

County of Santa Barbara Planning and Development

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TO: Decision-Makers

FROM: John Karamitsos, Supervising Planner
Development Review Division - North

DATE: October 15, 2008

RE: **Old Mill Vesting Tentative Tract Map CEQA 15164 Addendum to Old Mill Vesting Tentative Tract Map EIR (SCH# 2005081109) Case Number 03-16; APN: 139-540-020, 1945 Old Mill Road**

CEQA Determination: Finding that CEQA section 15164 (Addendum) applies to the Old Mill Vesting Tentative Tract Map project. CEQA section 15164 allows an addendum to be prepared when only minor technical changes or changes which do not create new significant impacts would result. The Old Mill Vesting Tentative Tract Map EIR (SCH# 2005081109) that was prepared for the proposed eight-way subdivision and certified by the City of Solvang, is hereby amended by this Addendum.

PROJECT LOCATION

The project site consists of Assessor Parcel Number 139-250-036, consisting of approximately 37.91 acres, known as 480 Alamo Pintado Road, located approximately 600 feet south of the intersection of High Meadow Road and Highway 246, in the Santa Ynez area, Third Supervisorial District.

BACKGROUND

The California Environmental Quality Act (CEQA) requires analysis and disclosure of environmental impacts that could occur as a result of project development. Hence, prior to the approval of the Old Mill Vesting Tentative Tract Map, the City of Solvang certified an EIR (SCH# 2005081109). The road improvements located in the unincorporated area of the County described in the project description below are a necessary and acknowledged adjunct to the Old Mill Tract Map located within the jurisdiction of the City of Solvang. Therefore, a Land Use Permit application (08LUP-00000-00143) is being processed by the County.

There are no substantial changes to the proposed project which involves a new significant environmental effect or a substantial increase in the severity of previously identified significant effects. The project proposes the same uses at the same or lesser density than previously analyzed, the analysis contained within that EIR addresses the cumulative impacts that would be associated with the proposed project and identifies the mitigation measures that would mitigate

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those impacts to the extent feasible.

CEQA is clear in its preference to use previously prepared environmental documents when anticipated project specific impacts have been clearly assessed. Section 15162 of the State CEQA Guidelines gives the criteria where a previously certified EIR can be used and when a new EIR should be prepared. Documentation of new and/or unanticipated impacts must be identified if a new EIR is to be prepared. This document has been prepared pursuant to State CEQA Guidelines Section 15164 and is referred to as an Addendum to an EIR. Where an EIR has been certified and a proposed project is consistent with the development anticipated by this aforementioned document, further environmental review is limited to effects upon the environment which are peculiar to the parcel or the project and which are not addressed as significant effects in the prior EIR.

PROPOSED PROJECT DESCRIPTION

This Land Use Permit will allow for: 1) the construction of an approximately 22-foot wide, 1,300-foot long road; and 2) infrastructure easements. The subject parcel is located in the unincorporated area of the County and will connect two sections of private roadway approved by and located within the City of Solvang. Earthwork would consist of 1,250 cu. yds. of cut, 700 cu. yds. of fill and 550 cu. yds. of export. The proposed roadway serves an 8 lot subdivision within Solvang city limits. The City of Solvang approved the seven vacant lots as homesites with full CEQA review in the form of an EIR (Resolution Number 06-764).

The road would terminate in a cul-de-sac required to provide adequate turnaround for fire equipment, and solid waste collection vehicles. Construction permits would be required by both the City of Solvang and the County of Santa Barbara corresponding to jurisdictional boundaries. Access to the development would be provided from High Meadow Road through a privately held easement on and across the High Meadow Development and the Santa Barbara Trust for Historic Preservation property, which is part of the Mission of Santa Ines National Historic Landmark District with its primary purpose being to protect and preserve the Old Grist Mill. The Santa Barbara Trust for Historic Preservation is actively pursuing negotiations with the Department of Parks and Recreation to convey the land to the State for development as a State Historical Park. However nothing in the trust grant precludes the trust directors from selling the land.

PROJECT IMPACT ANALYSIS

Impacts due to increased traffic affecting the performance of the High Meadow Road/Highway 246 intersection were addressed by mitigation measure D2 in the Final EIR (SCH 2005081109) adopted by the City of Solvang. Mitigation measure D2 requires roadway improvements, including a left-turn channel, to be constructed at the High Meadow Road/Highway 246 intersection. A condition of approval of County Land Use Permit would also require the construction of these improvements, which are also referenced in an August 20, 2008 letter from the California Department of Transportation (Attached). No new mitigation measures or alternatives have been identified, and, no new substantial changes to the project, the project site, the project setting, or circumstances surrounding the project that would require further environmental analysis.

FINDING

It is the finding of the Planning & Development Department that the previous environmental documents as herein amended may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines Section 15164 and none of the conditions described in section 15162 have occurred, preparation of an EIR or Negative Declaration is not required.

Processing of the Old Mill Tract Road (08LUP-00000-00143) may now proceed with the understanding that any substantial changes in the proposal may be subject to further environmental review.

ATTACHMENT

California Department of Transportation Letter dated August 20, 2008 (Attachment E)