City of Lompoc

Final Mitigated Negative Declaration

COASTAL MEADOWS RESIDENTIAL PROJECT

Prepared By:

IMPACT SCIENCES
803 Camarillo Springs Road, Suite A
Camarillo, California 93012

June 2006

Final
Mitigated Negative Declaration

City of Lompoc
Coastal Meadows Residential Project

Prepared for:

City of Lompoc
100 Civic Center Plaza, Lompoc, California 93436
P.O. Box 8001, Lompoc, California 93438-8001

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Initial Study and Final Mitigated Negative Declaration
Coastal Meadows Residential Project

INTRODUCTION

This Initial Study has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, and the *Guidelines for Implementation of the California Environmental Quality Act* (*CEQA Guidelines*) as amended.

Section 15063(c) of the *CEQA Guidelines* indicates that the purposes of an Initial Study are to:

- Provide the lead agency, in this case the City of Lompoc, with information to use as the basis for deciding whether to prepare an environmental impact report (EIR) or negative declaration;
- Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to quality for a negative declaration;
- Assist in the preparation of a EIR, if one is required, by:
  - Focusing the EIR on the effects determined to be significant;
  - Identifying the effects determined not to be significant;
  - Explaining the reasons for determining that potentially significant effects would not be significant; and
  - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of a project's environmental effects.
- Facilitate environmental assessment early in the design of a project;
- Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

According to Section 15063(b)(1) of the *CEQA Guidelines*, if the lead agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency shall do one of the following:

- Prepare an EIR;
- Use a previously prepared EIR which the lead agency determines would adequately analyze the project at hand; or
- Determine, pursuant to a program EIR, tiering, or another appropriate process, through which a project's effects were adequately examined by an earlier EIR or negative declaration. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.

A. PROJECT INFORMATION:

Project Title: Coastal Meadows Residential Project	**Project No:** LOM 557/DR 05-39/ZC 05-07
Lead Agency Name and Address: City of Lompoc 100 Civic Center Plaza, Lompoc, California 93436 P.O. Box 8001, Lompoc, CA 93438-8001	**Contact Person and Phone Number:** Lucille T. Breese, AICP, City Planner (805) 875-8273

PROJECT LOCATION/DESCRIPTION:

Project Location
The proposed project site is a 3.09-acre site located approximately 0.75 mile south of the Santa Ynez River in the western portion of City of Lompoc. The Assessor Parcel Number for the proposed project site is 093-070-036. **Figure 1, Regional Location Map**, shows the project's location in the central coast area, as well as within the City of Lompoc. Regional access to the site is provided by Highway 246, which links the City to the Highway 101 to the east and Highway 1 which provides access to the City from the north. North V Street provides direct local access to the project site. The General Plan designations for the site are currently Medium-Density Residential and Open Space. The project site is not located within the Redevelopment Project Area.

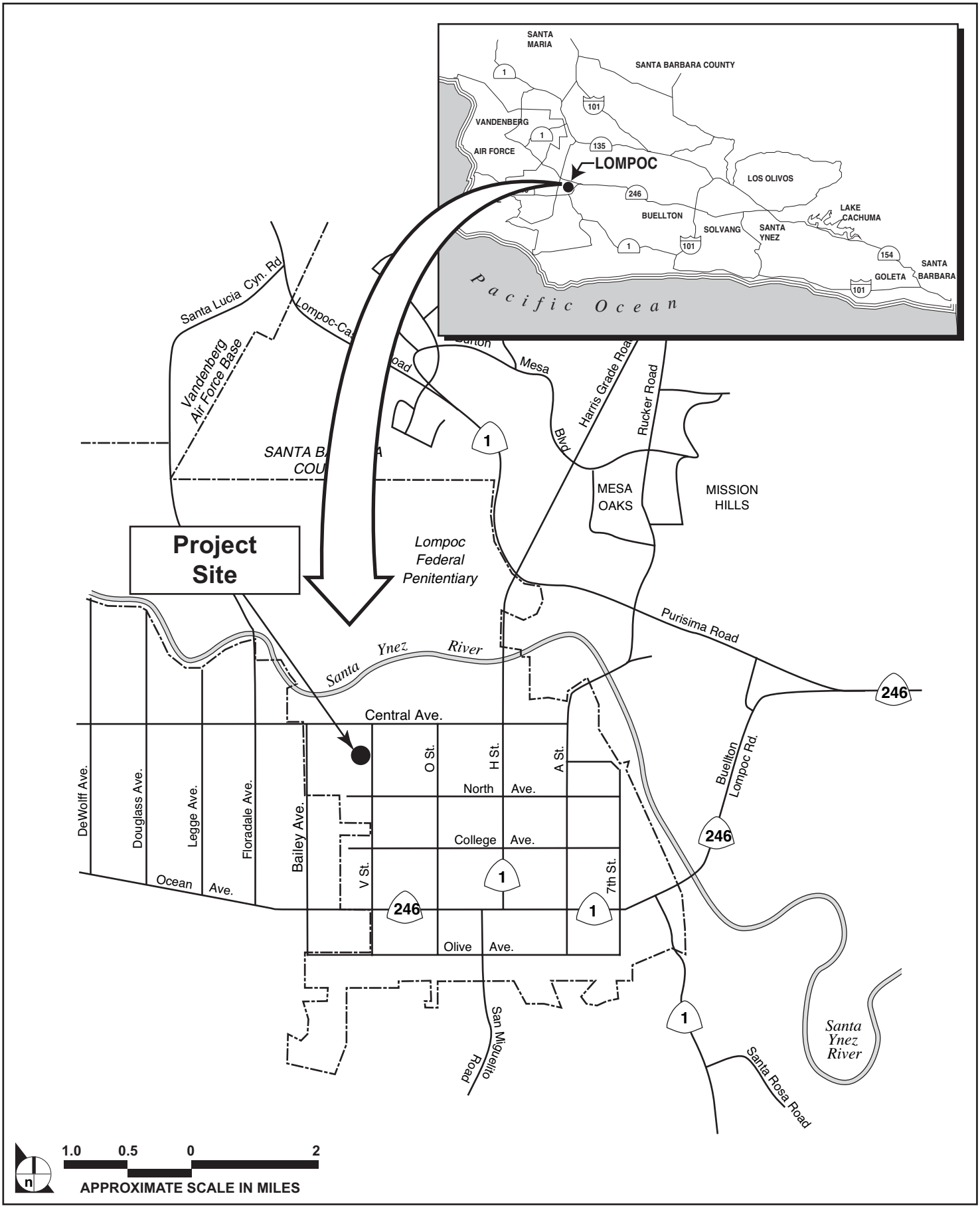
Project Description
The project applicant, Coastal Vision, Inc., is proposing to construct a 42-unit townhome complex. The project as proposed includes a swimming pool, recreation building/clubhouse, tot play area, and fourteen guest parking spaces. The lower elevation southwest corner of the project site would remain undeveloped. **Figure 2, Proposed Site Plan**, shows the site plan proposed for the 3.09-acre site.

The 42 townhome units would be constructed within 16 two-story buildings, clustered in groups of duplex and triplex units. All units would be two-story, three-bedroom units with two-car garages. Two different floor plans would be utilized throughout the development. Twenty-two units would have a floor area of 1,816 square feet. The remaining 20 units are proposed to have floor areas of 1,793 square feet. The ground floor of all 42 units would consist of a bedroom and full bathroom. The second floor would serve as the main living area with a kitchen, living room, family room, dining room, and half bathroom. Each unit would have a private backyard with a minimum size of 10 x 25 feet and balconies on the second floor.

The swimming pool, recreation center/clubhouse, tot lot, and eight guest parking spaces would be located near the center of the southern boundary of the project site. The recreation center/clubhouse building would be 467 square feet and comprised of a 217-square-foot recreation room and four 62.5-square-foot restrooms with access from the building exterior. The circular tot lot along with three picnic tables would be adjacent to the recreation center/clubhouse building. Eight of the guest parking spots would be provided adjacent to the swimming pool and recreation center/clubhouse building. The six remaining guest parking spots would be located in pairs, one to the west and two to the east of the proposed recreational amenities.

<u>Circulation</u>
Direct access to the project site is proposed via an entrance off of North V Street. The townhome units would be served by a single road beginning at North V Street and ending at a fire department hammerhead near the western end of the development. The width of the roadway would vary but would maintain a minimum width of 25 feet. The road as planned would have three circles to provide visual diversity and calm internal project traffic. All of the streets located on the project site would be owned and maintained by a Homeowner's Association.

<u>Wastewater Easement</u>
A City of Lompoc wastewater easement diagonally bisects the western portion of the site and continues generally along the southern boundary of the western half of the site. The easement has been graded to



SOURCE: Impact Sciences, Inc. – March 2006

FIGURE **1**

Regional Location Map

651-05•03/06

Site Information

APN# 093070035
Address: 1275 N. V-Street
Sq.Ft. Site: 133,850 sq. ft. / 3.09 Acres

Zoning: R-2, Medium Density Residential
Sq.Ft Buildings Footprint: 36690 sq.ft.
S.F. Open Space: 97,160 sq. ft.
Parking: 14 Guest Spaces

Number of Units

Unit A: 22
Unit B: 20
Total Residential Units: 42

These are the basic units which we will replicate throughout the site in Triplex form and Duplex form.

Unit Description

Unit A: 3 bed 3.5 bath

First Story 788 sq.ft.
Second Story 945 sq.ft.
Third Story 500 sq.ft.

Total 2573 sq.ft.

Unit B: 3 bed 3.5 bath

First Story 818 sq.ft.
Second Story 810 sq.ft.
Third Story 500 sq.ft.

Total 2128 sq.ft.

Fire Requirements

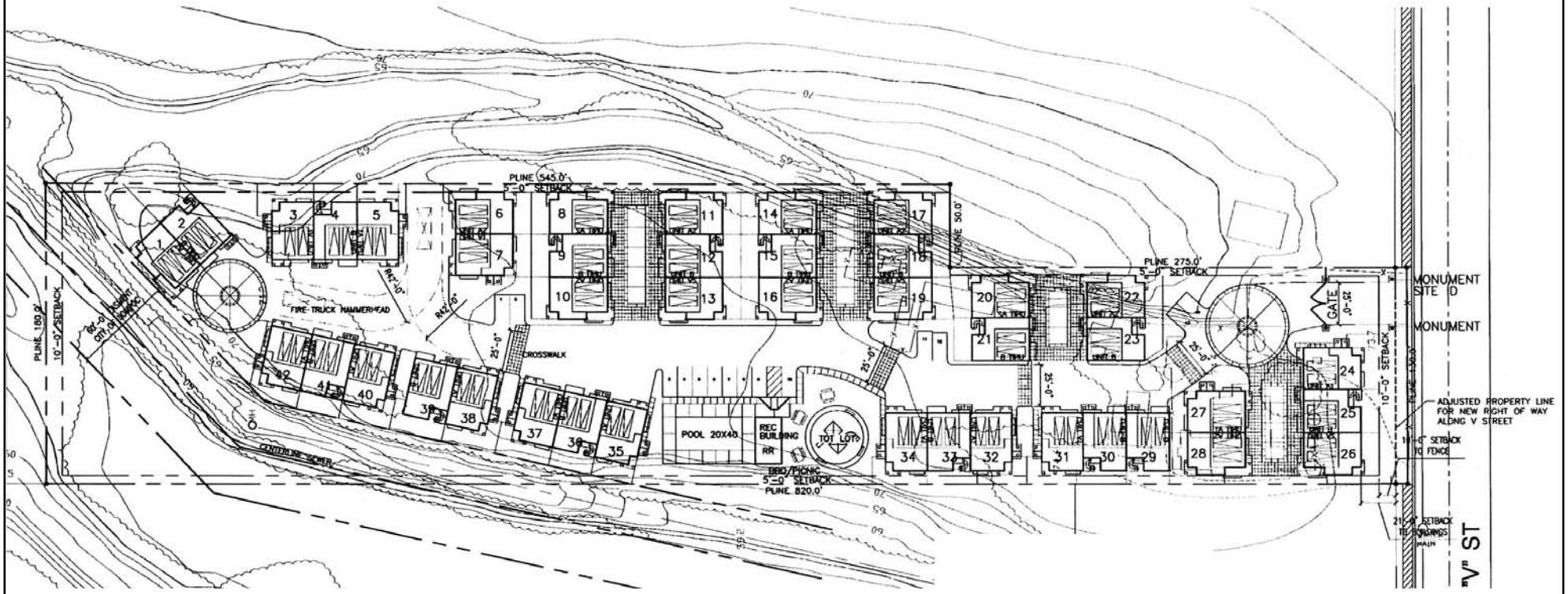
Terminal turn around diameter: 42'-0"
Hammer head turn Around at West End to meet city requirements.

ARCHITECTURAL CONCEPT

Buildings are three story triplex and three story duplex single family townhomes. Buildings are type R3 western stick construction with contemporary finish materials. There are two unit types to choose from. Site amenities include swimming pool, tot lot, and common recreation building.

The buildings draw inspiration from Colonial Cape Cod architecture. The Cape Cod archetype and detail articulation remain in simple form and the exterior finishes are refined and urban. The use of modern building materials is a key element that updates the traditional form and renews it

Concrete columns, corrugated metal siding, and smooth plaster are arranged to compliment the geometry and reduce the massing of the buildings to pedestrian scale. Windows and doors are contemporary style. They are paired and tripartied with transoms and corners to provide natural light for vaulted ceilings in bedrooms.



75.0 37.5 0 75.0

APPROXIMATE SCALE IN FEET

SOURCE: RA & Assiciates – Not Dated

FIGURE **2**

Proposed Site Plan

651-05•03/06

allow for vehicle access. The elevation of the easement is at a similar height to the remainder of the project site at its eastern edge and continues downward to the west. Two City sewer mains run through the on-site easement. The area from the eastern boundary of the wastewater easement to the western border of the project site would remain undeveloped.

Discretionary Actions
The development of the project site includes the following discretionary actions:
1. Vesting Tentative Tract Map (LOM 557). LOM 557 is requested to subdivide the property into 42 lots available for resale.
2. Preliminary/Precise Development Plan (DR 05-39) shows the location of all buildings and structures to be constructed or maintained on the project site.
3. Zone Change (ZC 05-07) is requested to change the site's current zoning designation from Medium Density Residential (R-2) to Medium Density Residential, Planned Development (R2, PD).

Public Agencies with Approval Authority (Including permits, funding, or participation agreements)**:**
City of Lompoc

Project Applicant, Name and Address:	**Project Consultant:**
Coastal Vision, Inc. 1701 E. Laurel Avenue Lompoc, California 93436 (805) 737-4500	Coastal Vision, Inc. 1701 E. Laurel Avenue Lompoc, California 93436 (805) 737-4500
General Plan Designation: Medium-Density Residential/Open Space	**City Zoning Designation:** Medium-Density Residential (R-2)/Open Space (OS)

Surrounding Land Use Designation:
North – Medium-Density Residential
South – Low Density Residential and Community Facility
East – Low Density Residential and Open Space
West – Open Space/Wetlands Restoration

Surrounding Land Uses:
North – Existing manufactured home park (The Willows)
South – City electrical yard and single-family residential
East – V Street, Migulito Channel, single-family residential
West – Bailey Wetlands Restoration

Environmental Setting:
The majority of the project site is presently vacant and undeveloped. One single-family home, a small workshop structure, and the remains of a carport exist on the eastern portion of the site. In addition, the site currently contains two trailers, a camper shell, and miscellaneous debris. The bulk of the site is covered with non-native vegetation but also includes Coastal Scrub and native, invasive, hydrophytic areas. With the exception of the three existing structures, the site has historically remained undeveloped and is believed to have been used to raise pigs and chickens at one time.

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.

[ ] Aesthetics	[ ] Agriculture Resources	[ ] Air Quality
[ ] Biological Resources	[ ] Cultural Resources	[ ] Geology and Soils
[ ] Hazards & Hazardous Materials	[ ] Hydrology and Water Quality	[ ] Land Use and Planning
[ ] Mineral Resources	[ ] Noise	[ ] Population and Housing
[ ] Public Services	[ ] Recreation	[ ] Transportation/Circulation
[ ] Utilities and Service Systems	[ ] Mandatory Findings of Significance	

B. TECHNICAL STUDIES:

The following technical studies have been prepared for this project:

Title	Prepared By/Date	Appended to IS	Available for Review
Biological Survey for Sensitive Plant and Wildlife Species	Condor Environmental Planning Services, Inc., November 8, 2005	X	
Historic Resources Evaluation	City of Lompoc January 30, 2006	X	
Traffic and Circulation Study for the Coastal Meadows Project – City of Lompoc	Associated Transportation Engineers March 1, 2006	X	
URBEMIS 2002 Air Quality Modeling	Impact Sciences, Inc., March 8, 2006	X	
Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108)	Impact Sciences, Inc., March 9, 2006	X	
Phase I Environmental Site Assessment	Rincon Consultants, Inc., July 15, 2005		X
Soils Engineering Report	Earth Systems Pacific, November 18, 2005		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) There are several scenic vistas identified in the Urban Design Element of the City of Lompoc General Plan. A few of these identified vistas include the project site area with the closest scenic vista vantage point being approximately 1.5 miles north of the project site. The 3.09-acre project site is proposed in an urbanized area and is designated for Medium-Density Residential uses in the Land Use Element of the General Plan. The uses proposed are low-rise structures that would not obstruct views of scenic vista vantage points. Given the proposed structure height (not to exceed 35 feet) and distance from scenic vista vantage points delineated in the Urban Design Element, the project would not have a substantial adverse effect on a scenic vista. No impact would occur.

b) The proposed project site is located within an urbanized area in the western portion of the City of Lompoc adjacent to North V Street. The project would not impact scenic resources visible from a highway due to the distance of the site from a designated highway. The proposed structures would not exceed 35 feet in height and would, therefore, not be discernable from existing land uses surrounding the site from either highway. No impact would occur.

c) The project site is located in an urbanized area in the western portion of the City and currently contains two structures, two trailers, and various debris. The design concept for the project is a coastal community inspired by Cape Cod architectural designs while maintaining the influence of the West Coast and proximity to the Pacific Ocean. Planning Commission review and subsequent approval of the proposed architecture would ensure compliance with established City *Architectural Review Guidelines*. Therefore, the development of the project site would not substantially degrade the existing visual character or quality of the site and surrounding area. No impact would occur.

d) A lighting plan has been developed for the project site. Proposed site lighting includes exterior lighting to provide for public safety and security within parking areas and throughout the site. Project-related light sources would be subject to lighting-related requirements contained in the Municipal Code to ensure that no substantial light and/or glare will adversely affect day or nighttime views in the area. These requirements include such measures as shielding of light sources and directing sources toward the ground which will be included as a condition of approval on the project approval. As such, impacts would be less than significant.

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 project site is designated as "Urban and Built-up Land" according to the 2004 Farmland Mapping and Monitoring Program of the California Department of Conservation. Consequently, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural uses, and no impact would result due to the implementation of the project.

b) The project site is currently zoned Medium-Density Residential (R-2) and has not previously been used for agriculture. Further, to be established as an agricultural preserve under the Williamson Act, a parcel of land must consist of no less than 100 acres. The project site is 3.09 acres in size. Thus, the project would not conflict with existing zoning for an agricultural use, nor is the site restricted by an existing Williamson Act contract. No impact would occur with the implementation of the project.

c) The project site is designated for Medium-Density Residential development on both the General Plan and Zoning Maps. Adjacent to the project site to the north are existing residential land uses. To the east are North V Street, the Migulito Channel, and single-family residential uses. The City electrical yard and single-family residences are located to the south of the site, and the Bailey Wetlands restoration project will be located in the vacant area adjacent to the west. As such, development of the project site would not result in the conversion of Farmland to non-agricultural uses. No impact would occur with the implementation of the project.

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:

a) The project site is located within the west-central portion of the South Central Coast Air Basin (Basin) and is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). Consistent with federal and state Clean Air Act requirements, the SBCAPCD prepares a Clean Air Plan (CAP) every three years. The most recent update of the CAP was adopted in December 2004 and is referred to as the 2004 CAP.

By definition, a project is consistent with the CAP if its direct and indirect emissions have been accounted for in the CAP's emissions growth assumptions. Therefore, the project as a whole will be considered to be inconsistent if the project's direct and indirect emissions have not been accounted for in the CAP's emissions growth assumptions. The CAP's direct and indirect emissions inventory for the County as a whole are reliant on population projections provided by the Santa Barbara County Association of Governments (SBCAG). SBCAG generates population projections based on the population projections contained in City General Plans. In this case, SBCAG has utilized population projections contained in the City of Lompoc's General Plan. The project site is currently designated as Medium-Density Residential and Open Space in the City of Lompoc General Plan and the project as proposed would not require a General Plan Amendment. As the project site is currently designated for the proposed land use and density, growth associated with the proposed project is accounted for in the 2004 CAP. Therefore, emissions resulting from project implementation are also included in the 2004 CAP. As such, the project would be consistent with the 2004 CAP and no impact would occur.

b,c) The proposed project would result in air pollutant emissions during both construction and operation. Both are discussed in detail below.

Construction Emissions. Construction of the proposed project would result in temporary increases in air quality emissions associated with demolition, site grading and building development activities. The SBCAPCD has not quantified thresholds of significance for short-term construction emissions but informally uses a threshold of 25 tons per year for Reactive Organic Gases (ROG), Oxides of Nitrogen (NO_x), and suspended particulate matter (PM_{10} and $PM_{2.5}$). For purposes of this analysis, this informal threshold of 25 tons per year has been converted into a daily emissions threshold of 192

pounds per day. Additionally, because Santa Barbara County does not meet state standards for PM_{10}, construction mitigation measures are required for projects involving earthmoving activities for any size or duration. According to SBCAPCD guidelines, proper implementation of these measures is generally considered sufficient to reduce fugitive dust emissions to a less than significant level, especially for smaller projects.[1]

In order to evaluate project impacts, construction emissions have been calculated using the URBEMIS 2002 Air Quality Model (Version 8.7.0) and are shown in **Table 1, Project Construction Emissions**. Model inputs were modified to reflect construction details provided by the project applicant. Where information was not available, model default assumptions were used. The following input assumptions were used in the URBEMIS 2002 air quality model to calculate the anticipated construction emissions associated with the development of the project site:

- Construction Start Month – January 2007;
- Construction Duration – 18 months (0.2 months of demolition, 1.8 months of site grading, 16 months of building construction);
- Total Land Area to be Developed – 1.5 acres;
- Maximum Acreage Disturbed Per Day – 0.7 acre;
- Total Volume to be Demolished – 35,955 cubic feet (based on 1,800 square feet of floor space and a building height of 20 feet);
- Maximum Volume to be Demolished Per Day – Approximately 1,638 cubic feet;
- Demolition Equipment Required – 1 Tractor;
- Site Grading Equipment Required – 1 Rubber-Tired Dozer, 1 Tractor;
- Building Construction Equipment Required – 1 Rough Terrain Forklift, 1 Other Equipment; and
- Asphalt Equipment Required – 1 Roller, 1 Paver.

Table 1
Project Construction Emissions

Emission Source	Emissions in Pounds per Day			
	ROG	**NO_X**	**SO_X**	**PM_{10}**
Demolition – 2007	0.82	7.42	0.00	0.99
Site Grading – 2007	4.35	32.93	0.00	8.46
Building Construction – 2007	84.09	34.40	0.00	1.34
Building Construction – 2008	2.94	19.68	0.00	0.79
Maximum Pounds per Day – Unmitigated	92.2	94.43	0.00	11.58
Maximum Pounds per Day – Mitigated	**92.2**	**94.43**	**0.00**	**6.07[1]**
Significance Threshold	**192.0**	**192.0**	**192.0**	**192.0**
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**

Source: Impact Sciences, Inc. Emissions calculations have been appended to this document.
[1] *The mitigated emissions for PM_{10} reflect the implementation of all of the City's dust-abatement measures (identified as **Mitigation Measure 1**).*

[1] SBCAPCD, *Scope and Content of Air Quality Sections in Environmental Documents*, July 2005.

As shown in **Table 1**, the proposed project would not generate emissions in excess of SBCAPCD thresholds during construction activities. The City of Lompoc General Plan contains a PM_{10} abatement program required for all construction projects, as previously described, as well as measures to reduce ozone precursor emissions (ROG and NO_x), to the greatest extent feasible. These measures are patterned after the SBCAPCD-recommended dust control measures. As such, the mitigation measures are required by the City to be implemented for the project even though emissions will not exceed the SBCAPCD construction emission significance thresholds. Implementation of the measures will reduce the PM_{10} emissions generated by construction activities associated with the proposed project to the greatest degree possible. Overall, emissions generated during construction activities are considered to be less than significant impacts.

Operational Emissions. Air pollutant emissions generated during project operation would result primarily from automobile exhaust. Examples of additional pollutant sources, or area sources, during project operation are space and water heaters that burn natural gas, lawnmowers, and painting activities. The SBCAPCD has set thresholds of significance with regard to operational air quality impacts. A proposed project would have a significant impact if it would emit, from all sources, more than 240 pounds per day of ROG and NO_X and more than 80 pounds per day of PM_{10}. Additionally, a significant impact would occur if the project would emit more than 25 pounds per day of ROG and NO_X from motor vehicle trips only.

Operational emissions were calculated using the URBEMIS 2002 Air Quality Model (Version 8.7.0) and the trip generation estimates contained in the traffic study conducted for the project. The calculated operational emissions are shown below in **Table 2**.

Table 2
Project Operation Emissions

Emission Source	Emissions in Pounds per Day		
	ROG	**NO_X**	**PM_{10}**
Vehicles	2.63	3.86	4.20
Area Sources	2.88	0.32	0.00
Maximum Pounds per Day	**5.51**	**4.18**	**4.20**
Significance Threshold	**240.00**	**240.00**	**80.00**
Exceeds Threshold?	NO	NO	NO

Source: Impact Sciences, Inc. Emissions calculations have been appended to this document.
[1] *The mitigated emissions for PM_{10} reflect the implementation of all of the City's dust-abatement measures (identified as **Mitigation Measure 1**).*

As shown in **Table 2**, the proposed project would not generate emissions in excess of SBCAPCD thresholds during project operation. Impacts related to operational emissions associated with the proposed project are considered to be less than significant.

d) Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because infants, the elderly, and people with health afflictions, especially respiratory ailments, are more susceptible to respiratory infections and other air-quality-related health problems than the general public. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. In the vicinity of the project site, sensitive receptors include residential areas located to the north, south and east of the project site, as well as the project itself. As discussed above, the proposed project would generate air pollutant emissions well below SBCAPCD thresholds during construction activities and project operation. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

e) Land uses typically associated with significant objectionable odors include agriculture, wastewater treatment, food processing, chemical plants, refineries, landfills, and dairies. The proposed project would consist of 42 townhomes. As such, significant objectionable odors are not anticipated during project construction or operation. No impact would occur.

Mitigation Measures:

1) A dust-abatement program shall be prepared and implemented during all construction activities occurring on the project site. The following measures shall be included in the dust-abatement program:

   - Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions.
   - Construction sites shall be watered and all equipment cleaned in the morning and evening to reduce particulate and dust emissions.
   - Cover stockpiles of sand, soil, and similar materials, or surround them with windbreaks.
   - Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces or have adequate freeboard to prevent spillage.
   - Post signs that limit vehicle speeds on unpaved roads and over disturbed soils to 10 miles per hour (mph) during construction.
   - Soil binders shall be spread on construction sites, on unpaved roads, and on parking areas; ground cover shall be re-established through seeding and watering.
   - Sweep up dirt and debris spilled onto paved surfaces immediately to reduce re-suspension of dust through vehicle movement over those surfaces.
   - Require the construction contractor to designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary.

2) To reduce ROG emissions associated with the application of architectural coatings during building construction, the applicant shall use the following methods during the application of necessary architectural coating materials:

   - Minimize the use of paints and solvents by using pre-coated building materials.
   - Minimize the use of paints and solvents by using naturally colored building materials.
   - Use water-based or low-ROG coatings.
   - Utilize coating application equipment with high transfer efficiency rates.

3) All construction equipment engines and emission systems shall be maintained in proper operating order, in accordance with manufacturers' specifications, to reduce ozone precursor emissions from stationary and mobile construction equipment.

4) All construction projects on sites larger than 15 acres shall provide temporary traffic control (e.g., flag person) to avoid unnecessary delays to traffic during construction activities which interrupt normal traffic flow.

5) If feasible, electricity from power poles or ground lines shall be used in place of temporary diesel- or gasoline-powered generators.

6) To minimize the emissions of diesel particulate matter, the following measures should be implemented:

- Heavy-duty diesel-powered construction equipment manufactured after 1996 should be utilized wherever feasible.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction equipment shall be maintained in tune per the manufacturer's specifications.
- All diesel-powered equipment shall use ultra-low-sulfur diesel fuel.
- Diesel-powered equipment should be replaced by electric equipment, whenever feasible.
- Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes.

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) A Biological Survey for Sensitive Plant and Wildlife Species was conducted by Condor Environmental Planning Services, Inc., in November 2005. The survey determined that the project site is highly disturbed and dominated by non-native vegetation, particularly within the portion of the site proposed for development. The survey found no sensitive plant or wildlife species on the site and concluded that the project site does not provide optimal habitat for such species. As such, impacts would be less than significant.

b) While the majority of the western portion of the property is dominated by non-native species such as Italian thistle, milk thistle, mustard, and non-native grasses, the westernmost third of the parcel consists of a narrow area dominated by native, hydrophytic arroyo willows, poison oak, and nettle. Impact Sciences' biologists conducted a site survey of the Coastal Meadows project site with the intent of delineating the "riparian" stream corridor on the project site (if applicable). Within the development envelope is an elevated pad with ruderal/disturbed vegetation. The residential areas to the north and south of the site are also located on elevated pads of similar artificial fill material. The original elevation of native soil is lower than the fill areas. The native soil has a high clay content

which restricts permeability and has very little slope in the east-to-west direction. As a result, runoff on the native soil is slow due to the limited slope. Run-off from adjacent residential and fill areas is rapid and water moves toward the lower natural elevation. The areas at the natural elevation retain water due to the clay nature of the soils, which then provides ideal conditions for native, invasive, hydrophytic species to colonize the area (willows, *Salix* sp., and nettles, *Urtica dioica*).

The definition of streams and riparian refers to areas with a relationship to a watercourse. There are no channels or streams present within the proposed development boundary. California Department of Fish and Game (CDFG) jurisdiction includes ephemeral, intermittent, and perennial watercourses, and is often extended to the limit of riparian habitats that are located contiguous to the watercourse and that function as part of the watercourse system. This area is not a watercourse because there is no channel or streambed. Rather, low areas on the site receive water from surface and ground water runoff from the adjacent residential area and the fill area due to non-point source runoff. As a result, this area is not jurisdictional under the CDFG definition of streambeds. Further, this portion of the project site would remain undeveloped. As such, the project would not result in a substantial adverse effect son riparian habitat and impacts would be less than significant.

c) While the Bailey Avenue Wetlands are adjacent to the project site to the west, the project site does not contain any wetland habitat. The portion of the project site to be developed is not considered a wetland area, under the Clean Water Act, as the soils do not exhibit hydric characteristics. According to the Soils Engineering Report prepared for the project, the soil samples taken on site have a chroma (saturation of colors) of 2 with no mottles. Chroma and mottles are characteristics defined by the U.S. Army Corps of Engineers (ACOE) as a means to identify hydric soils. The ACOE defines hydric soils as having "a chroma of one, or a chroma of 2 with mottles" while the on-site soils had a chroma of three. As a result of the site survey, it was determined that the soils contained on the project site lack hydric soil characteristics. In addition to the lack of hydric soils, the site is an isolated area and does not contain consistent or significant runoff. As a result, the area to be developed with the proposed project is not subject to ACOE jurisdiction under "Waters of the United States" defined in 33 CFR 328.3. Impacts would be less than significant.

d) The project site is located within an urbanized area and does not contain a wildlife corridor or provide for the movement of native resident or migratory fish or wildlife species. No native wildlife nursery sites exist on or near the project site. Impacts would be less than significant.

e) The project site is highly disturbed and dominated by non-native vegetation. According to the Biological Survey conducted for the project site, no trees or other vegetation protected by local policies or ordinances are present on the site. As such, no impact would occur.

f) The project site is relatively small, 3.09 acres, and within an urbanized and developed area. As such, the project would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan. No impact would occur.

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) There are three structures present on the eastern portion of the project site. They are approximately 60 years old and are currently uninhabited. Through a building records search and site reconnaissance, the City of Lompoc has determined that the structures on the project site are not considered historical resources. Therefore, no impact would occur as a result of proposed demolition.

b) The project is located on the "Archaeological Sensitivity Zones" Map site in the City General Plan Resources Management Element within the "Low Sensitivity Zone." Additionally, as the project site has been used in agricultural cultivation and has been disturbed through previous development occurring on the site, any cultural resources that may have been present on the site would likely have been destroyed. However, it was recommended that due to the fact that Chumash Indians and later historic peoples were located in the area, there is a possibility that undetected artifacts or features could be present within the project boundaries. Standard mitigation measures related to the accidental discovery of archaeological resources during site construction activities are recommended below.

c,d) Paleontological resources are typically found in sedimentary rock, metamorphic rock, and isolated rock outcrops in hilly areas. The geotechnical study for the proposed project found that the project site is generally located over sandy silt and lean clay soils. No older sediment or lithified rock materials were found, and no rock outcrops exist on site. The potential for paleontological resources to occur on the project site is considered low.

However, there is a possibility that undetected paleontological artifacts could be present within the project boundaries. Standard mitigation measures related to the accidental discovery of paleontological resources during site construction activities are recommended below.

Mitigation Measures:

7) If archaeological artifacts are unearthed or exposed during construction, all ground-disturbing work in the vicinity shall stop immediately, the City of Lompoc Planning Division shall be notified, and the artifacts and the site shall be evaluated by an experienced archaeologist. An appropriate plan for the evaluation 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.

8) 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 and the City of Lompoc Planning Division 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.

9) If paleontological artifacts are unearthed or exposed during construction, all ground-disturbing work shall stop immediately and the City of Lompoc Planning Division notified. The artifacts and site shall be evaluated by an experienced paleontologist/cultural resources specialist. An appropriate plan for the evaluation of the artifacts from the site shall be prepared and its implementation overseen by an experienced paleontologist.

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 San Andreas Fault Zone is the largest active fault zone within a 100-mile radius of the project site. The San Andreas Fault is recognized as a major transform fault of regional dimension that forms an active boundary between the Pacific and North American tectonic plates. There are additional faults within the region that could also generate earthquakes and strong shaking on the project site. As such, the potential exists for significant impacts to result from an earthquake in the area. However, the use of seismic design parameters in the Uniform Building Code, as well as adherence to the most current state, County, and City standards for earthquake-resistant construction would reduce impacts related to seismic hazards to a less than significant level.

The project site and surrounding area are characterized by relatively flat topography. According to the "Geologic and Soils Hazards" Map within the Safety Element of the General Plan, the nearest slope hazard area is approximately 2 miles south of the project site. As such, no impact would occur with respect to landslides.

b) Given that the site is relatively flat, limited earthwork and grading activities would occur on the project site, and it is expected that soil erosion and topsoil loss would be minimal. However, the Soils Engineering Report prepared for the project states that the soils on site are erodible and recommends that surface soils be stabilized, especially during construction. Implementation of standard mitigation measures used to control construction air quality particulate emissions would ensure the control of topsoil erosion. Examples of standard measures used to control construction emissions include, but are not limited to, watering unpaved road surfaces and materials transported off site, suspending all excavating and grading operations when wind speeds exceed 20 mph, and minimizing the area disturbed by clearing, grading, earth moving, or excavation activities. In addition, landscaping would be installed immediately after building construction is complete. With implementation of these standard construction practices, impacts related to soil erosion would be less than significant.

c) Portions of the project site are located within an area identified as a "Liquefaction Hazard Area" on the "Geologic and Soils Hazards" Map in the City General Plan Safety Element. According to the Soils Engineering Report prepared for the project, there appears to be a slight potential for liquefaction to occur during a significant seismic event between the depths of 25 to 26 feet and below a depth of approximately 45 feet below the existing ground surface. However, the study concluded that such liquefaction would result in minimal dynamic settlement of less than 0.5 inch. The study concluded that with the implementation of all recommendations included in the report, the project site is suitable for the proposed uses. As all recommendations contained within the study would be required as mitigation, impacts relating to liquefaction would be less than significant.

d) The Soils Engineering Report prepared for the project site by Earth Systems Pacific determined that the surface soils located on the project site are within the "medium" expansion category of the California Building Code (CBC) Table 18-I-B. The soil study concluded that all associated impacts would be effectively mitigated with the implementation of the geotechnical recommendations contained within. Further, the structures on the project site are required to comply with design and building specifications as identified in the Uniform Building Code. With the implementation of all the geotechnical recommendations, as mitigation measures, impacts would be less than significant.

e) The project site would not require the use of septic tanks, as the site would be connected to the City's sewer system. No impact would occur.

Mitigation Measures:

10) The applicant shall comply with all recommendations for the project site as identified in the Soils Engineering Report for the project site, prepared by Earth Systems Pacific, November 18, 2005.

11) The project shall utilize seismic design parameters contained in the latest edition of the Uniform Building Code.

12) Design and construction of all structural elements of the project shall adhere to the most current state, County, and City standards for earthquake-resistant construction.

VII. 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 project involves the development of a residential project in an urban area. The proposed uses on the project site would not have the potential to create health hazards because they would not include uses that would require the use, transportation, and storage of hazardous material, waste, or similar material. No manufacturing or industrial processes which utilize or produce dangerous substances are associated with any of the uses of the project site. No impact would occur.

d) A Phase I Environmental Site Assessment was conducted for the proposed project by Rincon Consultants in July 2005. An environmental records search found that the project site, as well as the adjacent properties, were not listed as hazardous materials sites. As such, no impact would occur.

e,f) The Lompoc Airport is located just under 0.5 mile north of the project site. The project site is not located within the Lompoc Airport Land Use Plan areas. In addition, the project site is not located in the vicinity of a private airstrip. As such, no impact would occur.

g) The project site would be accessible to emergency vehicles via one entrance off of North V Street and a single internal road ending at a fire department hammerhead near the western end of the development. Project development would be required to comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans, as well as fire protection and security. As a result, no impacts relating to emergency response or evacuation are anticipated as a result of the development of the project.

h) According to the "Wildland Fire Hazard Areas" Map in the City General Plan Safety Element, the project site is located in a "low hazard" area. Further, the project includes a landscape plan that includes ornamental street and perimeter trees and landscaping, which would not represent a significant fire hazard. No impact would occur.

VIII. 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,c,e,f) The proposed project is subject to the requirements of the National Pollution Discharge Elimination System (NPDES) general permit for the State of California. As part of this general permit, a Stormwater Pollution Prevention Plan (SWPPP) must be prepared that identifies Best Management Practices (BMPs) to be used during construction and operation phases of the project.

The two main categories of BMPs are "source control" and "treatment control." Source control BMPs are usually the most effective and economical in preventing pollutants from entering storm and non-storm runoff. Source control BMPs relevant to the proposed project include spill prevention and cleanup activities, storm drain signs and stenciling to prevent illegal dumping of pollutants, and storm drain and parking lot maintenance that control the movement of pollutants and remove them from pavement from catch basin cleaning and street sweeping. Treatment control BMPs involve the physical treatment of runoff, usually through structural means. Compliance with NPDES requirements will ensure that the project will not result in less than significant impacts related to drainage on or off the project site.

b. The project is located over the Lompoc Groundwater Basin. The project does not propose to add or withdraw water from any aquifer in the area as the project would be connected to the City water distribution system. No grading activities are proposed as part of the project which would penetrate the groundwater basin. Therefore, the proposed project would not result in any impact to the quantity or quality of local groundwater.

d,g–i) According to the "Flood Hazard Areas" Map in the City's General Plan Safety Element, the project site is partially located in a "floodway fringe," associated with the Santa Ynez River. Further, according to the Federal Emergency Management Agency (FEMA) Flood Maps, a portion of the project site is located in Special Flood Hazard Area (100-year flood zone) adjacent to the Santa Ynez River. Base flood elevations in this area are 71.0 feet.

To mitigate potential flooding impacts, the applicant is proposing to add 8 to 10 feet of fill on the northern portion of the property to elevate the site above the known base flood elevations and remove the portion of the site from the 100-year flood zone. An application has been filed with the City and FEMA for a Conditional Letter of Map Revision based on the estimated 8 to 10 feet of fill proposed on the eastern portion of the property. The approval of the Conditional Letter of Map Revisions will result in the removal of the site from the 100-year flood zone. Impacts would be less than significant.

j) The proposed project will not create a threat of inundation by seiche, tsunami, or mudflow. The site is located approximately 8 miles from the ocean, which would make the impact of a tsunami highly unlikely. The site is also not located near a water body, significant slope, or volcano, making mudflows and seiches unlikely. No impact would occur.

IX. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 project will not physically divide an established community due to the fact that the project is proposed within an urbanized area within the Lompoc City limits. No impact would occur.

b) The project site is currently designated in the City General Plan Land Use Element as Medium-Density Residential and Open Space. The site is currently zoned as Medium-Density Residential (R-2) and Open Space (OS). The proposed residential density is consistent with the Medium-Density Residential designation within both the General Plan and Zoning Ordinance. The project as proposed would not develop the portion of the project site currently designated as Open Space after the boundaries of both designations are perfected. A General Plan Amendment is not required for the approval of the proposed project.

   As noted earlier, the applicant has requested the approval of a Planned Development (PD) Overlay. The request for a PD Overlay allows the City Council and the Planning Commission to consider a certain amount of flexibility from the strict adherence of the Zoning Ordinance in order to develop a quality project for the benefit of the community. The underlying density of the Zoning District must be adhered with, but allowances can be made in other development standards. The PD is processed as a Zone Change. The development plan serves as a Preliminary/Precise Development Plan to meet requirements of Lompoc City Code Sections 7703 and 7704.

   Based on the above, no impact would occur.

c) The project site is not located within a habitat conservation plan or natural community conservation plan. Therefore, no conflict would occur.

X. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 project 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 in the General Plan Resource Element does not identify the project area as being a locally important mineral resource site.

XI. 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,c,d) The Noise Element contained in the City's General Plan contains noise guidelines and policies that establish acceptable noise levels for different land uses. The General Plan states that the maximum exterior sound level acceptable in residential areas is 60 dB(A) Community Noise Equivalent Level (CNEL). Interior noise levels for residential uses are acceptable at levels that remain below 45 dB(A) CNEL. Standards identified in the EIR prepared for the City's General Plan limits noise-generating construction activities within 500 feet of a residential area to the hours of 7:30 a.m. to 5:00 p.m. Monday through Friday and 9 a.m. to 5 p.m on Saturdays. No construction activities are allowed to take place on Sundays. Minor modifications to the hours of construction may be granted by the Community Development Director.

The noise standards identified in the City's General Plan do not include quantitative standards or thresholds of significance for construction noise, steady-state sources of noise such as mechanical equipment, or periodic sources of noise such as vehicle loading. However, the City considers an increase in existing ambient noise levels of 5 dB(A) or greater at noise sensitive receptor locations during construction to be significant.

Existing noise conditions on the project site are typical of an urban environment. Mobile sources, in the form of roadway noise, are the primary noise source in the project area. Residential uses to the north, south, and east represent off-site stationary sources and generate noise associated with activities such as people talking, doors slamming and tires squealing. Residential uses do not generate noise levels in excess of adopted City standards during normal daily use. Using traffic count data contained in the traffic study prepared for the proposed project and the FHWA-RD-77-108, existing noise conditions were characterized for the project site. The model calculates average

noise levels at specific locations based on traffic volumes, auto/truck mix, average speeds, roadway geometry, and site conditions. **Table 3, Existing Modeled Roadway Noise Levels**, follows.

Table 3
Existing Modeled Roadway Noise Levels

Roadway Segment	dB(A) in CNEL
Central Avenue W/O V Street	62.0
Central Avenue E/O V Street	62.4
V Street N/O North Avenue	59.9
V Street S/O North Avenue	59.5
North Avenue W/O V Street	52.6
North Avenue E/O V Street	54.1

Source: Impact Sciences, Inc. Model results have been appended to this document.

The proposed project would generate noise during construction and operation. Both are discussed in detail below.

Construction Noise. Development of the project would involve demolition, site grading, and roadway and building construction. These activities typically involve the use of heavy equipment such as graders, water trucks, tractors, loaders, and pavers. Noise levels associated with this type of equipment range from 75 to 85 dB(A) at a distance of 50 feet. The closest receptor to the project site would be the residential uses to the north and south, approximately 200 feet from the center of the site. Using a noise level of 85 dB(A) at a distance of 50 feet and an attenuation rate of 6 dB(A) per doubling distance, the nearest receptor would experience periodic noise levels of 73 dB(A) or 68 dB(A) CNEL. Construction activities would temporarily and periodically increase the ambient noise level by more than 5 dB(A). However, construction activities would be limited to daytime hours and would comply with all City rules and regulations. Mitigation measures are identified to reduce impacts to less than significant levels.

Operation Noise. The primary noise source associated with project operation would be motor vehicles. Other noise sources generated during project operation would be stationary sources typical of residential land uses. As stated previously, residential uses do not generate noise levels in excess of adopted City standards during normal daily use. Using the traffic volumes provided in the traffic study prepared for the proposed project and the FHWA-RD-77-108, noise levels under project operation were predicted. **Table 4**, below, shows the modeled project operation noise levels.

Table 4
Modeled Roadway Noise Levels – Project Operation

Roadway Segment	dB(A) in CNEL
Central Avenue W/O V Street	62.0
Central Avenue E/O V Street	62.4
V Street N/O North Avenue	60.0
V Street S/O North Avenue	59.6
North Avenue W/O V Street	52.6
North Avenue E/O V Street	54.3

Source: Impact Sciences, Inc. Model results have been appended to this document.

As shown in **Table 4**, noise levels during project operation would be essentially the same as those currently in the project area. The greatest increase expected would be 0.2 dB(A) at North Avenue east of V Street. This increase would not be audible. Based on the above, noise impacts during operation would be less than significant.

b) Groundborne vibration or noise levels are typically associated with the development of large, multi-story buildings that require the use of high-impact pile driving. Pile driving would not be required in the construction of the proposed project. Therefore, no impact would occur.

e,f) The proposed project is not located within the Lompoc Municipal Airport Land Use Plan or within the vicinity of a private airstrip. As such, no impact would occur.

Mitigation Measures:

13) The project applicant shall require construction contractors to locate stationary noise sources as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be muffled and enclosed within temporary sheds.

14) The project applicant shall require construction contractors to implement feasible noise controls to minimize equipment noise impacts on nearby sensitive receptors. Feasible noise controls include improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds.

15) Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dB(A). External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible.

16) The construction contractor shall implement appropriate additional noise reduction measures that include shutting off idling equipment, and notifying adjacent residences and businesses (at least one time) in advance of construction work. In addition, the City shall require the posting of signs prior to grading activities with a phone number for residents to call with noise complaints.

17) The hours of construction occurring on the project site shall be limited to between 7:30 a.m. to 5 p.m. Monday through Friday and 9 a.m. to 5 p.m. on Saturdays. No construction activities shall occur on Sundays. Minor modifications to the hours of construction may be granted by the Community Development Director.

XII. 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) According to the Regional Growth Forecast 2000–2030, published by the SBCAG in March 2002, the City of Lompoc had a population of 41,100 people in the year 2000. Growth projections through 2030 are presented in **Table 5**, below. As it is currently early 2006, it can be assumed that the local population is approximately 43,500.

Table 5
City of Lompoc Population Forecast

2000	2005	2010	2015	2020	2025	2030
41,100	43,500	44,900	46,100	47,200	48,500	49,900

Source: Santa Barbara County Association of Governments. Regional Growth Forecast 2000-2030, March 2002.

According to data obtained from the 2000 Census, the City of Lompoc has an average household size of 2.88 residents per unit. As the proposed project includes 42 units, the project is anticipated to generate approximately 121 new residents within the City. The addition of 121 residents to the City of Lompoc would not result in an exceedance of published population projections. Further, the project site is designated for the proposed residential density in both the City General Plan and Zoning Ordinance. Finally, the goal of providing moderate- to low-income housing is shared by the project and the City. Based on the above, impacts would be less than significant.

b,c) The proposed project site would require the removal of one vacant and uninhabitable single-family home, a small workshop structure, and the remains of a carport. This action would not displace a substantial number of people or necessitate the construction of replacement housing elsewhere. No impact would occur.

XIII. 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:				
(i) Fire Protection?			X	
(ii) Police protection?			X	
(iii) Schools?			X	
(iv) Parks?			X	
(v) Other public facilities?			X	

Comments:

(i) Fire services in the City of Lompoc are provided by the Lompoc Fire Department (LFD). The LFD provides fire protection, paramedic, and hazmat services. Additionally, the LFD has an Automatic Aid agreement with the Santa Barbara County Fire Department and operates under a Mutual Aid agreement with Vandenberg Air Force Base which allows LFD to train with the Vandenberg rescue team and permits use of their helicopter. The LFD serves approximately 42,000 people within a 25-square-mile area with a staff of 25 sworn personnel on three shifts. Each shift is staffed with a Fire Chief, secretary, and three Battalion Chiefs. The project would be served by Fire Station 2, located at 1100 North D Street, approximately 1.25 miles east of the project site. Fire Station 2 is staffed and equipped with three engine companies. In 2005, LFD received 2,700 emergency calls for service, distributed evenly between stations, approximately 70–75 percent of which were medical related.[2]

The proposed project would generate a residential population of approximately 121 individuals. This increase in population, though small, would result in an increased demand for services provided by the LFD. In order to fund the expansion of such services, the City currently assesses a development fee due at the time building permits are issued. This fee, based on the land use proposed, is $151.72 per single-family unit, $62.47 per multi-family unit, and $892.50 per acre of general commercial uses. As the project proposes to develop 42 townhome units, which are considered multi-family, $2,623.74 would be due to fund project fire protection services. In addition, the project would be subject to design review by LFD to ensure that the project could be served properly. Further, the proposed project is located within the "Low Hazard" area on the "'Wildland Fire Hazard Areas" Map in the City of Lompoc General Plan. Based on the above, impacts would be less than significant.

(ii) Police protection services for the City of Lompoc are provided by the Lompoc Police Department (LPD). The LPD handles emergency and non-emergency calls through a dispatch center that dispatches police, fire, and ambulance services. The LPD operates one station, located at 107 Civic Center Plaza, approximately 2 miles southeast of the project site. LPD staff totals 75 and includes 51 police officers. The LPD is currently considered understaffed but has mutual aid agreements with

[2] Chief Stan Hart, Lompoc Fire Department. Telephone communication, January 25, 2006.

the Santa Barbara County Sheriff Department and other law enforcement agencies. In 2005, the LPD received 33,976 calls for service.[3]

The proposed project would generate a residential population of approximately 121 individuals. This increase in population, though small, would result in an increased demand for services provided by the LPD. In order to fund the expansion of such services, the City currently assess a development fee due at the time building permits are issued. This fee, based on the land use proposed, is $167.67 per single-family unit, $279.44 per multi-family unit, and $4,471.08 per acre of general commercial uses. As the project proposes to develop 42 townhome units, which are considered multi-family, $11,736.48 would be due to reimburse the City for the police services capital improvements already constructed in the project area. In addition, the project would be subject to design review by the LPD to ensure that the project could be served properly. Based on the above, impacts would be less than significant.

(iii) The Lompoc Unified School District (LUSD) provides public school services within the City of Lompoc. LUSD operates ten elementary schools serving grades K–5, three middle schools serving grades 6–8 and three high schools serving grades 9–12. LUSD also operates one continuation high school and an adult education school. The project site is served by Clarence Ruth Elementary School, Vandenberg Middle School, and Cabrillo High School. These schools are located approximately 1 mile southeast, 7.5 miles northwest, and 4 miles northwest of the project site, respectively.

LUSD student generation rates for single-family residences are 0.276 elementary school, 0.157 middle school, and 0.171 high school students per residential unit. Based on these generation rates, the 42 proposed residential units would generate approximately 12 elementary school students, 7 middle school students and 7 high school students. As required by Senate Bill 50 (SB 50), the project would be required to pay statutory school fees to the LUSD to fund capital improvements necessary to support the additional students. Currently, the school fees imposed on new developments are $1.84 per square foot of new residential floor area and $0.30 per square foot of new commercial floor area. The payment of school development fees, authorized by SB 50, would result in less than significant impacts.

(iv) The project includes recreational amenities for private use by future residents. These amenities include a swimming pool, recreation building/clubhouse, and tot play area. The construction of these recreational amenities would all be located within the project site boundaries and would not cause an adverse physical effect on the environment.

(v) **Libraries**

Santa Barbara County contracts with three cities to provide library service to County residents. The City of Lompoc is the contract Agency for Santa Barbara County Library Zone II. Within Zone II, there are three libraries: the Lompoc Public Library (LPL), the Buellton Library, and Village Library in Vandenberg Village. The LPL serves the project site, as does the City of Lompoc, and is located at 501 East North Avenue.

Government Code Section 66000 (AB 1600) allows local government agencies to charge project development fees to pay for their "fair share" of public services to the community. Consistent with the provisions of Government Code Section 66000, the City of Lompoc adopted a fee schedule intended to address the impact of new development on public services and infrastructure. The City currently assesses a development fee of $453.62 per single-family residential unit to recover the costs associated with the provision of library services. The payment of development fees, authorized by AB 1600, would result in less than significant impacts.

Health Services

The Lompoc Healthcare District (LHD) provides health care services in the City of Lompoc and surrounding areas in the Lompoc Valley. The LHD currently operates a 60-bed general acute hospital located at 508 East Hickory Avenue, within the City of Lompoc. In order to comply with seismic

[3] Captain Timothy Dabney, Lompoc Police Department. Telephone communication, March 8, 2006.

safety requirements associated with California State Senate Bill 1953 (SB 1953), a development plan for the relocation of the hospital to a new location on the north side of Highway 1/Ocean Avenue between 7th and 12th Streets in the southeastern corner of the City has recently been approved by the City's Planning Commission. The proposed 60-bed hospital would provide equivalent services and allow the consolidation of hospital and administration functions into one location.

The proposed project is expected to generate a resident population of 121 residents. This population would require health services provided by the LHD. According to the most recent Hospital Quarterly Financial and Utilization Data Summary Report (3rd Quarter 2005) submitted to the Office of Statewide Health Planning and Development, the Occupancy Rate of Lompoc Hospital is 74.2 percent. The proposed project would introduce a relatively small population that would not cause the LHD to exceed facility capacity. Further, the project site is currently designated in the General Plan and Zoning Ordinance for the proposed residential density. As such, the proposed project would result in less than significant health services impacts. As the LHD hospital is currently operating below capacity and the project would introduce a relatively small population on a site that is currently designated in the General Plan and Zoning Ordinance for the proposed residential density, impacts would be less than significant.

XIV. 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) The proposed project includes recreational facilities for private use by the residents and their guests. These recreational facilities include a swimming pool, recreation building/clubhouse, and tot play area. Impacts to recreational facilities within the City are mitigated, as a condition of project approval, through the collection of fees as required by the Quimby Act. Fees associated with the Quimby Act are collected by the City and used to construct additional parks and recreational facilities. Thus, the project would have less than significant impacts on parks and recreational facilities in the area.

b) The project includes recreational amenities for private use by future residents. These amenities include a swimming pool, recreation building/clubhouse, and tot play area. The construction of these recreational amenities would all be located within the project site boundaries and would not cause an adverse physical effect on the environment.

XV. 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) The following analysis is based on the Traffic and Circulation Study for the Coastal Meadows Project, dated March 1, 2006, conducted by Associated Transportation Engineers.

The project site is served by a circulation system comprised of arterial, collector, and local streets. Key roadways within the local circulation system are V Street, Central Avenue, and North Avenue. V Street borders the project site to the east, is a two-lane roadway classified as a Minor Arterial, and has a posted speed limit of 40 mph. Central Avenue, located north of the project site, is a four-lane Major Arterial with a posted speed limit of 45 mph. North Avenue is a two-lane Minor Arterial south of the project site with a posted speed limit of 35 mph. Traffic counts were conducted at the intersections of V Street and Central and North Avenues on January 11, 2006, to determine existing a.m. and p.m. peak hour turning volumes. The traffic volumes were then used to determine the existing Level of Service (LOS) at both intersections. The City of Lompoc intersection performance standard is LOS C. The intersection of V Street and Central Avenue, which is controlled by a signal, currently operates at LOS B during a.m. and p.m. peak hours. V Street at North Avenue, an all-way stop intersection, also operates at LOS B during a.m. and p.m. peak hours.

Trip generation rates for the proposed project were calculated based on the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual. The project would generate a total of 246 Average Daily Trips (ADT), with 18 trips during the a.m. peak hour and 22 trips during the p.m. peak hour.

Based on a list of approved and pending projects provided by the City of Lompoc, traffic conditions at project buildout with ambient growth were predicted. Using ITE trip generation rates, future traffic volumes were calculated and then translated into the LOS expected at study intersections at project buildout. The intersections of V Street at Central and North Avenues would operate at LOS B during a.m. and p.m. peak hours at project buildout when considering ambient growth. As stated above, the City of Lompoc intersection performance standard is LOS C. As none of the intersections analyzed in the traffic study would operate in excess of LOS C, impacts are considered to be less than significant.

b) SBCAG has been designated as the Congestion Management Agency for the County and is therefore responsible for administration of the Congestion Management Program (CMP). SBCAG has developed a set of traffic impact guidelines to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities within the County CMP roadway system. A detailed traffic analysis is required for projects which generate 500 ADT or more than 50 peak hour trips. As the proposed project would generate less than 500 ADT and less than 50 peak hour trips, a detailed traffic analysis is not required and impacts would be less than significant.

c) The project would involve the development of 42 townhome units that would not exceed 35 feet in height and would not cause an increase in air traffic or a change in air traffic patterns. No impact would occur.

d) Egress and ingress access to the project would be provided by one entrance off of North V Street. The townhome units would be served by a single road beginning at North V Street and ending at a fire department hammerhead near the western end of the development. The width of the roadway would vary but would maintain a minimum width of 25 feet. The road as planned would have three circles to provide visual diversity and calm internal project traffic. The ingress/egress location would not increase hazards in the surrounding area due to design features. Further, the design specifications of the ingress/egress location are subject to the approval of the City Public Works and Fire Departments. As such, no impact would occur.

e) Emergency access to the site will be provided by one ingress/egress location along North V Street. In order to determine that adequate street widths and access to the uses proposed on the site are available for fire trucks and other emergency services vehicles, the design of the internal street located on the project site is subject to the approval of the City Public Works and Fire Departments. Therefore, no impact would occur.

f) Parking for residents would be provided within a private, two-car garage attached to each townhome unit. In addition, 14 guest parking spaces would be provided within the project. In total, 100 parking spaces would be provided. Parking capacity for the land uses proposed on the project site are defined by standards in the Municipal Code. According to the Zoning Ordinance, three bedroom multi-family and duplex units require two parking spaces, one of which must be covered. As each unit would include a two-car garage and the development would provide 14 guest parking spaces, the project as proposed is in compliance with the Zoning Ordinance parking requirements. No impact would occur.

g) The proposed project is located within existing City of Lompoc Transit (COLT) bus route 2 and bus stops are located near the intersections of V Street and Central and North Avenues. In addition, V Street includes a Class II (on-street) bike route. The project would consist of 42 townhome units and would not conflict with adopted policies, plans, or programs supporting alternative transportation. No impact would occur.

XVI. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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,b,e) The City of Lompoc owns and operates the Lompoc Regional Wastewater Reclamation Plant (LRWRP), which provided wastewater treatment to the site and surrounding area. The LRWRP has a current design capacity and average dry weather flow of 5.0 million gallons per day (MGD) and an instantaneous wet weather flow of 16.0 MGD. The daily average flow rate to the plant for 2005 was approximately 4.0 MGD. The future capacity of the LRWRP will be 5.5 MGD.

A City of Lompoc wastewater easement diagonally bisects the western portion of the site and continues generally along the southern boundary of the western half of the site. Two sewer mains run through the on-site easement. They are located at the southwestern side of the property. The project would connect directly to one of the sewer mains present on the site.

The proposed project consists of 42 townhome units with an expected residential population of 121 individuals. As the LRWRP is currently operating well below capacity, the facility is expected to accommodate new development through 2025. The impacts of the Coastal Meadows project would be less than significant.

c) Currently, the project site drains into the Bailey wetlands adjacent to the west. There is a drainage swale along the northern property line. An underground storm drain system is proposed that would discharge project runoff into the existing drainage swale along the northern property line. The

proposed storm drain would be subject to the approval of the City of Lompoc Department of Public Works. In addition, the project would maintain the existing drainage course. As such, impacts would be less than significant.

d) The City of Lompoc provides water resources to City customers through extraction of groundwater from the Lompoc Plain, which is located within the Lompoc Groundwater Basin. According to the City of Lompoc's 2005 Urban Water Management Plan, 2005 pumpage was 5,231 acre-feet per year (AFY) or .39 AFY per residential unit. Therefore, the proposed project, which includes 42 residential units, would be anticipated to demand approximately 16.38 AFY. On January 26, 2006, the City of Lompoc Utility Director confirmed that the City of Lompoc has adequate water supplies to serve the proposed project (James Beck, Utility Director, letter dated January 26, 2006). Impacts are considered to be less than significant.

   The land uses proposed on the project site need to be connected to the City water distribution system. The applicant would connect the project water distribution network to the existing 10-inch public water main located under North V Street.

f,g) The City of Lompoc provides garbage and recycling collection services in the City and owns and operates the Lompoc Sanitary Landfill. Recyclable material is collected by the City and transported to the Health Sanitation Service material recovery facility in Santa Maria. Waste is disposed of at the City of Lompoc Sanitary Landfill. The landfill has a remaining capacity of 2,557,920 cubic yards and a permitted peak throughput of 500 tons per day. Presently, the landfill operates at an average of 125 tons per day. The landfill is anticipated to have sufficient capacity to support solid waste from the City through the year 2047.

   In the year 2000, the City generated an estimate 39,267 tons of solid waste, of which 49 percent was generated by residential uses and 51 percent by non-residential uses. Further, the City has achieved relatively high waste diversion rates, with 51 percent of its waste diverted in 2000.

   Average residential waste generation in the City is approximately 2.2 pounds per resident per day. Based on the fact that the project site is anticipated to generate 120 new residents, at build out, the proposed project would generate approximately 264 pounds per day or 0.13 tons per day of solid waste. This amount of solid waste generated would be approximately 0.1 percent of the daily tonnage currently accepted by the landfill. As the project site is a planned location of residential land uses, and the amount of solid waste generated by the project will be a small percentage of existing volumes, implementation of the project would not result in any change to service related to solid waste. Further, as a condition of project approval, occupancy solid waste minimization measures would be required to be implemented. These conditions include the following:

   - The applicant will be required to contract with the City to provide recycling containers for materials such as aluminum, plastics, glass, newspapers, etc.

   - Slow-growing, drought-tolerant plants would be included in the landscape plan. Drought-tolerant plants require less pruning, generate less long-term pruning waste, and require less water and fertilizer than non-drought-tolerant plants.

   - The applicant would be required to contract with the City to provide a separate green collection bin for tree clippings and other woody/green waste to individual homeowners.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE Does the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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		

Comments:

a) As discussed above, under **IV.**, **Biological Resources**, the project site is highly disturbed and dominated by non-native vegetation. According to the biological survey conducted for the project, no sensitive plant or wildlife species were found on the site. As such, the project would not 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, or reduce the number or restrict the range of a Rare or Endangered plant or animal.

As determined by the City of Lompoc, the three structures located on the project site are not considered historical resources. Therefore, impacts associated with proposed demolition would be less than significant. Mitigation measures were recommended above, under **V.**, **Cultural Resources**, that would reduce impacts associated with the discovery of archaeological and/or paleontological resources to less than significant levels.

b) A cumulative impact could occur where individual effects of different projects are considerable when analyzed together. Where a project would have no adverse impacts, the project could not contribute to cumulatively considerable impacts. As discussed in the respective subject areas, the project would not result in any potentially significant impacts. With implementation of mitigation recommended in this Initial Study, project impacts would be less than significant.

c) As discussed in the respective subject areas, the project would not result in any potentially significant impacts that could cause substantial adverse effects on human beings, either directly or indirectly. With implementation of mitigation recommended in this Initial Study, project impacts would be less than significant.

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.

Mark Austin for
Lucille T. Breese, AICP
City Planner
Mark Austin on behalf of Lucille Breese

5-30-06
Date