded by existing development.
- b) The proposed hotel will not conflict with existing zoning for agricultural use, or a Williamson Act contract as the size of the parcel is too small (less than 20 acres) for a Williamson Act contract to be implemented and the site was previously developed.
- c) The proposed hotel will not involve changes in the existing environment, which, due to its location or nature, could result in conversion of Farmland to non-agricultural use. The site has not been recently utilized for agricultural use and was previously developed.

III. AIR QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Comments:

Federal and state ambient air quality standards for certain criteria pollutants have been established to protect human health. Lompoc is located within the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties, and is within the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). The California Air Resources Board (CARB) has established air quality standards and is responsible for the control of mobile emission sources, while the SBCAPCD is responsible for enforcing standards and regulating stationary sources. At present, the Santa Barbara County portion of the SCCAB is in non-attainment for the state eight-hour ozone standard and the state standard for particulate matter 10 micrometers or less in diameter (PM₁₀).

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

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

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

a) Clean Air Plan Consistency: The proposed project would involve development of a four story hotel on a site that was previously developed with an 18,420 sq. ft. automobile dealership. The property is designated for General Commercial (GC), and is zoned for Planned Commercial Development (PCD). The proposed project would be consistent with the existing land use designation for the site.

The California Clean Air Act requires that air districts create a Clean Air Plan (CAP) that describes how the jurisdiction will meet air quality standards. These plans must be updated every three years. The most recent SBCAPCD CAP was adopted in ~~2014~~ March 2015. According to SBCAPCD CEQA guidelines, projects are considered consistent with the Clean Air Plan (CAP) if they incorporate appropriate CAP Transportation Control Measures (TCM) and any applicable stationary source control measures, and are consistent with SBCAPCD rules and regulations, including standard dust reduction measures (see part b-c in this section). Although the project would result in additional vehicle trip generation compared to the existing automobile dealership use on the site, the project would be an infill development and therefore would not substantially increase average vehicle miles traveled in the City. Measures to reduce the number and length of motor vehicle trips have been incorporated by reference into the Lompoc General Plan in accordance with the Clean Air Plan for Santa Barbara County. These include facilitating transit use, carpooling, bicycling and other non-motorized modes of transportation. Since the proposed project would incorporate applicable TCMs, would be consistent with the existing General Plan land use designation for the site, and would not involve stationary emissions sources, the project would be consistent with the CAP and this impact would be less than significant.

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

Construction Emissions. Construction of the proposed project would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}), exhaust emissions from heavy construction

vehicles, and ROC that would be released during the drying phase after application of architectural coatings.

Construction would generally consist of site preparation, grading, construction of the proposed hotel, as well as paving, and architectural coating. Architectural coatings were assumed to be applied to the interiors and exteriors of all proposed buildings. PM₁₀ emitted during construction activities varies based on the level of activity, the specific operations taking place, the equipment being operated, local soils, and weather conditions. Emissions associated with construction activity would be required to comply with standard SBCAPCD dust and emissions control measures.

Project construction was assumed to begin in 2016 and conclude in 2017, based on CalEEMod defaults for the South Central Coast Air Basin (SCCAB) and the size of the proposed buildings. The CalEEMod estimate of construction emissions is available in the Appendix. Table 1 summarizes the estimated maximum daily construction emissions of ROC, NO_x, CO, PM₁₀, and PM_{2.5}. Table 2 summarizes emissions of these criteria pollutants in tons per year, and compares estimated emissions to the SBCAPCD guidelines for determining the significance of construction impacts.

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

<u>Maximum Emissions (lbs/day)</u>	ROC	NO_x	CO	PM₁₀	PM_{2.5}
	15.36	33.13	28.5	8.58	5.13

Notes: All calculations were made using CalEEMod. Winter emissions were used due the higher emissions. Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust. Site Preparation and Grading phases includes adherence to the conditions listed above that are required by SBCAPCD to reduce fugitive dust.

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

<u>Maximum Emissions (tons/year)</u>	ROC	NO_x	CO	PM₁₀	PM_{2.5}
	0.9	3.3	2.9	0.3	0.2
<u>Threshold</u>	25	25	None	None	None
<u>Threshold Exceeded?</u>	No	No	No	No	No

Notes: All calculations were made using CalEEMod results and assuming that daily emissions would be equal to the maximum daily emissions calculated in CalEEMod. Winter emissions were used due the higher emissions. Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust. Site Preparation and Grading phases includes adherence to the conditions listed above that are required by SBCAPCD to reduce fugitive dust.

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

- *During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering*

- frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.*
- *Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.*
 - *Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.*
 - *If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.*
 - *After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.*
 - *The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.*
 - *Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans.*
 - *All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.*
 - *Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.*
 - *All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.*
 - *Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.*
 - *Diesel powered equipment should be replaced by electric equipment whenever feasible.*
 - *If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.*
 - *Catalytic converters shall be installed on gasoline-powered equipment, if feasible.*
 - *All construction equipment shall be maintained in tune per the manufacturer's specifications.*
 - *The engine size of construction equipment shall be the minimum practical size.*
 - *The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.*
 - *Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.*

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

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

Emission Source	ROC	NO_x	CO	PM₁₀	PM_{2.5}
Mobile	5.2	8.6	46.1	3.7	1.0
Energy (Natural Gas and electricity)	<0.1	0.4	0.4	<0.1	<0.1
Area (Consumer Products and Architectural Coating)	2.8	< 0.1	< 0.1	< 0.1	< 0.1
Total Emissions	8.1	9.0	46.5	3.7	1.1
<i>Threshold: Total Emissions (Transportation and On-Site/Area Sources)</i>	240	240	None	80	None
Threshold Exceeded?	No	No	<i>n/a</i>	No	<i>n/a</i>
<i>Threshold: Total Emissions (Transportation Sources Only)</i>	25	25	None	None	None
Threshold Exceeded?	No	No	<i>n/a</i>	No	<i>n/a</i>

Note: Winter emissions were used due the higher emissions.

As shown in Table 3, operational emissions from the project would be below applicable SBCAPCD thresholds for all applicable criteria pollutants. Therefore, operation of the project would result in a less than significant impact related to regional criteria pollutant emissions.

Based on the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (Updated March 2014), carbon monoxide "hotspot" analyses are no longer required. Based on the number of average daily trips (ADT) that would be generated by the project (1,266 ADT), the project would not be expected to result in a local exceedance of federal or State ambient air quality standards for CO. Therefore, the project would have a less than significant impact related to localized CO concentrations.

d) Sensitive Receptors: Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential uses are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Existing residential uses are adjacent to the site on its western boundary. There are also residences across Barton Avenue approximately 400 feet to the southwest of the property, and across H Street, approximately 500 feet to the east of the property. Adjacent sensitive receptors may be affected by short-term emissions during construction activity on the

project site. SBCAPCD requirements pertaining to minimizing construction-related emissions, as stated above, would be implemented during project construction, which would reduce adjacent receptor exposure to pollutant concentrations. New vehicle trips generated by the proposed project would also result in air contaminant emissions along local roadways. However, local receptors would not be exposed to substantial pollutant concentrations, since the project would only involve minor releases of air contaminants during construction and operations (refer to part b-c, above). As described in detail above, the proposed project would not result in an exceedance of any thresholds for operational emissions. Therefore, impacts to sensitive receptors would be less than significant, and health risk public notification thresholds would not apply to the proposed project.

e) Odors: The proposed hotel would not be expected to result in substantial objectionable odors. The restaurant space within the hotel would be expected to generate normal odor levels associated with food preparation. The nearest sensitive receptors are residences located adjacent to the site on its western boundary. However, because the project site would not result in substantial objectionable odors, the impact of on adjacent properties would be less than significant.

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

Comments:

a-d) The proposed hotel will not have a substantial adverse effect on any species identified as a sensitive species in local or regional plans or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, nor will the project affect federally protected wetlands, nor will the project affect migratory

wildlife corridors, nor will the project affect biological resources, because the project is in an urbanized area and is not identified in the Lompoc General Plan as being in an area of biological significance.

e) The site is not identified on the “Biologically Significant Areas” Map located in the City of Lompoc General Plan adopted October 1997.

f) The use is proposed on property within an urbanized area. The City of Lompoc Biological Resources Study, prepared by Arthur D. Little in February 1987, identifies no biological resources that will be impacted by the development of this site.

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

Comments:

a-b) The proposed hotel will not cause a substantial adverse change in the significance of a historical or archaeological resource, as identified in Section 15064.5, because the subject site is not identified in the City of Lompoc Cultural Resource Study as having a historical or archaeological resource on the site. Standard conditions of approval related to the accidental discovery of archaeological resources during site construction activities are included below.

c) The proposed hotel will not directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature. The site is not identified on the “Archeological Sensitivity Zones” Map located in the City of Lompoc General Plan adopted October 1997. Standard conditions of approval related to the accidental discovery of paleontological resources during site construction activities are included below.

d) The proposed hotel will not disturb any human remains, including those interred outside of formal cemeteries. The site is not identified on the “Archeological Sensitivity Zones” Map located in the City of Lompoc General Plan adopted October 1997. Standard conditions of approval related to the accidental discovery of human remains during site construction activities are included below.

- If archaeological artifacts are unearthed or exposed during construction, all ground disturbing work shall stop immediately and the artifacts and the site shall be evaluated by an experienced archaeologist. An appropriate plan for the preservation of the artifacts from the site shall be prepared and its implementation overseen by an experienced Archaeologist, prior to the restarting of ground disturbing work at the project site.
- If paleontological artifacts are unearthed or exposed during construction, all ground disturbing work shall stop immediately and the City notified. The artifacts and site shall be evaluated by an experienced Paleontologist/cultural resources specialist. An appropriate plan for the preservation of the artifacts from the site shall be prepared and its implementation overseen by an experienced Paleontologist.
- If human remains are accidentally discovered or recognized during construction, all excavation and ground disturbing work on or adjacent to the project site (or area of discovery) shall stop immediately. The County Coroner of the County in which the remains are discovered shall be contacted and the

Native American Heritage Commission shall be notified immediately and their recommendations and requirements adhered to, prior to continuation of construction activity.

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Comments:

a) The site is not identified on the City of Lompoc General Plan “Geologic and Soils Hazards” Map as being located in an area subject to liquefaction, landslides, or seismic activity, therefore, the project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death.

b-e) Based upon the 1987 study by the Morro Group, “City of Lompoc Seismic and Geologic Conditions Study”, the area is not subject to unusual geologic activity nor does it have unique features.

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

Comments:

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

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

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

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

The significance of project GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). Emissions of all GHGs are reported based on their equivalent weight in CO₂ (CO₂e). Neither the City of Lompoc nor the SBCAPCD has developed or adopted GHG significance thresholds; however, Santa Barbara County recommends the use of San Luis Obispo Air Pollution Control District (SLOAPCD) Greenhouse Gas Thresholds, as adopted in April 2012 (SLOAPCD, 2012). SLOAPCD GHG thresholds are summarized in Table 1.

Table 1
SLOAPCD GHG Significance Determination Criteria

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

*SP = Service Population (residents + employees)

For projects other than stationary sources, compliance with either a Qualified Greenhouse Gas Reduction Strategy, or with the Bright-Line (1,150 CO₂e/ yr.) or Efficiency Threshold (4.9 MT CO₂e/SP/yr.) would result in an insignificant determination, and in compliance with the goals of AB 32. The construction emissions of projects will be amortized over the lifetime of a project (25 years for commercial projects, based on SLOAPCD's CEQA Air Quality Handbook [April, 2012]) and added to the operational emissions. Emissions from construction-only projects (e.g. roadways, pipelines, etc.) will be amortized over the life of the project and compared to an adopted GHG Reduction Strategy or the Bright-Line Threshold only.

The SLOAPCD “bright-line threshold” was developed to help reach the AB 32 emission reduction targets by attributing an appropriate share of the GHG reductions needed from new land use development projects subject to CEQA. Land use sector projects that comply with this threshold would not be “cumulatively considerable” because they would be helping to solve the cumulative problem as a part of the AB 32 process. Such small sources would not significantly add to global climate change and would not hinder the state’s ability to reach the AB 32 goal, even when considered cumulatively. The threshold is intended to assess small and average sized projects, whereas the per-service population guideline is intended to avoid penalizing larger projects that incorporate GHG-reduction measures such that they may have high total annual GHG emissions, but would be relatively efficient, as compared to projects of similar scale. Therefore, the bright-line threshold is the most appropriate threshold for the proposed project, and the proposed project would have a potentially significant contribution to GHG emissions if it would result in emissions in excess of 1,150 metric tons of CO₂e per year.

Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO₂, CH₄, and N₂O because these comprise 98.9% of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, because the project is a hotel development, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted, but these other GHG emissions would not substantially add to the calculated CO₂e amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (January 2008) and include the use of the California Climate Action Registry (CCAR) General Reporting Protocol (January 2009).

a) GHG emissions associated with the Hilton Gardens Inn Project construction and operations are discussed below.

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

Construction of the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Emissions associated with the construction period were estimated using the California Emissions Estimator Model (CalEEMod) Version 2013.2.2, based on the CalEEMod default projections for the amount of equipment that would be used onsite at one time. Construction activity is assumed to occur over a period of approximately 12 months based on the

standard assumptions of CalEEMod. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Complete results from CalEEMod and assumptions can be viewed in the Appendix.

Table 2
Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent (CO₂e))
Total Estimated Construction Emissions	353.7 metric tons
Amortized over 25 years	14.1 metric tons per year

As shown in Table 2, construction activity associated with the project would generate an estimated 353.7 metric tons of CO₂e. Amortized over a 25-year period (the assumed lifetime of commercial projects, based on the SLOAPCD *CEQA Air Quality Handbook* [April 2012]), construction of the proposed project would generate an estimated 14.1 metric tons of CO₂e per year.

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

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

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User's Guide, 2013). Waste disposal rates by land use and overall composition of municipal solid waste in California were primarily based on default CalEEMod projections for hotel rooms.

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

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

A limitation of the quantitative analysis of emissions from mobile combustion is that emission models, such as CalEEMod, evaluate aggregate emissions, meaning that all vehicle trips and related emissions assigned to a project are assumed to be new trips and emissions generated by the project itself. Such models do not demonstrate, with respect to the statewide or global emissions impact, what proportion of GHG emissions are actually "new" emissions, specifically attributable to the project in question. For most projects, the main contributor to GHG emissions is from motor vehicles; however, the quantity of vehicle trips appropriately characterized as "new" is usually uncertain as traffic associated with a project may be

relocated trips from other locales. In other words, vehicle trips associated with the project may include trips relocated from other existing locations, as people begin to use the proposed project instead of similar existing hotel uses. Therefore, because the proportion of “new” versus relocated trips is unknown, the VMT estimate generated by CalEEMod is used as a conservative, “worst-case” estimate.

Combined Annual Construction, Operational, and Mobile GHG Emissions. Table 3 combines the construction and operational GHG emissions associated with development for the proposed project. As described above, emissions associated with construction activity (approximately 353.7 metric tons CO₂e) are amortized over 25 years (the anticipated lifetime of commercial projects).

Table 3
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Construction	14 metric tons CO ₂ e
Operational	
Area	<0.1 metric tons CO ₂ e
Energy	247 metric tons CO ₂ e
Solid Waste	39 metric tons CO ₂ e
Water	13 metric tons CO ₂ e
Mobile (CO₂ and CH₄)	736 metric tons CO ₂ e
Mobile (N₂O only)	40 metric tons CO ₂ e
Total	1,089 metric tons CO₂e

As shown in Table 3, the combined annual emissions would total approximately 1,089 metric tons per year of CO₂e. These emissions would not exceed the applicable threshold of 1,150 metric tons per year. Therefore, impacts resulting from GHG emissions would be less than significant.

b) Neither the City of Lompoc nor the County of Santa Barbara has adopted a Climate Action Plan or other qualified Greenhouse Gas Reduction Plan.

The County of Santa Barbara Planning Commission held a public hearing on September 23rd, 2014 to receive a briefing on a draft Energy and Climate Action Plan (ECAP) for County of Santa Barbara. However, this plan applies to unincorporated areas of Santa Barbara County and not incorporated cities such as City of Lompoc. As there is no locally adopted Greenhouse Gas Reduction Plan, applicable State greenhouse gas emissions plans, policies, and regulations are discussed herein.

CalEPA’s Climate Action Team (CAT) published the 2006 CAT Report which includes GHG emissions reduction strategies intended for projects emitting less than 10,000 tons CO₂e/year. In addition, the California Attorney General’s Office has developed Global Warming Measures (2008) and OPR’s CEQA and Climate Change (CAPCOA, 2008) document includes greenhouse gas reduction measures intended to reduce GHG emissions in order to achieve statewide emissions reduction goals. All of these measures aim to curb the GHG emissions through suggestions pertaining to land use, transportation, renewable energy, and energy efficiency. Several of these actions are already required by California regulations, such as:

- AB 1493 (Pavley) requires the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks.
- In 2004, ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.

- The Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989) established a 50% waste diversion mandate for California.
- Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).
- California’s Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 33 percent of retail electricity sales from renewable energy sources by 2020, within certain cost constraints.
- Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels.

The Hilton Garden Inn Project would not conflict with any of these State regulations intended to reduce GHG emissions. Because there is no locally adopted Greenhouse Gas Reduction Plan to reduce GHG emissions from new development, and because the project would not conflict with any State regulations intended to reduce GHG emissions statewide, the Hilton Garden Inn Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Consistency with these state regulations and goals illustrates that the project would not conflict with the state’s greenhouse gas-related legislation and would not contribute to the inability to meet reduction goals. Therefore, this impact would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Comments:

- a-c) The proposed hotel will not create a significant hazard to the public or the environment as hazardous materials will not be used, transported, or disposed of on the site.
- d) The proposed hotel will not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment, based on a check of the lists prepared by the Certified Unified Program Agency of unauthorized releases and fuel tank locations.
- e-f) The proposed hotel, is located within two miles of the Lompoc Municipal Airport, however, the project is proposed on a parcel surrounded by development, and would not result in a safety hazard for people residing or working in the project area. The project is not located within the vicinity of a private airstrip.
- g) The proposed hotel will not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan because the project will not involve the installation of permanent barriers to travel.
- h) The proposed hotel will not 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, because the proposed site is located in the urbanized area of the City of Lompoc.

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

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Comments:

a-e) The proposed hotel will not violate any water quality standards or waste discharge requirements; the project will not substantially deplete groundwater supplies or interfere with groundwater recharge; the project will not substantially alter the existing drainage pattern of the site or area; the project will not create or contribute run-off water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off. A drainage plan will be required to maintain adequate drainage on the site.

f) The proposed hotel will not otherwise substantially degrade water quality. There are no rivers or creeks within the project area.

g) The proposed hotel, is located in Zone X of Community Panel No. 06083C0737G, revised December 4, 2012 outside the 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

h) The proposed project will not 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.

i-j) The proposed hotel will not create a threat of inundation by seiche, tsunami, or mudflow. The subject site is located approximately 8 miles from the ocean, so tsunamis are very unlikely. The site is also not located near a water body or a significant slope or volcano, so mudflows and seiches are very unlikely.

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

Comments:

a) The proposed hotel will not physically divide an established community as the project site is in an urbanized area.

b) The proposed hotel will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, as the proposed project is consistent with the City General Plan and Zoning Ordinance. The City Planning Commission will review the plans to assure conformance with the City's Zoning Ordinance and Architectural Review Guidelines.

c) There is not a habitat conservation plan or natural community conservation plan, which applies to the site, therefore, there will be no conflict with such a plan.

XI. MINERAL RESOURCES	Potentially Significant Impact	Less than significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				

	Incorporated		
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X

Comments:

a-b) The proposed hotel will not result in a loss of availability of a known mineral resource that would be of value to the region and the residents of the state as the “Mineral Resources Map” (Figure C/OS-2) in the Conservation and Open Space Element of the Lompoc General Plan, adopted September 2014, does not identify the project area as being a locally important mineral resource recovery site.

XII. NOISE Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Comments:

a-b) The proposed hotel will not expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, nor will it expose persons to excessive ground borne noise levels.
 c) The proposed hotel will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
 d) Short-term construction impacts will be addressed by standard conditions of approval including limited hours of construction.
 e-f) The proposed hotel is located within two miles of the Lompoc Municipal Airport, however, the project is proposed on a parcel surrounded by development, and would not result in a safety hazard for people residing or working in the project area. The project is not located within the vicinity of a private airstrip.

Mitigation:

Short-term noise impacts will result during the construction phase.

Monitoring:

Hours of construction shall be limited to:

Monday through Friday - between the hours of 7:30 am and 5 pm

Saturday - between the hours of 8 am and 5 pm

Sunday - None

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

XIII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 and other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Comments

a) The proposed project will not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, rough extension of roads and other infrastructure) as this site was previously developed.

b-c) The proposed project will not displace any housing or people, or require any replacement housing. The site is currently vacant.

XIV. PUBLIC SERVICES Would the project result in:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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:				X
b) Fire Protection?				X

c) Police protection?				X
d) Schools?				X
e) Parks?				X
f) Other public facilities?				X

Comments:

a-f) The proposed hotel will not result in substantial adverse physical impacts associated with the provision of or 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 Fire, Police, Schools, Parks, or other public services, because the site is currently within an urbanized area which is already adequately served by City services. The City has sufficient resources to provide required services.

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

Comments:

a-b) The proposed hotel will not 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.

XVI. TRANSPORTATION/CIRCULATION Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X

d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Comments:

a-b) A Traffic and Circulation Study was prepared for the proposed project by Associated Transportation Engineers, Inc. (ATE). Based upon the Final Traffic and Circulation Study, the hotel is estimated to generate 1,266 average daily trips, 82 A.M. peak hour trips and 93 P.M. peak hour trips. The existing + project analysis found that the study-area intersections would continue to operate at LOS C or better with the exception of H Street/Central Avenue intersection, which is already operating at LOS D during P.M. peak hour. The H Street/Central Avenue intersection would continue to operate at LOS D during the P.M. peak hour with the addition of the project traffic, which exceeds the City's LOS C standard. The cumulative analysis also found that the study area intersections would operate at a LOS C or better with Cumulative + Project traffic, with the exception of the Central Avenue/H Street intersection which would operate in the LOS D. The City has identified improvements for this intersection as part of the Wye Specific Plan. These improvements include installation of dual left-turn lanes on the northbound and southbound approaches at the intersection. The City has been collecting fees from individual developments located in the study area to fund implementation of the planned improvements. The project's fair-share percent contribution would be 5.4% based on entering volumes.

c) The proposed hotel will not 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 because the proposed hotel is located on a parcel surrounded by existing development.

d) The proposed hotel will not substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment) as it is located on an infill parcel, which is adequately served by existing roadways.

e-f) The proposed hotel will not result in inadequate emergency access or parking capacity, as the project will not result in blocked roadways and on-site parking will be provided.

g) The proposed hotel will not conflict with policies, plans or programs which support alternative transportation, including buses and bicycles, as the project will not result in blocked roadways, bikeways or reduced parking.

Mitigation:

The applicant shall fully implement the required improvements recommended by ATE, Inc. stated in the Final Traffic and Circulation Study. The cumulative analysis found that the Central Avenue/H Street intersection would operate in the LOS D and would require improvements based on the City's LOS C standard. The City has identified improvements for this intersection as part of the Wye Specific Plan. These improvements include installation of dual northbound and southbound left-turn lanes at the intersection. The project contribution to cumulative traffic at this intersection is 5.4%.

Monitoring:

The applicant and contractor shall identify the required transportation improvements on the project site plan subject to review by the Engineering and Planning Divisions and shall implement the approved transportation improvements prior to issuance of a Certificate of Occupancy for the building.

XVII. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less than significant with	Less Than Significant Impact	No Impact
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Would the project:		Mitigation Incorporated		
a) Exceed wastewater treatment requirements of the Central Coast Region of the Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Comments:

a-c) The proposed project will not exceed wastewater treatment requirements of the Central Coast Region of the Regional Water Quality Control Board, nor will the project require the construction of new water, wastewater, or storm water facilities, the construction of which could cause significant environmental effects. The project is located within an existing urbanized area and the water, wastewater, and storm water facilities are adequate to service the new development. A drainage plan will be required to maintain adequate drainage on the site and filters to remove sediment, oil, and grease will be required as a condition of approval to assure that all water draining from on-site pavement will be properly filtered prior to entering the City's storm water drainage system.

d-e) The project site is located within the City of Lompoc city limits, and the City has sufficient resources to service the site with water and wastewater facilities.

f-g) The City of Lompoc landfill has sufficient capacity to service the proposed use. The project will conform to regulations regarding solid waste.

Mitigation:

The applicant shall install sedimentation and grease filters, employing Best Management Practices (BMP), in the storm drain system.

Monitoring:

Staff will review the grading plan to ensure that sedimentation and grease filters, employing Best Management Practices (BMP), are shown in the storm drain system. Once in place, staff will inspect the filters to ensure that they were installed correctly.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less than significant with	Less Than Significant Impact	No Impact
--	--------------------------------	----------------------------	------------------------------	-----------

Does the project:		Mitigation Incorporated		
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				X
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				X

DETERMINATION:	
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.
X	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 to 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.


 Megan Lowery
 Contract Planner

April 22, 2015
 Date

D. MITIGATION AND MONITORING PLAN:

The following Mitigation Measures shall be Conditions of Approval for Development Plan DR 14-11:

I hereby confirm that the project description is correct and that the mitigation and monitoring measures set out in the Mitigation and Monitoring Plan are acceptable.

Atul Patel (Project Applicant)

Date

I. AESTHETICS

Mitigation:

In order to assure that no additional light and glare spills off of the project site into the existing neighborhood, the applicant will submit a lighting plan showing: lumens, fixture type, placement, height of any lighting proposed for the development.

Monitoring:

The applicant will submit a lighting plan showing any proposed lighting for the development, the adequacy of the plan will be reviewed by City staff during plan check.

XII. NOISE

Mitigation:

Short-term noise impacts will result during the construction phase.

Monitoring:

Hours of construction shall be limited to:

Monday through Friday - between the hours of 7:30 am and 5 pm

Saturday - between the hours of 8 am and 5 pm

Sunday - None

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

XVI. TRANSPORTATION/CIRCULATION

Mitigation:

The applicant shall fully implement the required improvements recommended by ATE, Inc. stated in the Final Traffic and Circulation Study. The analysis found that the Central Avenue/H Street intersection would operate in the LOS D and would require improvements based on the City's LOS C standard. The City has identified improvements for this intersection as part of the Wye Specific Plan. These improvements include installation of dual northbound and southbound left-turn lanes at the intersection. The project contribution to cumulative traffic at this intersection is 5.4%.

Monitoring:

The applicant and contractor shall identify the required transportation improvements on the project site plan subject to review by the Engineering and Planning Divisions and shall implement the approved transportation improvements prior to issuance of a Certificate of Occupancy for the building.

XVII. UTILITIES AND SERVICE SYSTEMS

Mitigation:

The applicant shall install sedimentation and grease filters, employing Best Management Practices (BMP), in the storm drain system.

Monitoring:

Staff will review the grading plan to ensure that sedimentation and grease filters, employing Best Management Practices (BMP), are shown in the storm drain system. Once in place, staff will inspect the filters to ensure that they were installed correctly.

E. RESPONSE TO COMMENTS

The public review period for comments began on April 23, 2015 and ended on May 23, 2015. During this time, the City received three comment letters (Attachments 1-3) from:

- 1) Flower Valley Plaza LLC, dated May 11, 2015
- 2) Santa Barbara County Air Pollution Control District, dated May 19, 2015
- 3) Sansum Clinic, dated May 22, 2015

Responses to comments are outlined in Attachment 4.

Flower Valley Plaza, LLC

5670 Wilshire Blvd., Suite 2170, Los Angeles, CA 90036

Phone: (323) 935-1206 <> Fax (323)934-0416

lisa@stuartwhitmaninc.com

May 11, 2015

To: City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436

Attn: Megan Lowery, Planner

Re: Project Number DR 14-11

Dear City Planners,

We received a Notice of Intent to Adopt a Mitigated Negative Declaration for 1201 North H Street. This letter is in response to your notice.

Flower Valley Plaza, LLC gives full support to the development of the proposed Hilton Garden Suites on the currently vacant lot adjacent to our plaza. The lot has been vacant for many years and is more than an eyesore.

We believe the addition of a hotel is not only welcomed but necessary. Our neighboring hotel, Embassy Suites, is normally at capacity. It will be very helpful to have another option for accommodations.

Additionally, we look forward to the synergistic effect of a Hilton Garden Suites near our many restaurants and services. We ask that the City do all that is necessary to bring this project to a timely completion.

Sincerely,

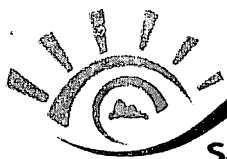


Stuart Whitman
President
Flower Valley Plaza, LLC.

RECEIVED

MAY 14 2015

Planning Division



**Santa Barbara County
Air Pollution Control District**

Our Vision  Clean Air

RECEIVED

May 19, 2015

MAY 22 2015

Megan Lowery
City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436

Planning Division

Re: APCD Comments on the Mitigated Negative Declaration for Hilton Garden Inn, DR 14-11

Dear Ms. Lowry:

The Air Pollution Control District (APCD) has reviewed the Mitigated Negative Declaration (MND) for the referenced project, which consists of the proposed construction of a 4-story hotel with parking and landscaping. The hotel will be 108,000 square feet and includes 156 guestrooms, meeting rooms, a dining area, and a swimming pool. The subject property, a 2.8-acre parcel zoned PCD and identified in the Assessor Parcel Map Book as APN 089-490-013, is located at 1201 North H Street in the City of Lompoc.

APCD staff offers the following comments on the Environmental Initial Study/MND:

1. **Section III Air Quality, a) Clean Air Plan Consistency, page 4:** It is stated that "*The most recent SBCAPCD CAP was adopted in 2010.*" However, there was a CAP adopted in March 2015 and it can be viewed on our website at <http://www.ourair.org/clean-air-plans/>. Please update this statement.
2. **Section III Air Quality, CalEEMod General Comment:** The CalEEMod Daily Air Pollutant Emissions were reported using the winter emissions. However, summer daily emissions should be used to compare to the daily air quality thresholds because summer is the season when high ozone concentrations typically occur. In the future please use the summer daily emissions data.

APCD staff offers the following suggested conditions:

1. Standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the APCD prior to issuance of land use clearance.
2. APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities* establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. The text of the rule can be viewed on the APCD website at www.ourair.org/wp-content/uploads/rule345.pdf.
3. Fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of ozone precursors and fine particulate emissions from diesel exhaust.

4. Prior to occupancy, APCD permits must be obtained for all equipment that requires an APCD permit. APCD Authority to Construct permits are required for diesel engines rated at 50 bhp and greater (e.g., firewater pumps and emergency standby generators) and boilers/large water heaters whose combined heat input rating exceeds 2.0 million BTUs per hour.

Please be advised that in the case of a diesel-fired emergency generator, an equipment-specific Health Risk Assessment may be required. If a Health Risk Assessment analysis is required, the results should be incorporated into the CEQA review for the project. The applicant should refer to APCD's website at <http://www.ourair.org/dice-atcm/> for more information on diesel engine permitting.

5. All portable diesel-fired construction engines rated at 50 bhp or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Construction engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.
6. Small boilers and water heating units (rated between 75,000 and 2.0 million Btu/hr) must comply with the emission limits and certification requirements of APCD Rule 360. Combinations of units totaling 2.0 million Btu/hr or greater are required to obtain a District permit prior to installation. Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information and a list of certified boilers (note: any units fired on fuel(s) other than natural gas must be certified by the SBCAPCD on a case-by-case basis, even if the unit is certified when fired on natural gas).
7. Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 Btu/hr and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of APCD Rule 352. Please see www.ourair.org/wp-content/uploads/rule352.pdf for more information.
8. At a minimum, prior to occupancy, any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:
 - Energy use (energy efficiency, low carbon fuels, renewable energy)
 - Transportation (infrastructure for electric vehicles)
 - Water conservation (improved practices and equipment, landscaping)
 - Waste reduction (material re-use/recycling, composting, waste diversion, waste minimization)
 - Architectural features (green building practices, cool roofs)
9. Asphalt paving activities shall comply with APCD Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8893 or via email at NightingaleK@sbcapcd.org.

May 19, 2015

Page 3

Sincerely,

A handwritten signature in cursive script that reads "Krista Nightingale".

Krista Nightingale,
Air Quality Specialist
Technology and Environmental Assessment Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: Abbey Sahle, MCG Architecture
TEA Chron File



ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

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

Plan Requirements: All requirements shall be shown on grading and building plans and as a note on a separate information sheet to be recorded with map. **Timing:** Requirements shall be shown on plans or maps prior to land use clearance or map recordation. Condition shall be adhered to throughout all grading and construction periods.

MONITORING: Lead Agency shall ensure measures are on project plans and maps to be recorded. Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



ATTACHMENT B
DIESEL PARTICULATE AND NO_x EMISSION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is an updated list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

The following measures are recommended:

- Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements: Measures shall be shown on grading and building plans. **Timing:** Measures shall be adhered to throughout grading, hauling and construction activities.

MONITORING: Lead Agency staff shall perform periodic site inspections to ensure compliance with approved plans. APCD inspectors shall respond to nuisance complaints.

Lowery, Megan

From: Mike Dale [mdale@sansumclinic.org]
Sent: Friday, May 22, 2015 1:43 PM
To: Lowery, Megan
Cc: Mike Dale
Subject: FW: LND City of Lompoc Project DR 14-11



Mike Dale
Director, Facilities
Sansum Clinic
805-692-4659 (direct)
mdale@sansumclinic.org

From: Mike Dale
Sent: Friday, May 22, 2015 1:32 PM
To: 'm_lowery@ci.lompoc.ca.us.or'
Cc: Mike Dale
Subject: LND City of Lompoc Project DR 14-11

Hi Megan

Having reviewed the MND for City Project DR 14-11 (Hilton Garden Inn), I would like to offer the following comments:

1)Air Quality:

Dust control during construction is stipulated using water trucks or sprinkler systems. I just want to reinforce how important this is to us as our large Multi-Specialty Medical Clinic is on the next lot directly north of the development, and it is very busy each and every day. Dust or other particulate matter drifting over to our site during construction poses a health hazard and is guaranteed to result in patient complaints.

2)Noise

The report indicates "less than significant (impact) with mitigation incorporated" for the question "would the project cause a substantial or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?" The report says that short term construction impacts are to be addressed by standard conditions of approval *including* limited hours of construction - yet the stipulated hours of construction are Monday through Friday 7:30am to 5:00pm, and Saturday 8:00am to 5:00pm. Should noise become a problem during our normal hours of operation, we will need to seek workaroud strategies which may require limitation of construction hours.

3)Transportation/Circulation

Since H Street is the major approach path to our Clinic comprehensive traffic control will need to be in place during construction

4)Signage

Since visibility to our Clinic will be blocked, we would like to place a directional monument Sign on the west side of H Street on the approach to our Clinic. I can discuss more precise placement with you at a later time

Thanks and Regards,

Mike Dale
Director, Facilities
Sansum Clinic
805-692-4659 (direct)
mdale@sansumclinic.org

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ATTACHMENT 4
Responses to Comments

Flower Valley Plaza LLC, dated May 11, 2015

This letter provides comments in support of the project. Comment noted.

Santa Barbara County Air Pollution Control District, dated May 19, 2015

This letter identifies two comments, and nine suggested conditions.

Comment No. 1: The reference to the *SBCAPCD CAP* reference has been updated.

Comment No. 2: Comment noted.

Suggestion No. 1: Standard air quality measures are included as conditions of approval on the project.

Suggestion No. 2: Standard air quality measures are included as conditions of approval on the project.

Suggestion No. 3: Standard air quality measures are included as conditions of approval on the project.

Suggestion No. 4: The applicant is not proposing use of diesel-fired emergency generators or boilers/water heaters in excess of 2.0 million BTUs/hour, therefore this comment does not apply.

Suggestion No. 5: Conditions of approval require the applicant to contact all applicable regulatory agencies and apply for necessary permits prior to occupancy.

Suggestion No. 6: Comment noted.

Suggestion No. 7: Comment noted.

Suggestion No. 8: Comment noted.

Suggestion No. 9: Comment noted.

Sansum Clinic, dated May 22, 2015

This letter identifies four comments.

Comment No. 1: Comment noted.

Comment No. 2: Standard construction hours are applied to the project consistent with all development projects in the City. Construction within these hours does not substantiate a significant impact, and therefore a nexus to further limit the construction hours is not recommended.

Comment No. 3: Access to the project site—during construction and operation of the hotel—would be provided from Barton Avenue, not H Street.

Comment No. 4: Directional monument signage for adjacent businesses would not pertain to the subject project, but can be considered by the Planning Division separately.