

City of Lompoc

---

## **Crown Laurel Mixed Use Project**

LOM 544, DR 04-35, GP 04-05, ZC 04-07, TA 05-04

**Draft**

## **Initial Study/Mitigated Negative Declaration**

*Submitted by*

**Rincon Consultants, Inc.**  
1530 Monterey Street, Suite D  
San Luis Obispo, CA 93401



**August 2005**

---

**Draft**  
**Initial Study**  
**For the**  
**Crown Laurel Mixed Use Project**

LOM 544, DR 04-35, GP 04-05, ZC 04-07, TA 05-04

*Prepared for:*  
City of Lompoc  
Planning Department  
100 Civic Center Plaza  
Lompoc, California 93438-8001

*Prepared by:*  
Rincon Consultants, Inc.  
1530 Monterey Street  
San Luis Obispo, California 93401

August 2005



# TABLE OF CONTENTS

Page

---

<b>Introduction</b>	
Legal Authority.....	1
Impact Analysis and Significance Classification.....	1
<b>Initial Study</b>	
Project Title.....	2
Lead Agency Name and Address.....	2
Project Description/Location.....	2
Public Agencies With Approval Authority .....	3
Project Applicant.....	3
Environmental Setting .....	3
Environmental Factors Potentially Affected.....	4
References .....	4
<b>Evaluation of Environmental Impacts .....</b>	<b>11</b>
Aesthetics .....	12
Agricultural Resources.....	14
Air Quality.....	15
Biological Resources.....	22
Cultural Resources.....	25
Geology and Soils.....	27
Hazards and Hazardous Materials.....	30
Hydrology and Water Quality .....	34
Land Use and Planning.....	37
Mineral Resources .....	39
Noise .....	40
Population and Housing .....	43
Public Services.....	44
Recreation.....	47
Transportation/Traffic.....	48
Utilities and Service Systems.....	52
Mandatory Findings of Significance .....	55
Environmental Determination .....	56
Mitigation and Monitoring Plan .....	57
<b>Tables</b>	
Table 1 Project Operational Air Emissions.....	16
Table 2 Existing Operational Air Emissions .....	17
Table 3 Estimated Stationary Source Emissions .....	18
Table 4 Post-Project Student Enrollment of Lompoc Unified School District.....	45
Table 5 Project Trip Generation Estimates .....	48
Table 6 Cumulative + Project Roadway Operations .....	49
Table 7a Cumulative + Project A.M. Peak Hour Intersection Level of Service .....	49
Table 7b Cumulative + Project P.M. Peak Hour Intersection Level of Service .....	50
<b>Figures</b>	
Figure 1 Regional Location Map.....	5
Figure 2 Project Vicinity Map.....	6
Figure 3 Existing Site and Easement Map .....	7
Figure 4 Proposed Site Plan.....	9



# INTRODUCTION

## LEGAL AUTHORITY

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the *CEQA Guidelines* and relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended.

**Initial Study.** Section 15063(c) of the *CEQA Guidelines* defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. The purposes of an Initial Study are:

- (1) To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration;
- (2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and
- (3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

## IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

The following sections of this IS/MND provide discussions of the possible environmental effects of the proposed project for specific issue areas that have been identified in the CEQA Initial Study Checklist. For each issue area, potential effects are isolated.

A "significant effect" is defined by Section 15382 of the *CEQA Guidelines* as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." According to the *CEQA Guidelines*, "an economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."



**CITY OF LOMPOC  
ENVIRONMENTAL CHECKLIST FORM**

**A. PROJECT INFORMATION:**

<b>Project Title:</b> Crown Laurel Project	<b>Project No:</b> LOM 544, DR 04-35, GP 04-05, ZC 04-07, TA 05-04
<b>Lead Agency Name and Address:</b> City of Lompoc 100 Civic Center Plaza, Lompoc, CA 93436 P.O. Box 8001, Lompoc, CA 93438-8001	<b>Contact Person and Phone Number:</b> Lucille T. Breese, AICP, City Planner (805) 875-8273

**PROJECT DESCRIPTION / LOCATION:**

The approximately 11-acre project site (APN 89-200-18, -19, -25) is located at the northeast corner of Laurel Avenue and V Street in the southwestern portion of the City of Lompoc (refer to Figure 2). The existing General Plan designation for the property is General Industrial (GI), and the existing zoning is predominately Commercial Industrial (C-M), with a designation of Open Space (OS) on the portion of the Miguelito Creek channel that traverses the site. The site is comprised of three contiguous parcels that are currently developed and contain approximately 13 existing structures used for various industrial and office/commercial operations. The site is bound to the north by Maple Avenue and associated single- and multi-family residential development along with nearby Thompson Park, to the west by North V Street and associated single-family residential development, to the east by a cement batch plant and associated industrial development, and to the south by the Union Pacific Railroad Tracks followed by West Laurel Avenue and the nearby Lompoc City Corporate Yard.

The project proposes to rezone and redesignate via a General Plan Amendment approximately 9.53 acres of the site to R-2 (Medium Density Residential), with the balance of the site, 1.36 acres, to be rezoned to P-M (Planned Manufacturing). Seventy-three (73) single family detached residences are proposed within the R-2 portion of the site. Of the 73 proposed units, eleven would be designated as affordable. Within the P-M portion of the site (along the eastern site boundary), an approximately 23,000 square foot industrial condominium building is proposed, with a minimum unit size of approximately 1,150 square feet (on "Lot 75" in Figure 4). The portion of the site that contains the Miguelito Creek channel and that is designated Open Space (OS), would retain its existing land use and zoning designation.

The 9.53-acre proposed residential portion of the site would be divided into four residential blocks. Each block would contain between 14 and 16 residential lots surrounding a common area consisting of public open space and landscaped parks. The size of each Common Area is as follows:

- Northwestern Block Common Area = 11,447 ft<sup>2</sup> (0.26 acres)
- Northeastern Block Common Area = 9,768 ft<sup>2</sup> (0.22 acres)
- Southeastern Block Common Area = 9,794 ft<sup>2</sup> (0.22 acres)
- Southwestern Block Common Area = 12,917 ft<sup>2</sup> (0.30 acres)

The proposed common area lot (i.e., Lot "75") would contain the interior parks, landscaping in front of the perimeter walls at Maple Avenue and Laurel Avenue, and entry landscaping at V Street. This lot would be connected by a concrete pedestrian pathway around the perimeter of each Common Area Block (refer to Figure 4). Front yard landscaping, which would not be considered part of the common area lot, would be maintained in common by the Home Owners Association (HOA).

Fourteen (14) of the proposed residential lots would be aligned along the northern site boundary, just south of Maple Avenue. The residential portion of the proposed project consists of a total of 73 single-family units on 9.53 acres. The lot density of this portion of the project site would be approximately 7.66 dwelling units per acre (note that this density calculation does not include the portion of the site proposed for the development of industrial condominiums). Residential lots would range in size from 2,250 to 3,561 square feet.

The internal roadway system for the proposed project would be privately owned and maintained by a HOA. The internal circulation system would be looped and accessed from V Street and Maple Avenue. Gates are proposed at both access locations. The internal circulation system for the proposed residential development would circle each of the four housing blocks, forming a four-way intersection in

the center of the site. The proposed industrial condominiums would be accessed from separate locations on Laurel Avenue to the south and from Maple Avenue to the north. A gate is also proposed at the Maple Street side of the access road to the industrial condominiums portion of the project. The proposed industrial condominiums would be arranged in a solid line extending from the northern site boundary to the southern boundary east of the proposed residential development. The industrial condominiums would be accessed by a single road, running parallel to the condominiums, between the proposed industrial development (to the west) and the proposed parking for the industrial condominiums (to the east). The proposed industrial condominium complex would provide a solid, continuous wall, buffering the proposed residential development from the existing commercial/industrial development to the east.

The proposed residential development includes 84 parking spaces located along the internal circulation street system. The plans also include a two-car garage for each proposed unit. The industrial condominiums include 52 parking spaces and two loading spaces. The project includes a request for a text amendment (TA 05-04) to the Lompoc Municipal Code section 2071.5, which restricts heavy truck parking adjacent to a residential zone. The proposed text amendment would modify the code to allow parking of heavy trucks on the portion of Laurel Avenue that is adjacent to the residential portion of the proposed project.

On-site runoff would be conveyed by either street surface flow or closed conduit to the concrete channeled Miguelito Creek on the project site. The proposed development would utilize the existing 13-inch outfall structure, currently used to convey stormwater runoff to Miguelito Creek. As such, no new outfall structures would be required. Streets would be designed to accommodate flow associated with a 25-year storm event. According to the Flood Insurance Rate Map (FIRM) produced by FEMA, the project site is not located within a 100-year flood zone.

The HOA would be responsible for the repair and maintenance of all internal streets, as well as the proposed pedestrian pathway which connect the common areas and residential blocks. The HOA will also be responsible for the maintenance of all landscaping within the common areas.

A public utility easement would be created to contain the water, sewer, electrical, telephone, cable television, and gas utilities for the project.

**Public Agencies with Approval Authority** (Including permits, funding, or participation agreements):  
 City of Lompoc, State Water Resources Control Board (NPDES Permit); Santa Barbara County Air Pollution Control District (stationary source and/or demolition emissions permits).

<b>Project Applicant, Name and Address:</b> JM Development, Inc. 4183 State Street Santa Barbara, CA 93110 <i>Contact: Matt Woodruff</i>	<b>Project Consultant:</b> Rincon Consultants, Inc. 1530 Monterey Street, Suite D San Luis Obispo, CA 93401 <i>Contact: Richard Daulton</i>
--	---

<b>General Plan Designation:</b> General Industrial (GI)	<b>City Zoning Designation:</b> Commercial Industrial (C-M)
---	--

**Surrounding Land Use Designation:**  
 North – High Density Residential  
 South – General Industrial, Community Facility  
 East – General Industrial  
 West – Single Family Residential, General Industrial

**Surrounding Land Uses:**  
 North – Single- and Multi-Family Residential, Thompson Park  
 South – Union Pacific Railroad, City Corporate Yard, Bulk Fuel Service Station, Wilco Distributors  
 East – Dalcerra, Inc., Industrial  
 West – Single-Family Residential

**Environmental Setting:** The roughly rectangular site is relatively flat with a general drainage gradient toward the concrete channeled Miguelito Creek in the western portion of the site. The site is situated on the gentle, west-sloping plain bounded on the south by the Santa Ynez Mountains, to the north by the Burton Mesa and La Purisma Hills, to the east by the Santa Rita Hills and to the west by the Lompoc terrace and the Pacific Ocean. The elevation of the subject site is approximately 82 feet above mean sea level (MSL). No obvious topographic relief is indicated across the site.



The project area lies in the northwestern portion of the Santa Ynez Mountain uplift, which is considered to be part of the westerly end of the Transverse Range Tectonic Province. The western portion of the Santa Ynez Mountain uplift, which includes the Lompoc and Santa Ynez Valleys, is comprised of west to northwest trending ridges, hills, and small stream-carved valleys. The project site is underlain by recent alluvium and overbank deposition related to the Santa Ynez River. In general, surficial and near-surface soils consist sands, silty sands and silts to a depth of approximately 50 feet below ground surface, underlain by clays to a depth of at least 65 feet.

The site is currently developed under its existing industrial land use designation. At present, the site is occupied by 13 structures (which includes associated outbuildings/storage sheds of varying age and condition). Several of the existing structures currently support active industrial/commercial businesses, however, most of the structures are vacant and/or used for storage. Altogether, the existing on-site structures occupy a total of 93,012 square feet.

Vegetation on-site consists of ornamental trees and shrubs associated with the existing buildings, along with short grasses and a few shrubs located in the vacant and unoccupied portions of the site.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**REFERENCES**

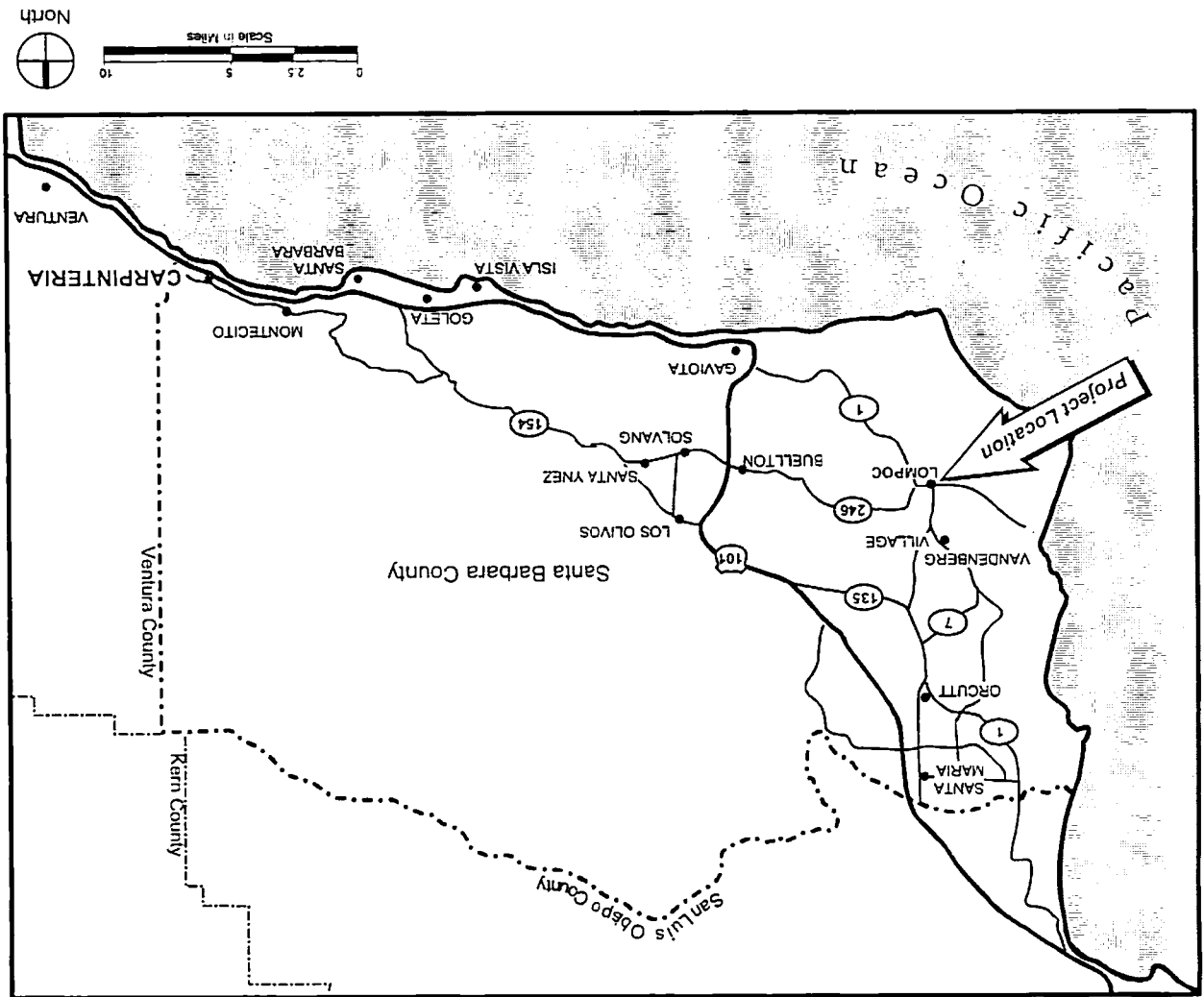
This Initial Study was prepared using the following information sources:

- Application Materials;
- Field Reconnaissance;
- Lompoc General Plan;
- Lompoc Municipal Code;
- Lompoc Zoning Ordinance;
- General Plan EIR;
- Santa Barbara County Comprehensive Plan;
- Departmental and Public Agency Consultations
- Phase I Environmental Site Assessment (Custom Environmental Services, Inc., October 9, 1999)
- Phase II Environmental Site Assessment (Environmental Assessment Specialists, Inc., August 14, 2003)
- Work Plan for Additional Site Investigation and Site Mitigation (Environmental Assessment Specialists, Inc., June 28, 2005)
- Preliminary Foundation Investigation (Pacific Materials Laboratory, January 21, 2005)
- Noise Assessment (David Lord, Ph.D., October 13, 2004)
- Transportation Noise Assessment: Existing Noise and Future Project Noise Levels (David Lord, Ph.D., July 22, 2005)
- Final Traffic and Circulation Study for the Crown Laurel Residential Project (Associated Transportation Engineers, Inc., March 8, 2005)
- Urbemis 2002 for Windows, Version 7.4.2 (California EPA, Air Resources Board, 2004)



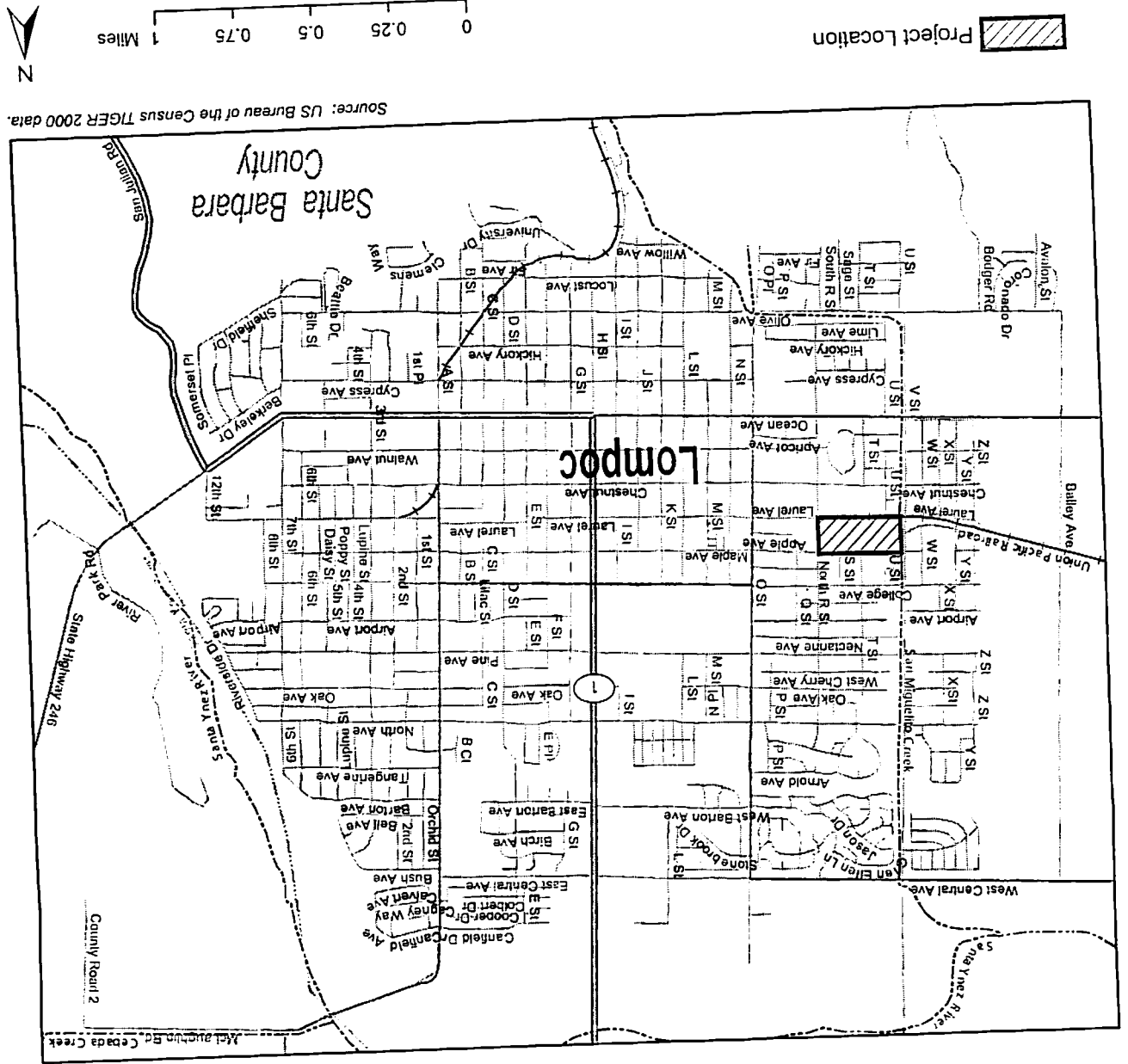
Figure 1

# Regional Location

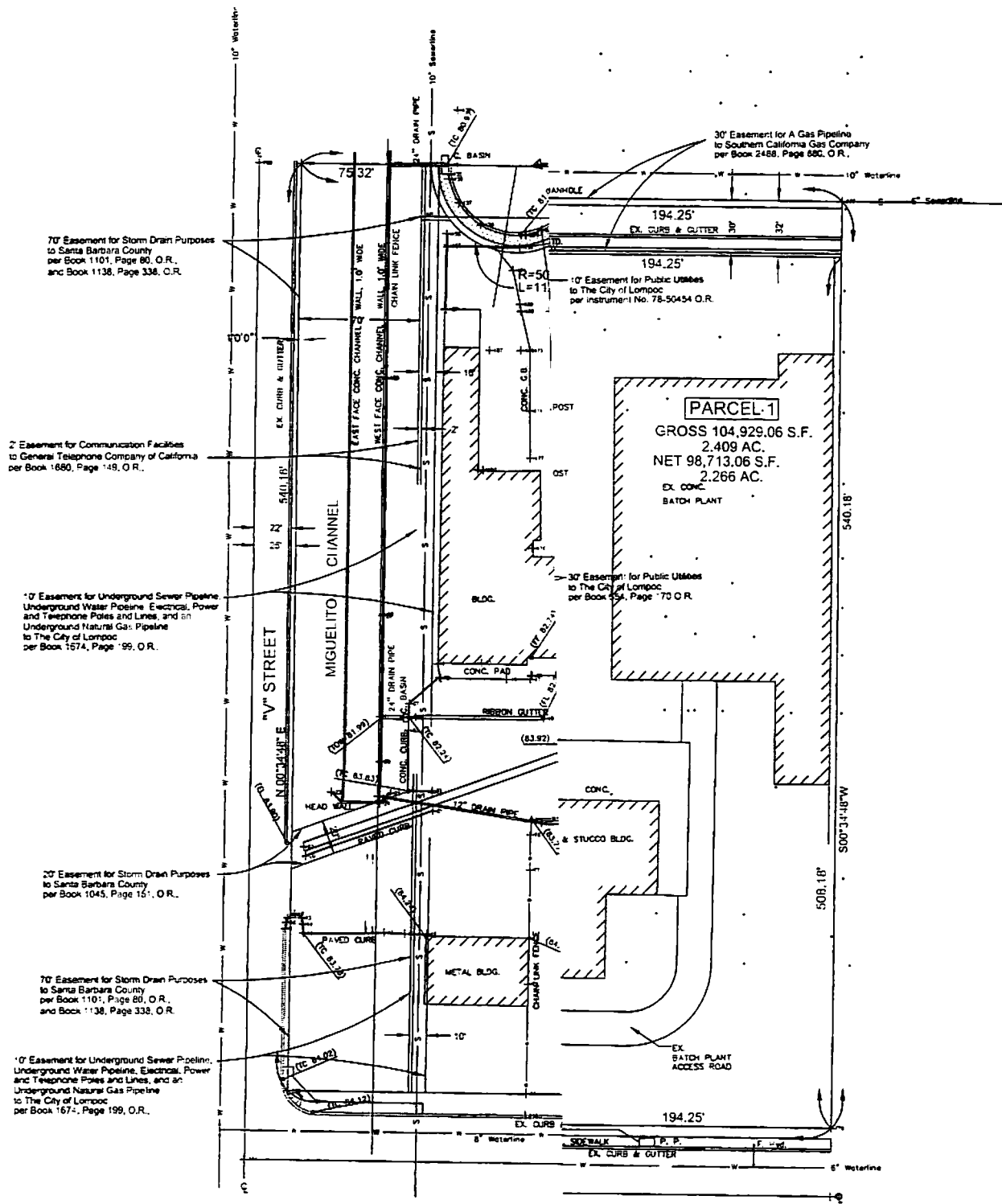




Project Vicinity



Source: US Bureau of the Census TIGER 2000 data.



70' Easement for Storm Drain Purposes to Santa Barbara County per Book 1101, Page 80, O.R., and Book 1138, Page 338, O.R.

2' Easement for Communication Facilities to General Telephone Company of California per Book 1860, Page 148, O.R.

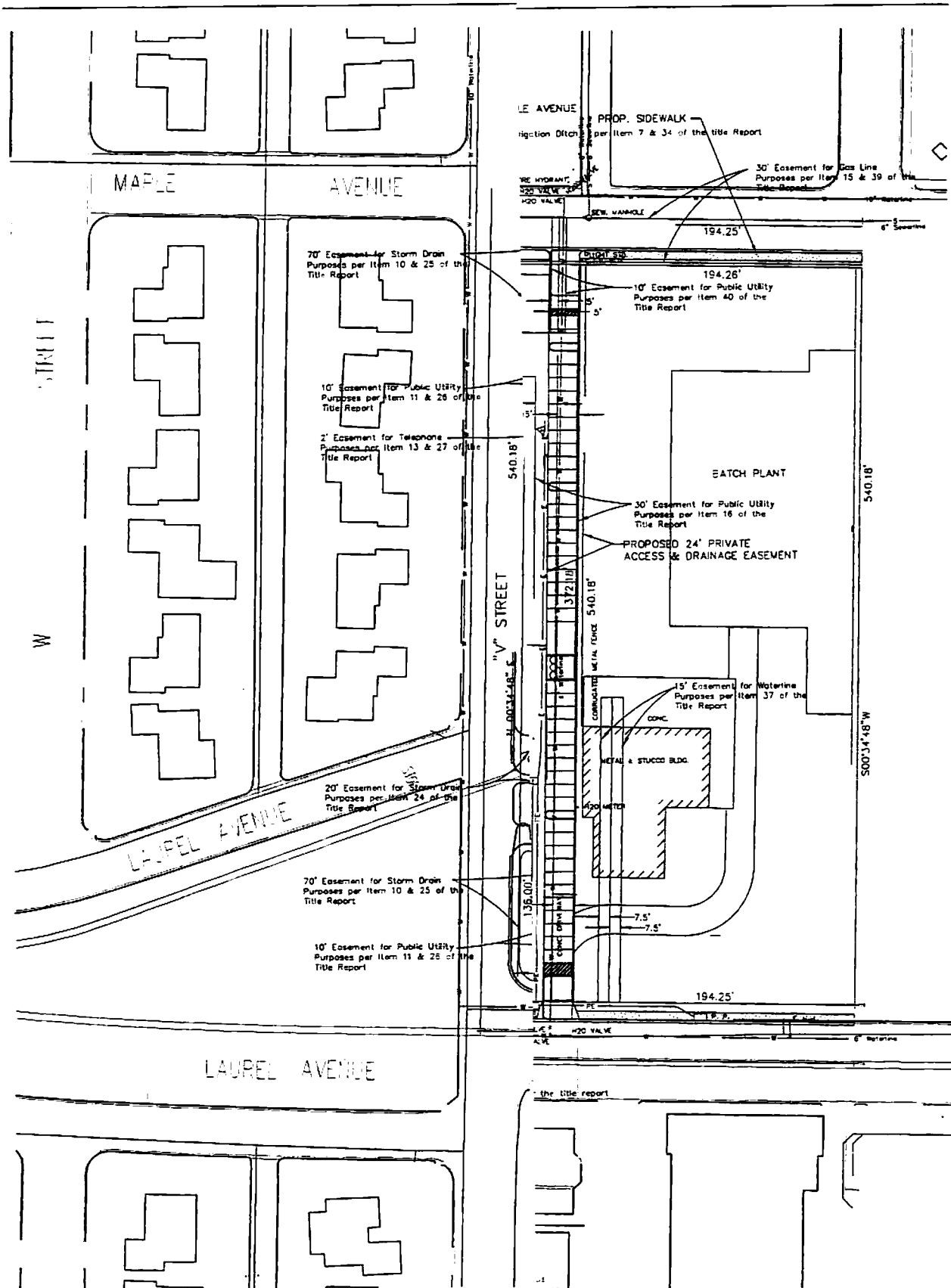
10' Easement for Underground Sewer Pipeline, Underground Water Pipeline, Electrical, Power and Telephone Poles and Lines, and an Underground Natural Gas Pipeline to The City of Lompoc per Book 1574, Page 99, O.R.

20' Easement for Storm Drain Purposes to Santa Barbara County per Book 1045, Page 151, O.R.

70' Easement for Storm Drain Purposes to Santa Barbara County per Book 1101, Page 80, O.R., and Book 1138, Page 338, O.R.

10' Easement for Underground Sewer Pipeline, Underground Water Pipeline, Electrical, Power and Telephone Poles and Lines, and an Underground Natural Gas Pipeline to The City of Lompoc per Book 1674, Page 199, O.R.

Existing Site and Easement Map



Proposed Site Plan

## EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses and references are discussed at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The analysis of each issue should identify:
  - a) the significance criteria or threshold used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance



I. <u>AESTHETICS</u> 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		

a. Scenic Vistas: No designated scenic vistas are located on the site, and the project would not block or interfere with any off-site scenic vista. No impacts would result.

b. Scenic Resources: The site is relatively flat with a general drainage gradient toward the concrete channeled Miguelito Creek in the western portion of the site. The site is situated on the gentle, west-sloping plain bounded on the south by the Santa Ynez Mountains, to the north by the Burton Mesa and La Purisma Hills, to the east by the Santa Rita Hills and to the west by the Lompoc terrace and the Pacific Ocean.

The site is currently developed under its existing industrial land use designation. At present, the site is occupied by 13 structures (which includes associated outbuildings/storage sheds of varying age and condition). Several of the existing structures currently support active industrial/commercial businesses, however, most of the structures are vacant and/or used for storage. Vegetation on-site consists of ornamental trees and shrubs associated with the existing buildings, along with short grasses and a few shrubs located in the vacant and unoccupied portions of the site.

None of the roadways in the project vicinity are designated as scenic roads in the City General Plan or state scenic highways or routes. The site would be visible from portions of Laurel Avenue, V Street, Maple Avenue and other local roads. The project site would not affect rock outcroppings, as no such resources are located on or near the project site. No historic buildings are located on the project site. As such, the site does not contain any scenic resources that could be affected through the implementation of the proposed project.

The proposed project would introduce a more residential/neighborhood visual character to the site, replacing the industrial characteristics currently found on-site. Although a portion of the site would include some light industrial condominiums as well, the net visual change would be considered an improvement when considering the current state of the existing industrial development. Due to a lack of scenic resources on-site or in the project vicinity, impacts would be considered less than significant.

c. Visual Quality: The proposed project would involve the construction of 73 residential units, an approximately 23,000 square foot industrial condominium complex, and associated improvements. The project would involve the removal of existing vegetation to accommodate the proposed development, however, the existing landscaping would be replaced by a greater extent of landscaped surfaces including four on-site parks (referred to as Common Areas). Under the proposed project, landscaped common areas are located in the center of each of the four proposed residential blocks and would be connected by a pedestrian pathway. The project would result in a graded, landscaped surface and structures that would be visible from off-site viewpoints, including Laurel Avenue, V Street and Maple Avenue. It should be noted that intervening topography, vegetation, and structures partially limit views of the site from these off-site viewpoints. However, due to the relatively flat topography and lack of substantial vegetation and structures between the project site and adjacent roadways, views of the site from these public viewing areas would be pronounced. However, the site is surrounded by residential and other industrial development. The proposed project would replace the aging industrial development with residential and light industrial development considered to be contiguous with the surrounding



environment. As such, the net change in visual quality would be minor and the new construction would increase vistas across the site.

Preliminary designs provided by the applicant indicate that the proposed residential structures would be up to two stories, with a maximum height of 30 feet. Landscaping on the project site would not fully block views of development; however, it is anticipated to soften the views by creating additional greenery.

The project would convert the existing industrial appearance of the site to an urban, mixed use, residential environment. No designated scenic resources are located on the project site. During the construction phase of the project, trucks, work crews, and associated equipment may create a negative aesthetic impact. In addition, during the construction phase of the project, temporary sources of light and glare may be introduced to the area. However, this short-term impact would be minor and temporary and the site is designated for urban uses. Therefore project impacts related to temporary aesthetic effects would be considered less than significant.

**d. Light and Glare:** Current light and glare on the project site is limited to minimal lighting spillover from adjacent residential and industrial uses, streetlights and lighting associated with the existing industrial structures (i.e., security lighting and some active industrial business still located on-site). Land uses in the vicinity that are most sensitive to night lighting are the existing residences near the site (the closest being located approximately 100 feet away, along Maple Avenue to the north of the site). Implementation of the proposed project would result in additional lighting that could be visible from the nearby residences, Laurel Avenue, Maple Avenue, V Street and other local roadways. Streetlights, entry lights, security lights and interior lights have the potential to adversely affect nearby residences, and degrade the nighttime view of the area. This would be considered a less than significant impact with the incorporation of required mitigation measures.

Sources of glare that may affect nearby residences would include building exterior materials, surface paving materials, and vehicles traveling or parked on roads and driveways within the project area. Any highly reflective facade materials would be of particular concern, as buildings would reflect the bright sunrays. The project would involve permanent additional sources of light or glare associated with the proposed residences, industrial condominiums and internal circulation system. Because the construction phase would be temporary, and views of the site would be interrupted by intervening topography and vegetation, this impact is considered less than significant. However, the permanent addition of surfaces that could cause glare experienced at adjacent residences would be considered less than significant with the incorporation of required mitigation measures.

**Findings and Mitigation:** The project would not affect a scenic resource or highway and would not result in a substantial adverse aesthetic effect. Conditions of approval would ensure consistency with relevant policies and development standards. The following mitigation measure is required to reduce project impacts related to light and glare to a less than significant level:

1. Prior to construction of the proposed structures, all proposed lighting shall be indicated on site plans that demonstrate that spillover of lighting would not affect adjacent properties. For the industrial condominium portion of the project, the lighting plan shall incorporate lighting that directs light pools downward to prevent glare on adjacent and surrounding areas. Lights in these areas shall have solid sides and reflectors to further reduce lighting impacts by controlling light spillage. Light fixtures that shield adjacent properties from excessive brightness at night shall be included in the lighting plan for the industrial condominium portion of the project. Exterior carriage style light fixtures are allowable within the residential portions of the project. Non-glare lighting shall be used. Additionally, the lighting plan shall include examples of building exterior materials for the purpose of demonstrating the reflective characteristics of planned facades. These building exterior materials shall be non-reflective in nature and will be required to be constructed of non-glare materials. Any signage that incorporates lighting shall be shielded to direct light towards the sign so that glare will not affect motorists or neighbors.

**Monitoring:**

Planning Division will verify inclusion of required mitigation measures. Building inspectors will verify compliance with approved plans.



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. Designated Farmland: The site is currently zoned and operating under an industrial land use designation. According to the historical map analysis within the Phase I Environmental Site Assessment completed for the proposed project (Custom Environmental Services, October 9, 1999) the site has not been used for agricultural production since at least 1938 (according to the oldest aerial photo available). The proposed project would permanently convert the property from industrial use to medium density residential and light industrial use, which would require a General Plan Amendment and Zone Change. Although on-site soils (listed as Mocho silty clay loam according to the Soil Survey for Northern Santa Barbara Area, California by the Soil Conservation Service, 1972) are considered Class I prime agricultural soils with a Storie Index rating of 90, the site is neither dedicated nor currently used for agricultural production. Additionally, the site is surrounded by urban uses and does not represent an accessible site for agriculture. As such, the site would not be considered appropriate for active agricultural production. The conversion of on-site land use from industrial to residential and light industrial uses would be considered a less than significant impact.

b. Conflicts with Agricultural Designations: The site is not currently under Williamson Act contract. The site is currently designated and zoned for industrial use. Agricultural uses are not allowable within areas with such designations. Therefore, the proposed residential project would not conflict with existing zoning for agricultural use. No impacts would result.

c. Agricultural Conversion: The project site is surrounded by residential, commercial and industrial development within the City of Lompoc and would not encroach upon or otherwise significantly affect active farmland located in the project vicinity. Although the project site contains Class I prime agricultural soils, the site currently contains industrial uses. These soils have been removed from agricultural use since at least 1938. Implementation of the proposed project would result in the continued use of on-site soils for urban development. The conversion of the on-site soils to residential and light industrial use would be considered a less than significant impact.



<u>III AIR QUALITY</u> 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. Conflicts with Clean Air Plan: The proposed project would involve single-family residential and light industrial development on a site that is currently designated for commercial-industrial use. The proposed project would not be consistent with the existing land use designation for the site. As such, the project could introduce air contaminant emissions at levels different than accounted for in the Clean Air Plan.

Based on the Santa Barbara County Air Pollution Control District's (APCD) guidelines, projects are considered consistent with the Clean Air Plan (CAP) if they incorporate appropriate Transportation Control Measures (TCM) and any applicable stationary source control measures, and are consistent with APCD rules and regulations. The CAP uses the existing land use designation for the site in order to estimate citywide air emissions (in this case, air emission calculations for the entire site include 11.01 acres of industrial development on this site). The proposed project includes a General Plan Amendment and Zone Change from commercial-industrial use to medium-density residential and light industrial use. Therefore, the land use change proposed under this project would be inconsistent with the CAP. However, the medium-density residential and light industrial development under the proposed project would not exceed the level of buildout planned under the existing, heavy industrial land use designation. The proposed project would result in an overall net reduction in site development (and associated air quality impacts) when compared to what would be allowed under the current zoning and would not result in air emissions greater than those estimated under the current zoning designation. In addition, the light industrial portion of the project would be considered a less intense use when compared to potential buildout of industrial use of the site (as is currently permitted under the existing zoning designation). The proposed project would contribute only a small fraction of emissions to the 2005 Planning Emission Inventory Forecast for the City of Lompoc and Santa Barbara County (refer to Table 1).

According to the recently revised CAP, several TCMs have been adopted for the purpose of providing a policy based implementation plan for air pollution reduction. Although the proposed project would result in a net reduction in on-site development when compared to the CAP buildout assumptions under the existing industrial land use designation, the applicant shall be required to incorporate all applicable TCMs. Since the applicable TCMs have not been incorporated into project plans, impacts are considered potentially significant but mitigable.

b. Air Quality Standards: Applicable air quality criteria for evaluation of the project's impacts are federal air pollutant standards established by the U.S. Environmental Protection Agency (EPA) and reported as National Ambient Air Quality Standards (NAAQS), and the California Ambient Air Quality Standards (CAAQS), which are equal to or more stringent than the federal standards. The California Air Resources Board (CARB) coordinates and oversees both state and federal air quality control programs in California. The CARB has established 14 air basins statewide. The City of Lompoc is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties.





The site is under the jurisdiction of the Santa Barbara County Air Pollution Control District (APCD). CARB has established air quality standards and is responsible for the control of mobile emission sources, while the APCD is responsible for enforcing standards and regulating stationary sources. Santa Barbara County is in attainment for all federal standards, however, the County is in non-attainment for the state ozone and PM<sub>10</sub> standards. Effective January 9, 1998, Santa Barbara County was classified as a "serious" ozone nonattainment area by the EPA. Ozone is a secondary pollutant that is not produced directly by a source, but rather it is formed by a reaction between NO<sub>x</sub> and reactive organic gases (ROG) in the presence of sunlight. Reductions in ozone concentrations are dependent on reducing the amount of these precursors. The County is also in nonattainment regarding the state standard for particulate matter (PM<sub>10</sub>). The major sources for this pollutant are mineral quarries, grading, demolition, agricultural tilling, road dust, and vehicle exhaust. PM<sub>10</sub> levels in the area are primarily due to grading and motor vehicle emissions.

*Construction and Demolition Impacts:* Project demolition and construction activities would result in temporary air quality impacts due to the use of heavy construction equipment and generation of fugitive dust. Heavy construction equipment emits numerous air pollutants, including reactive organic compounds (ROC), nitrogen oxides (NO<sub>x</sub>), and particulate matter that is less than ten microns in diameter (PM<sub>10</sub>). In addition, demolition activities are also known to result in temporary PM<sub>10</sub> emissions due to the activities involved in tearing down existing structures. PM<sub>10</sub> is comprised of finely divided solids or liquids such as dust, soot, aerosols, fumes and mists. The APCD has set a 25-pound per day threshold for ROC and NO<sub>x</sub>, but does not require quantification of construction-related PM<sub>10</sub> emissions.

The rough grading phases of the project would involve heavy-duty construction equipment, which is the primary source of emissions during construction. Construction equipment may emit small quantities of dust (fine particulate matter - PM<sub>10</sub>) and exhaust, but the concentrations of these emissions are not anticipated to be substantial, and would be temporary. Construction vehicles would produce cumulatively insubstantial amounts of ozone precursor emissions due to the relatively small scale of the proposed project. Nevertheless, all construction activity would be required to incorporate the APCD requirements pertaining to minimizing construction-related emissions. The County does not have quantitative thresholds of significance for construction emissions since they are considered to be short term and temporary. However, since Santa Barbara County violates the state standard for PM<sub>10</sub>, dust reduction measures are required for all discretionary construction activities.

In addition to the above-mentioned air emissions, demolition activities could result in the potential release of asbestos and/or paint chips.

All demolition and construction activity would be required to incorporate the APCD requirements pertaining to minimizing construction-related emissions.

*Operational Impacts:* The APCD has set a 25-pound per day threshold for ROC and NO<sub>x</sub> from project vehicle emissions only, and a 240-pound per day threshold for ROC and NO<sub>x</sub> emissions from all project sources of emissions. Project-related vehicle emissions were calculated using the URBEMIS 2002 Version 7.4.2 air quality model.

Table 1 summarizes the emissions from vehicular traffic associated with the proposed development.

**Table 1. Project Operational Air Emissions**

Emission Source	ROG (lbs/day)	NO <sub>x</sub> (lbs/day)	PM <sub>10</sub> (µg/m <sup>3</sup> )
Mobile (Primary Traffic)*	11.52	16.91	14.65
<i>Exceeds County Threshold (25 lbs/day Vehicle)</i>	No	No	N/A
Area Source Emissions (Unmitigated)	3.75	1.73	0.00
<b>Total</b>	<b>15.27</b>	<b>18.64</b>	<b>14.65</b>
<i>Exceeds County Threshold (240 lbs/day All Sources)</i>	No	No	N/A

\*Unmitigated emissions generated from URBEMIS 2002 for Windows 7.4.2.  
There are no County APCD thresholds for PM<sub>10</sub>



Operational emissions from project-generated traffic are estimated at 11.52 lbs/day of ROG and 16.91 lbs/day of NO<sub>x</sub>. Therefore, project-generated traffic emissions would not exceed the APCD's long-term threshold of significance of 25 lbs/day for ROG and NO<sub>x</sub>. Operational emissions resulting from a combination of vehicular traffic, and electrical and natural gas usage from the proposed project are estimated at 15.27 lbs/day of ROG, and 18.64 lbs/day of NO<sub>x</sub>. When compared to the APCD's thresholds of significance, the project would not exceed the long-term threshold of a total of 240 lbs/day for NO<sub>x</sub> and ROG from all sources.

Although the proposed project is not expected to exceed state air quality thresholds, it should be noted that the project would be replacing the existing industrial development on-site. The existing on-site industrial development represents an ongoing source of emissions that would be eliminated upon project implementation. These existing vehicle emissions were calculated using the URBEMIS 2002 Version 7.4.2 air quality model.

Table 2 summarizes the operational emissions from vehicular traffic associated with the current, on-site industrial development.

**Table 2. Existing Operational Air Emissions**

Emission Source	ROG (lbs/day)	NO <sub>x</sub> (lbs/day)	PM <sub>10</sub> (µg/m <sup>3</sup> )
Mobile (Primary Traffic)*	10.93	13.82	10.29
<i>Exceeds County Threshold (25 lbs/day Vehicle)</i>	No	No	N/A
<b>Total</b>	<b>10.93</b>	<b>13.82</b>	<b>10.29</b>
<i>Exceeds County Threshold (240 lbs/day All Sources)</i>	No	No	N/A

\*Unmitigated emissions generated from URBEMIS 2002 for Windows 7.4.2.  
There are no County APCD thresholds for PM<sub>10</sub>

When analyzing the net change in air emissions between the existing site conditions, existing air emissions are subtracted from the emissions resulting from project implementation. When existing emissions are subtracted from project generated emissions, the net change is as follows:

- 4.34 lbs/day of ROG;
- 4.82 lbs/day of NO<sub>x</sub>; and
- 4.36 µg/m<sup>3</sup> of PM<sub>10</sub>

Given the net change between estimated air emissions for the proposed project and the existing industrial development, impacts related to air quality standards would remain less than significant upon implementation of required mitigation measures.

*Worst Case Scenario for Industrial Use Operational Emissions:* Specific tenants for the proposed on-site industrial condominiums have not been determined. Therefore, for the purposes of estimating stationary source emissions from these future industrial uses, reasonable worst-case assumptions were made based on field observations of existing industrial uses in the project vicinity and the relatively small size of individual proposed industrial condominiums. The proposed industrial use condominiums are assumed to contain: 4 boilers that use bark and wet wood fuel inputs in the total amount of 500 Million British Thermal Units MMBtu per day; and fork lifts, mobile refrigeration units, generators, material handling equipment (e.g., conveyors), and pumps that use 500 Horsepower Hours (HP-HR) of energy per day. The forecasted emissions from these stationary sources are summarized in Table 3. As shown in Table 3, with these reasonable worst-case assumptions, neither stationary source nor total project emissions would exceed applicable APCD thresholds.

As described above, project impacts related to emissions of criteria pollutants would be less than significant. Future applications for certain new stationary sources would be required APCD approval of new source permits. If emissions from such new sources exceed the estimates presented in Table 3, additional air quality analysis and/or CEQA review may be necessary.



**Table 3. Estimated Stationary Source Emissions**

<b>Stationary Emissions Source</b>	<b>Emissions Factor</b>	<b>Total Emissions</b>
External Combustion Boilers, Using Bark and Wet Wood, Uncontrolled	NOx: 0.22 Lb per MMBtu Fuel Input	NOx: 110 lbs/day
	PM10: 0.5 Lb per MMBtu Fuel Input	PM10: 250 lbs/day
Gasoline Industrial Engines for Fork Lifts, Mobile Refrigeration Units, Generators, Material Handling Equipment, and Pumps, Uncontrolled	NOx: 0.011 Lb per HP-HR	NOx: 5.5 lbs/day
	PM10: 7.21E4 Lb per HP-HR	PM10: 3,605 lbs/day
<i>Subtotal from All Stationary Sources:</i>		NOx: 115.5 lbs/day
		PM10: 3,855 lbs/day
<i>Subtotal from All Mobile and Area Sources (refer to Table 2):</i>		NOx: 5.94 lbs/day
		PM10: 3.71 lbs/day
<i>TOTAL from ALL SOURCES:</i>		NOx: 121.44 lbs/day
		PM10: 3,608.71 lbs/day
<i>APCD Thresholds</i>		NOx: 240 lbs/day
		PM10: N/A
<i>Threshold Exceeded?</i>		NOx: No
		PM10: N/A

Source: U.S. Environmental Protection Agency, AP-42 Compilation of Air Pollutant Emissions Factors, 2000, 2002.

Although the estimated worst case stationary source emissions for possible future industrial condominium tenants would not exceed APCD thresholds, it should be noted that any new industrial uses would replace existing industrial development on-site. The net change would result in the effective elimination of existing on-site air emissions, reducing the impacts experienced from new light industrial development associated with the proposed project even further.

Pursuant to the California Health and Safety Code, the APCD maintains the authority to develop, adopt, and enforce air quality rules and regulations. While an APCD air quality rule can take many shapes, it often outlines requirements for specific activities such as open burning, incineration, gasoline storage, oil and gas processing, painting and refinishing, degreasing, dry cleaning, asphalt paving, and chrome plating. Several of these rules, including prohibitory rules and new source review regulations, may apply to the planned industrial uses. Prohibitory rules that may apply to the proposed industrial uses include rules regarding control of nitrogen oxides from boilers, steam generators and process heaters, and emissions of nitrogen oxides from large water heaters and small boilers. For example, APCD permits would be required for any single boiler that exceeds 5 million Btu per hour or a combination of boilers that exceed 5 million Btu per hour.

Stationary sources (e.g., businesses, utilities, government agencies, and universities) need an APCD permit before constructing, changing, replacing, or operating any equipment or process which may cause air pollution. The APCD permitting process consists of four steps: (1) an Authority to Construct (ATC) Permit; (2) a Source Compliance Demonstration Period (SCDP); (3) a Permit to Operate (PTO); and (4) Reevaluation every three years.

As mentioned above, specific industrial tenants have not been identified at this time. No existing designated sensitive receptors are located in the project area, although the residential uses located in the project area could be considered sensitive receptors. Additionally, any new industrial development would be offset, to an extent, from the elimination of existing on-site industrial use. This net change would effectively reduce the overall amount of stationary source emissions resulting from new industrial development. Nevertheless, mitigation measure 2 has been added to reduce potential future localized emissions impacts on residential units in the project area to less than significant levels.

c. Criteria Pollutants: Refer to the response to Item b, above.

d. Carbon Monoxide Hotspots: According to the APCD, if a project, together with existing traffic and that anticipated from foreseeable future development, would not result in traffic congestion worse than a level of service (LOS) D after intersection improvements are implemented, then CO modeling is normally not





3. All construction activity shall be required to incorporate the APCD requirements pertaining to minimizing construction-related emissions. The APCD does not have quantitative thresholds of significance for construction emissions since they are considered to be short term and emissions controls and offsets.
2. Prior to operation of uses within the industrial condominiums, the future tenant shall provide to the City a written description of potential stationary sources of noxious fumes, odors, toxic compounds or particulates that could potentially migrate to off-site receptors, and evidence of APCD permit compliance for any new applicable stationary emissions sources. The future tenant shall provide written documentation that demonstrates to the City and APCD the installation of stationary emissions control technologies or emissions reduction offset in the project area such that these methods result in emissions reductions to allowable levels. This written documentation shall quantify emissions reductions and demonstrate enforceability of project area such that these methods result in emissions reductions to allowable levels. This written documentation shall quantify emissions reductions and demonstrate enforceability of emissions controls and offsets.
1. The C&Rs for the proposed residential units shall include a written disclosure statement that shall make all prospective property owners on the site aware that although potential impacts or discomforts between proposed industrial uses may be lessened by proper maintenance, some level of incompatibility between the two uses would remain. This statement shall include a description of odors and noises associated with the types of business that may occupy the proposed on-site industrial condominiums. Should industrial practices change substantially (e.g., through the possible future change of business occupying the industrial condominiums), notification shall be provided to existing and prospective project residents.

**Findings and Mitigation:** The project could potentially include on-site processes or operations that generate substantial pollutants or produce substantial odors. Based on forecasted vehicle trip generation, emissions attributable to the project would not exceed County APCD or City thresholds. Refer to Mitigation Measures 1 and 2 from Section VII, *Hazards and Hazardous Materials*, for asbestos and paint chip mitigation requirements related to demolition activities. Because of the potential for the project to result in exposure of future site occupants to air quality and odor nuisances, the following mitigation measure is required.

f. **Odors:** The proposed project would contain residential uses that would not be considered odor-generating uses. However, a portion of the proposed project contains approximately 23,000 square feet of light industrial condominiums. Certain businesses have the potential to introduce odors that could impact the residences occupying the residential portion of the proposed development (dry cleaning business for example). However, implementation of the proposed project would result in the elimination of the existing industrial development. The existing industrial development is considered to be an odor generator due to the nature of the heavy industrial development that has occurred on-site for numerous years. Although odor impacts generated by the proposed project would be offset, in part, through site demolition and the removal of existing structures and their associated debris, the project has the potential to introduce odor-generating business in proximity to residential development. This is considered a less than significant impact upon implementation of required mitigation measures.

**e. Sensitive Receptors:** No existing designated sensitive receptors are located in the immediate project area, although the site is bound by residential land uses (primarily to the north and west). Additionally, two schools (Clarence Ruth Elementary and Lompoc High School) are located in the project vicinity. Adjacent sensitive receptors could be substantially affected by project emissions, during construction and operations. APCD requirements pertaining to minimizing construction-related emissions, as stated above, would be implemented during project construction. Vehicle trips generated by the proposed project would also result in air contaminant emissions along local roadways. These impacts have been determined to be less than significant with the incorporation of required mitigation measures. Therefore, the project would result in less than significant impacts upon the implementation of the mitigation measures discussed below.

According to the Final Traffic and Circulation Study prepared for this project by ATE, Inc., the study-area roadway segments and intersections would operate at LOS C or better with the additional traffic generated by the proposed project. Since the project, together with existing and other foreseeable future projects, would not significantly impact intersections within the immediate project vicinity such that the intersections would operate at a LOS D or worse under the cumulative development scenario, the project would result in less than significant impacts related to carbon monoxide hotspots.

temporary. However, dust reduction measures are required for all discretionary construction activities. The following requirements shall be considered standard construction conditions:

**Dust Generation.** If the construction site is graded and left undeveloped for over four weeks, the applicant shall employ the following methods immediately to inhibit dust generation:

- i. Seeding and watering to revegetate graded areas; and/or
- ii. Spreading of soil binders; and/or
- iii. Other soil stabilization methods deemed appropriate by the Planning Division.

**Watering.** Water trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this requires two daily water applications (once in late morning and once at the end of the workday). Increased watering shall be performed when wind speeds exceed 15 mph.

**Disturbed Area.** The amount of disturbed area shall be minimized and on-site vehicle speeds shall be reduced to 15 mph or less.

**Gravel Pads.** Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

**Volatile Organic Compounds (VOC).** Low VOC asphalt and low VOC architectural coating will be used whenever feasible.

**Soil Stockpiling.** If importation, exportation, or stockpiling of fill material is undertaken, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Vehicles transporting soil material shall be covered with tarps from the point of origin to the point of disposition.

**Land Clearing.** After clearing, grading, earth-moving or excavation is completed, the disturbed area shall be treated by watering, revegetation, or by spreading soil binders until the area is paved or otherwise developed.

**Monitoring of Dust Control Program.** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.

**Construction Equipment.** In order to reduce NO<sub>x</sub> and ROC emissions, any construction equipment used on the site must meet the following conditions:

- i. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be used wherever feasible;
- ii. The engine size must be the minimum practical size;
- iii. The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;
- iv. Construction equipment must be maintained in tune per manufacturer's specifications;
- v. Equipment shall be equipped with 2 to 4-degree engine timing retard or precombustion chamber engines;
- vi. Catalytic converters shall be installed, if feasible;
- vii. Diesel catalytic converters shall be installed, if available; and
- viii. Diesel-powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible.

4. In order to ensure that the proposed project remains in conformance with the CAP, the applicant shall be required to implement the following CAP TCMs as a condition of project approval:

**Employer Based Transportation Demand Management Programs and Work Schedule Changes.** With respect to the proposed light industrial condominium





development, the applicant shall provide an on-site bulletin board specifically for the posting information about regional ride share and public transportation programs for all future employees.

**Distribution of Alternative Transportation Information.** The applicant shall provide an on-site bulletin board specifically for the posting of bus schedules and notices of availability for car-pooling and/or shall distribute such information to property owners upon occupancy. The information shall include descriptions of carpooling and vanpooling and bus schedules with routes most accessible to the development. Information on purchasing less polluting or alternatively fueled vehicles, which is available from APCD, shall also be included.

**Monitoring:** Planning Division will verify inclusion of the required mitigation measure prior to project occupancy.

<b>IV. BIOLOGICAL RESOURCES</b> 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. Endangered, Rare or Threatened Species: The majority of the site is ruderal habitat consisting primarily of 13 industrial structures surrounded by open lots consisting of ruderal grasses, gravel and some ornamental plant species associated with existing and former industrial development. Several non-native trees and shrubs were observed on-site and are considered ornamentals used for landscaping. These include junipers (*Juniper sp.*), privet (*ligustrum sp.*), and two avocado trees (*Persea sp.*). Due to the ruderal/developed nature of the site, suitable habitat does not exist onsite for any endangered, rare, or threatened species.

The site was surveyed by Rincon Consultants Associate Biologist Kim Sanders on January 13, 2005. Prior to the site visit, a search and review of special status species records within a five-mile radius of the site was conducted via the California Department of Fish and Game's (CDFG) California Natural Diversity Database (CNDDDB) (January 2005) to develop a list of special-status species that could potentially occur on the project site. A site visit to characterize the project area and evaluate the potential occurrence of special-status species onsite was conducted on January 13, 2005. According to the CNDDDB, twelve special status animal species, 22 special status plant species and ten special status habitats were listed as occurring within five miles of the site.

The site does not contain suitable aquatic habitat for steelhead, California red-legged frog, spadefoot toad, or California tiger salamander. The site has been developed since at least 1938, is highly disturbed and is bordered by urban development and other highly disturbed habitats; therefore, the species listed on the CNDDDB search are not expected to occur on the project site.



Although the site contains a portion of Miguelito Creek, the Creek has been paved with concrete and serves to transport urban runoff towards the Santa Ynez River to the south. Miguelito Creek does not provide suitable habitat for any of the species listed on the CNDDDB list, nor does it provide any connectivity or movement potential between its outlet (the Santa Ynez River) and the project site. As such, California red-legged frog, spadefoot toad, and California tiger salamander are not expected to utilize the project site for upland refuge habitat. The CNDDDB shows a reported occurrence of a steelhead stream within the Santa Ynez River approximately 2 miles west of the project site. Since there is no aquatic habitat on-site and there is no aquatic connectivity between the site and the Santa Ynez River, there is no potential for steelhead to occur on the project site.

The trees mentioned above could potentially provide roosting/nesting habitat for a variety of migratory and resident birds known to occur in the region, including raptors. Although no formally listed bird species (listed as Threatened or Endangered under the State or Federal Endangered Species Acts), such as the southwest willow flycatcher or least Bell's vireo, are expected to occur on-site, removal of or disturbance to trees and associated vegetation in this area of the site, could result in potentially significant impacts to nesting birds, their nests, or eggs that are protected by the Migratory Bird Treaty Act and California Fish and Game Code unless mitigation is incorporated.

No special-status plants, including Mile's milk vetch, are expected to occur on-site due to its highly disturbed nature and lack of suitable native habitat.

A landscaping plan has not yet been prepared for the project by the applicant. Landscape planting with non-native invasive species could result in the spread of these species to native habitat areas within the vicinity of the site including sensitive habitat types occurring within the Santa Ynez River corridor, thereby reducing the quality of habitat that these areas and downstream areas provide. This is considered a potentially significant impact unless mitigation is incorporated.

b. Sensitive Natural Communities: Habitats on the project site are limited to ruderal/developed lands due to the industrial use of the site. Ruderal habitat would not be considered a sensitive or protected habitat. Therefore, with respect to sensitive natural communities, no impacts would result.

c. Wetland Habitat: The field visit conducted by Kim Sanders (January 13, 2005) for the project site included an overview of the site for areas that meet the regulatory definition of "waters of the United States" (jurisdictional waters). Any proposed development in areas identified as jurisdictional waters is subject to the permit requirements of the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act. Although the site contains a portion of Miguelito Creek, this is an urbanized creek and has been lined with concrete and channelized for the purposes of conveying urban runoff towards the Santa Ynez River. No wetland habitat, either associated with the concrete lined Miguelito Creek or otherwise, was observed on-site. As such, no impacts to wetland habitat would result.

d. Wildlife Movement: The project site is surrounded by existing urban uses. The site is disturbed from its natural state and is not part of a known significant wildlife migration corridor. The concrete lined Miguelito Creek is not suitable for wildlife movement to or from the project site due to the nature of the urbanized channel and distance from suitable wildlife habitat. Therefore, project implementation would result in less than significant impacts related to wildlife movement.

e. Local Ordinances: The project site is primarily composed of disturbed and ruderal habitat. None of the vegetation observed on-site is considered native to the area. Several tree species were identified on-site. However, these trees are considered non-native ornamental species associated with the landscaping for existing structures. The removal of these trees would not conflict with City tree protection ordinances, and would be considered a less than significant impact.

f. Habitat Conservation Plans: The project site is not located within an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would result.

**Findings and Mitigation:** The following mitigation measures are required to reduce impacts related to nesting birds and non-native invasive plant species to a less than significant level:







1. In order to avoid impacts to nesting birds, including birds protected under the Migratory Bird Treaty Act, all initial ground disturbing activities, including any tree removal, should be limited to the time period between September 1 to March 1 (i.e., outside the nesting season). If initial site disturbance, grading, and tree removal cannot be conducted during this time period, a pre-construction survey for active nests within the project site shall be conducted by a qualified biologist at the site no more than two weeks prior to any construction-related activities. If active nests are identified, then all construction work shall be conducted a minimum of 50-250 feet from the nests, until the adults and young are no longer reliant on the nest site, as determined by a City-approved biologist in coordination with the California Department of Fish and Game. The City-approved biologist shall determine the final buffer distance, to be dependant on the species potentially affected.
  2. In order to ensure that project landscaping does not introduce invasive non-native plant species into the vicinity of the site, the final landscaping plan shall be reviewed and approved by a City approved biologist. All invasive plant species shall be removed from the landscaping plan.
- Monitoring:** Planning Division will verify inclusion of the required mitigation measure prior to project occupancy.

<b>V. CULTURAL RESOURCES</b>	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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:

The following discussion is based on a California Historical Resources Information System (CHRIS) cultural resource record search and assessment prepared by the Central Coast Information Center at the University of California, Santa Barbara on January 5, 2005, and the City of Lompoc General Plan.

a. Historical Resources: The project site contains no structures that could be considered historical resources due to their age, condition and context. No impacts would result.

b. Archaeological Resources: The project site is located in an area rich in Native American history. According to the UCSB CHRIS records search, two cultural resources studies have been conducted in the area, including an Archaeological Evaluation of the Mission Hills Interceptor and Pumping Station Project, located west of the site, and an Evaluation of the Significance of Archaeological Resources in the Vicinity of the Mouth of San Miguelito Canyon. The City General Plan designates the site as being located in a "low archaeological sensitivity zone". It is unlikely that the project site would contain archaeological resources due to the fact that the site has been developed since 1938. Years of grading and construction activities on-site have limited the probability that any undisturbed archaeological resources remain. Previously undiscovered archaeological resources could be encountered during project construction activities. The disturbance of unidentified cultural resources would be considered unlikely and less than significant impacts would result.

c. Paleontological Resources: Paleontological resources, or fossils, are the remains, imprints or traces of pre-historic animals and plants preserved in rocks and sediments.

The project area is located in an area of undetermined paleontological sensitivity. However, due to the fact that the site has been previously developed and has been disturbed through various development projects since at least 1938, it is unlikely that project-related activities would unearth fossils. Impacts are considered less than significant.

d. Human Remains: No known cemetery uses are located on or adjacent to the site. Due to the fact that the site has been previously developed and has been disturbed through various development projects since at least 1938, it is unlikely that project-related activities would unearth human remains. Impacts are considered less than significant.

**Findings and Mitigation:** It is not expected that the project will unearth significant resources. Conditions of Approval will ensure consistency with relevant General Plan policies; that is, if development uncovers cultural resources, the procedures set forth in the Guidelines for Implementation of California Environmental Quality Act (Title 14, Sections 15000 et. seq. of the California Code of Regulations) shall be followed for identification, documentation and preservation of the resource. The applicant shall comply with the following Conditions of Approval:





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

<u>VI. GEOLOGY AND SOILS</u> 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. Geologic Hazards. Active faults are found in the vicinity. Some of the large faults in the vicinity include the San Andreas, Santa Ynez, Hosgri, Los Alamos-Baseline, and the Casmalia faults. The San Andreas Fault Zone is the dominant active fault in California. There have been numerous historic earthquakes along the San Andreas fault. The Carrizo section of this fault (the nearest stretch of the San Andreas fault, located approximately 90 kilometers northeast of the project site) is capable of producing a moment magnitude 7.2 earthquake. Faults generally produce damage in two ways: ground shaking and surface rupture. Seismically induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Surface rupture is limited to very near the fault. Other hazards associated with seismically induced ground shaking include earthquake-triggered landslides and tsunamis.

*Fault Rupture:* No active faults are mapped across the site (Dibblee 1988). There are no Alquist-Priolo earthquake fault zones mapped on or adjacent to the site. Therefore, the proposed project would result in no impacts related to rupture of a known earthquake fault.

*Groundshaking:* The San Andreas Fault, located approximately 90 kilometers northeast of the site, dominates both the geologic structure and seismicity of the project area. However, faults closer to the project site also have the potential to generate earthquakes and strong groundshaking at the site. These include: (1) the Casmalia-Orcutt Frontal Fault, which is mapped approximately 20 km north of the site; (2) the Los Alamos-West Baseline Fault, which is located about 22 km east of the project area; (3) the Lions Head Fault, which is located about 8 km northwest of the site; (4) the Hosgri Fault, which is located



offshore about 30 km northwest of the site; (5) the Big Pine Fault, which is located about 78 km east of the project area; and (6) the Santa Ynez fault, west segment, which is located about 22 km south of the site.

The largest upper level earthquake (ULE) at the site would be an approximate 7.2 moment magnitude earthquake on the San Andreas Fault. Such an event could produce peak horizontal ground acceleration on the order of 0.05g. Due to the relative location of the Casmalia-Orcutt Frontal, Los Alamos-BaseLine, Lions Head, Hosgr, Big Pine, and Santa Ynez faults to the site, higher ULE accelerations may be expected from these faults. Although higher accelerations may be experienced on the site from these faults, compared to events on the San Andreas Fault, the recurrence interval for such events is much longer than for an event on the active San Andreas Fault Zone. Seismic safety issues would be addressed through the Uniform Building Code (UBC). UBC requirements may include the use of drilled pier foundations extending into bedrock, the use of tie beams between piers, and the use of shear walls. With the implementation of UBC recommendations, impacts would be considered less than significant.

*Seismic Ground Failure and Liquefaction:* There are no known active fault lines within the City.

Nevertheless, the project site could be affected by groundshaking associated with faults located in the region. Liquefaction is the phenomenon in which soil temporarily loses strength due to a buildup of excess pore-water pressure caused by seismic shaking. Liquefaction occurs in loose to medium dense saturated sand, typically within the upper 50 feet of the ground surface. The City General Plan identifies the primary area for concern with regards to liquefaction hazards is the floor of the Lompoc Valley which is underlain by poorly consolidated alluvial sediments. The General Plan further states that areas with a significant potential for liquefaction during a major earthquake includes alluvial areas with groundwater shallower than 30 feet below ground surface (indicating that these areas are limited to the channel of the Santa Ynez River and low lying areas near the Santa Ynez River Park and near Central Avenue and west of V Street).

The City General Plan designates the project site as being located outside of the designated Liquefaction Hazard Area. In addition, the hydrogeologic study contained in the Phase I Environmental Site Assessment completed for the site by Custom Environmental Services (October 9, 1999) indicates that the first groundwater encountered in the alluvium beneath the site and site vicinity appears to be unconfined and occurs at a depth ranging from approximately 30 to 50 feet below ground surface. Further studies cited in the Phase I report indicate that no groundwater was found at depths shallower than 30 feet. Due to the fact that (1) groundwater levels have been determined to be at least 30 feet below ground surface, (2) the site is not located in areas determined to be subject to liquefaction hazards in the General Plan, and (3) the fact that the site is currently developed and has supported urban development since at least 1938, impacts related to liquefaction are considered less than significant with the incorporation of UBC recommendations.

*Landslides:* The project site is flat (0 to 2 percent slopes) and does not contain any known landslide areas. The site is not located immediately adjacent to any hillsides that could pose a hazard to future site occupants due to landsliding. No impacts would result.

b. *Erosion:* The project proposes limited grading to create level building pads for the residential and light industrial uses. Cutting and filling may result in increased erosion. Increased runoff from the proposed impervious surfaces could also increase site erosion. Erosion could lead to additional sediment in Miguelito Creek. The Natural Resources Conservation Service (NRCS) Soil Survey of Northern Santa Barbara Area, California (July 1972) states that the soil type (i.e., Mochoco silty clay loam) on the project site proposed for development is characterized by "none to slight" erosion hazard. However, it should be noted that the site is currently developed and as such, it is likely that only minimal grading would be required. Nevertheless, the applicant will be required to submit grading and drainage plans to the City as a condition of project approval.

Regulations under the federal Clean Water Act require that a National Pollutant Discharge Elimination System (NPDES) storm water permit be obtained for projects that would disturb greater than one acre during construction. Acquisition of the General Construction permit is dependent on the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains specific actions, termed Best Management Practices (BMPs) to control the discharge of pollutants, including sediment. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets and soil stabilizers. The proposed project would be subject to these regulations, which would apply to the project in its entirety and not individual lots by themselves. With the submittal of

grading and drainage plans and the required compliance with the NPDES program, impacts are considered less than significant.

c. Unstable Soils: Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion. Earthquakes, groundwater withdrawal, or other resource withdrawal may cause subsidence. The Preliminary Foundation Investigation prepared by Pacific Materials Laboratory (January 21, 2005) for the project indicated that surface soils on the site are compressible and sensitive to consolidation when subjected to increased moisture content. The Preliminary Foundation Investigation indicates that seismically-induced settlement at the site could result in a differential settlement of 0.5 to 1.0 inches to the proposed structures in a seismic event. The NRCOS soil survey for the project site indicates that the on-site soil type is characterized by "moderate" shrink-swell potential. Moderately expansive materials tend to swell when subjected to increases in moisture content due in part to seasonal variations, landscape irrigation, and/or broken utilities, and will shrink upon drying. These volume variations over time will cause distress to lightly loaded structures in the form of vertical and lateral cracking and displacement of floor slabs, foundations, and exterior concrete flatwork. Although the site is currently developed and has been in urban use since at least 1938, impacts related to unstable soils are considered less than significant upon implementation of required mitigation measures.

d. Expansive Soils: The Preliminary Foundation Investigation prepared by Pacific Materials Laboratory (January 21, 2005) for the project indicated that surface soils on the site have a very low potential for expansion. Less than significant impacts would result.

e. Suitability for Septic Systems: All project wastewater would be discharged to the City sewer system. No septic systems have been proposed. No impacts would result.

**Findings and Mitigation**: The following mitigation measures are required in order to reduce project impacts related to unstable soils to less than significant levels:

1. The recommendations of the "Preliminary Foundation Investigation" (Pacific Materials Laboratory, January 21, 2005) shall be implemented prior to issuance of grading permits. These recommendations include the following measures to reduce the potential for hazards related to unstable, compressible soils:

- a. Beneath the proposed structures and for a minimum distance of 5 feet beyond the exterior perimeter, the loose topsoil and compressible surface soils shall be removed. The exposed ground surface shall be scarified an additional 6 to 8 inches, moistened or dried to near the optimum moisture content and compacted to 90% of relative compaction. The minimum depth of removal shall be at least 12 inches below the bottom of the proposed footings.
- b. The removed surface soils and/or imported approved fill shall be placed in loose lifts of approximately 6 inches, thoroughly mixed, moistened or dried to near optimum moisture content, and compacted to a minimum of 90% relative compaction.
- c. The footings of proposed structures shall be supported completely by a uniform thickness of compacted soil. The structures shall not be supported over a cut/fill transition.

**Monitoring**: Planning Division will verify inclusion of the required mitigation measure prior to project occupancy.



<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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:

This analysis of hazards and hazardous material impacts is based on the "ASTM Phase I Environmental Site Assessment (ESA) for Bottroff Industrial Parcels, West Laurel Avenue, North V Street, West Maple Avenue, Lompoc, California" prepared by Custom Environmental Services, Inc. (October 9, 1999) and the "Soil Sampling Results for Commercial Property Located on the Northeast Intersection of West Laurel Avenue and North V Street, Lompoc, Santa Barbara County, California" prepared by Environmental Assessment Specialists, Inc. (EAS) (August 14, 2003). This analysis also includes a review of the City General Plan and General Plan EIR, and Natural Resource Conservation Service (NRCS) soils information.

a. Hazardous Substances: The proposed project includes the development of approximately 23,000 square feet of light industrial condominiums. Specific tenants for the industrial spaces have not been identified. Therefore, the project could have the potential to create reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, the storage or transport of hazardous materials, or hazardous design features. However, the use, transport, or storage of hazardous quantities of such materials would require compliance with several local, State, and Federal laws and programs that would ensure public safety. Therefore, the project would not expose adjacent receptors to releases of hazardous substances. Less than significant impacts would result.





b. Hazardous Materials Releases: The proposed project includes the development of both residential and light industrial uses on-site. Future tenants have not been identified for the proposed light industrial condominiums. The potential future risk to hazardous materials releases could impact new residents. However, the use, transport, or storage of hazardous quantities of such materials would require compliance with several local, State, and Federal laws and programs that would ensure public safety. Compliance with applicable regulatory agencies would result in a less than significant impact regarding hazardous materials near schools.

c. Hazardous Materials Near Schools: The project site is located within ¼ mile of Clarence Ruth Elementary School (located at 501 North W Street). However, as described above, although the proposed industrial uses could be expected to use substantial quantities of hazardous substances, the use, transport, or storage of hazardous quantities of such materials would require compliance with several local, State, and Federal laws and programs that would ensure public safety. Compliance with applicable regulatory agencies would result in a less than significant impact regarding hazardous materials near schools.

d. Hazardous Materials Sites: According to the Phase I ESA, no evidence of significant hazardous materials releases or spills were observed on the site or documented in agency files. A few of the current and past site occupants have used hazardous materials, including solids, organic solvents, oils and lubricants. However, no evidence of bulk storage or mismanagement was identified. The Phase I ESA indicates that there is a low potential for the presence of soil or groundwater contamination at the subject site from on-site sources. A review of agency database lists indicates that all sites with known groundwater contamination that are located upgradient from the subject property have been remediated. Furthermore, hazardous materials releases identified in the vicinity did not affect groundwater and were confined to the release sites. The findings of the Phase I ESA were confirmed through an independent review of agency database lists through Environmental Data Resources, Inc. (December 15, 2004). The report prepared by EDR, Inc. affirms that all sites with known groundwater contamination are located downgradient from the site or that remediation has either already been initiated or has been completed. As such, the report indicates that there is a low potential for the presence of soil or groundwater contamination at the subject property from known off-site sources.

Although no obvious adverse environmental conditions for the subject property were identified, the Phase I ESA states that a high potential exists for the site to be a possible source of contamination (i.e., bulk liquid fuel, oil) should any be found under or downgradient from the site because of the past uses of the property.

The Phase I ESA indicates that not all of the existing on-site structures were accessed as a part of their original investigation. Specifically, the interior of the following structures were not inspected:

- the small "L-story" building with roll-top garage doors located near the southwestern corner of the site; and
- the steel pole Gavial, Inc. building (located at 1226, 1228, 1230 and 1234 West Maple).

Based on the recommendations made in the original Phase I ESA, additional soil sampling surveys were conducted for the site in June 2003 by EAS. EAS identified the following concerns:

- Former Underground Storage Tanks (Area 1). Two former underground storage tanks (USTs) installed in the late 1970's and removed in the late 1980's contained diesel fuel and gasoline used to fuel on-site lumber transport vehicles, and were located in the northwest portion of the property.
- Former Sheet Metal Facility (Area 2). Based on information obtained from the Phase I ESA and the site reconnaissance in June 2003, a potential exists that a building formerly located on the southeast corner of the site was the former location of a sheet metal facility that could have historically used heavy metals and/or volatile organic compounds.
- Laced Grain Facility (Area 3). A building located at the southeast portion of the site is identified as being associated with pesticide laced grain for rodent control purposes. The building has a concrete slab floor. However, loose grain was observed adjacent to the rear (north) side of the building.



- *Vacant Southwest Portion of the Property (Area 4).* The southwest portion of the site has been vacant and unpaved for many years. As much of the property has been occupied by industrial businesses in the past, toxic materials could be present in this area.

Subsequently, these four areas were the focus of soil sampling surveys completed as a part of the Phase II ESA report. All of the test borings conducted in these locations indicated that there were no soil contaminants that exceeded regulatory thresholds. Consequently, the Phase II ESA indicated that no remediation activities would be required at the site.

The Santa Barbara County Fire Department Hazardous Materials Division reviewed the hazardous materials documentation for the site to determine what specific measures would be required to reduce the risk of exposing future residents to on-site hazardous materials. According to Steve Nailor, Senior Hazardous Materials Specialist for the Santa Barbara County Fire Department (written communication, March 21, 2005), the Phase I and Phase II ESAs were not sufficient for the residential redevelopment activities proposed for this site. The County Fire Department required refined sampling or the compounds of concern to fully assess the potential and/or actual contamination at the site.

In response to the County Fire Department requirements, the applicant formulated a detailed assessment work plan. The County Fire Department reviewed the proposed work plan and confirmed that the proposed additional site analysis conforms to requirements, with the addition of conditions regarding sampling methods for arsenic and strychnine (if any), the location of additional soil borings, and the determination of remediation requirements, including verification sampling to ensure the proper removal of contaminants.

Until the additional assessments identified in the work plan are completed, a potential health risk remains. The introduction of project residents and employees could expose sensitive receptors to health risks associated with potential on-site soil contaminants. As such, impacts are considered potentially significant unless mitigated.

e. Public Airport Safety Hazards. The project site is located approximately 2 miles southwest of Lompoc Airport and is outside the General Airport Traffic Pattern Area and all other safety areas discussed in the Lompoc Airport Master Plan Final Environmental Assessment/Environmental Impact Report (by P&D Consultants, Inc., March 10, 1998).

Although it is not considered a public use airport, Vandenberg Air Force Base is located approximately 6.5 miles north of the project site. However, the site is not located within any designated safety areas associated with this airport.

Additionally, rockets are regularly launched from Vandenberg Air Force base. Launching areas are located near the coast, northwest and southwest of the site. Rocket launch trajectories are over the Pacific Ocean. Being that the launch trajectories are over the ocean, in the event that the launch has to be aborted, the debris would fall into the ocean and not on land.

Due to the fact that the site is located outside all designated safety areas associated with both the Lompoc Airport and Vandenberg Air Force Base, and is considered to be outside of possible rocket launch trajectories, impacts are considered less than significant.

f. Private Airstrip Safety Hazards. The project site is not located in the vicinity of any private airstrips. Therefore, the project would result in no impacts related to private airstrip safety hazards.

g. Emergency Response/Evacuation. The project would not interfere with any emergency response plan or evacuation plan, as the project area is subject to no such plans. No impacts would result.

h. Wildland Fire Hazards. The City General Plan designates the project site as being located in an area of "Low Wildland Fire Hazard." The project site is a developed/disturbed environment with only a sparse amount of vegetation. In addition, the proposed project would remove weedy areas that otherwise may be considered a fire hazard. This would be considered a beneficial impact. On-site vegetation associated with project operations is expected to consist of maintained landscaped areas adjacent to structures. The project would be located adjacent to existing urban development on all sides. Fire safety

issues would be addressed through standard project conditioning including, but not limited to, the requirement for automatic sprinklers, alarm system, roadway access, fire hydrants, and fire extinguishers. Impacts are considered less than significant with the incorporation of standard project conditioning.

**Findings and Mitigation:** The applicant shall implement all of the recommendations made in both the Phase I ESA and the Phase II Soil Sampling report. In addition, the following mitigation measures are required in order to reduce project impacts related to hazardous materials:

1. Prior to demolition work, each structure proposed for demolition shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAP). If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos-containing materials (ACMs) shall be performed by a licensed asbestos abatement contractor under the supervision of a certified asbestos consultant and asbestos shall be removed and disposed of in compliance with applicable State laws. Regardless of whether asbestos is identified in any building, prior to demolition of existing structures the APCD shall be notified and an APCD Asbestos Demolition and Renovation Compliance Checklist shall be submitted to both APCD and the City of Lompoc Planning and Building Division.

2. If during demolition of the on-site structures, paint is separated from the building material (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The City Solid Waste Division will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements.

3. The "Work Plan for Additional Site Investigation and Site Mitigation" (Environmental Assessment Specialists, Inc., June 28, 2005) shall be implemented prior to issuance of grading permits. Should any hazards be identified as a result of the additional site investigation, the applicant shall be required to follow and implement all recommendations made by the investigators. This supplemental report shall be filed for review by the City and the County Fire Department Hazardous Materials Division. The applicant shall comply with all supplemental remediation recommendations of the City, County Fire Department Hazardous Materials Division, and other regulatory agency with hazardous materials jurisdiction over the project.

4. In the event that hazardous waste and/or materials, including chemical odors or stained soils, are encountered during construction, the following actions shall be taken by the applicant or authorized agent thereof: (1) all work in the vicinity of the suspected contaminant will be halted; (2) all persons shall be removed from the area; (3) the site shall be secured under the direction of the City Fire Department; and (4) the City of Lompoc Hazardous Waste/Materials Coordinator shall be notified. Work shall not recommence until such time as the find is evaluated and appropriate measures are implemented as necessary to the satisfaction of the California Department of Toxic Substances Control.

**Monitoring:** Planning Division will verify inclusion of the required mitigation measures prior to issuance of grading permits.

<u>VIII. HYDROLOGY AND WATER QUALITY</u>	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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. RWQCB Standards: The owner or operator of any facility that is currently discharging, or proposing to discharge, waste into any surface waters of the state must obtain waste discharge requirements from RWQCB. The United States Environmental Protection Agency (USEPA), the SWRCB, and the respective RWQCB may require some industries, such as manufacturing uses, to obtain Waste Discharge Requirements (WDR) and treat industrial hazardous wastes before such wastes are discharged to a municipal sanitary sewer system. Although the specific uses in the proposed industrial condominium facility are not know, potential future manufacturing uses on-site could require attainment of WDRs or a National Pollutant Discharge Elimination System (NPDES) clearance from RWQCB.

Development of the site with residential and light industrial uses would add impermeable surfaces such as rooftops and sidewalks, and other surfaces such as roads, parking lots, and driveways that would accumulate deposits of oil, grease, and other vehicle fluids and hydrocarbons. Traces of heavy metals deposited on streets and parking areas from auto operation and/or fall out of airborne contaminants are also common urban surface water pollutants. During storms these deposits would be washed into and through the drainage systems, into the concrete lined Miguelito Creek and ultimately to the Santa Ynez



River. The project would also introduce landscaping and associated maintenance chemicals such as fertilizers, pesticides, and herbicides.

However, the site is currently developed with industrial uses, including 13 existing structures on-site. Although the proposed project includes the development of 73 residential units and approximately 23,000 square feet of light industrial condominiums, it represents an overall reduction in impervious surfaces due to the inclusion of planned open space (including four Common Area parks ranging in size from approximately 9,768 to 12,917 square feet and landscaping along internal circulation streets) along with landscaped yards associated with the proposed residential lots.

Compliance with the RWQCB WDR and/or NPDES program would ensure less than significant project impacts related to RWQCB water quality standards.

**b. Groundwater Supply.** The site is located in the gently sloping portion of the Santa Ynez River watershed where groundwater generally occurs at depths of less than 20 to 30 feet below ground surface (bgs). The hydrogeologic study contained in the Phase I ESA completed for the site by Custom Environmental Services (October 9, 1999) indicates that the first groundwater encountered in the alluvium beneath the site and site vicinity appears to be unconfined and occurs at a depth ranging from approximately 30 to 50 feet below ground surface. The proposed project would not involve any direct withdrawals of groundwater. Rather, the project applicant would contract with the City of Lompoc for the provision of domestic water service to the project. The project site would result in an increase in permeable surfaces on the site, which would slightly increase on-site groundwater recharge (refer to the discussion above for a characterization of the proposed development in relation to ground cover, landscaping and impervious surfaces). Impacts are considered to be less than significant.

**c. Runoff/Erosion and Siltation:** The groundwater flow direction typically follows the surface slope of the surrounding land. In this regard, it is anticipated that the groundwater gradient within a majority of the project area is currently to the west toward the concrete lined Miguelito Creek. Runoff is proposed to be directed towards on-site catch basins for filtration, and eventually conveyed to an existing outfall structure in Miguelito Creek. No new outfall structures would be constructed as a part of the proposed project. Site clearing, grading, and compaction of soil necessary for project construction has the potential to result in the discharge of sediment and temporary water quality impacts. The proposed improvements would occur on greater than one acre of land, and therefore would require a National Pollutant Discharge Elimination System (NPDES) permit. With compliance with the NPDES, less than significant impacts would result.

**d. Runoff/Flooding:** Refer to the discussion of Item c, above.

**e. Stormwater Drainage System Capacity:** Refer to the discussion of Item c, above. Although the applicant has not yet prepared a Drainage Plan, the proposed project would include a drainage system designed to direct stormwater towards on-site catch basins for filtration. Stormwater will then be directed to an existing outfall structure to the concrete lined Miguelito Creek.

The proposed project includes plans for one acre of open space and parks, along with residential lots that incorporate unpaved yards and areas of landscaped open space along internal streets. This combination of open space and landscaping would increase the amount of on-site permeable surfaces when compared to existing conditions, resulting in a net decrease in the amount of stormwater runoff entering City maintained drainage systems. With the required implementation of Mitigation Measure 1 under Section VI, *Geology and Soils*, impacts are considered less than significant.

**f. Water Quality Degradation:** Refer to the discussion of Item c, above.

**g. Housing within Floodplains:** The proposed project involves the development of 73 housing units and approximately 23,000 square feet of light industrial condominiums. The site is not located within the FEMA-designated 100-year floodplain. Streets would be designed to accommodate flow associated with a 25-year storm event. In the event of drainage failure, stormwater would sheetflow to the west towards Miguelito Creek. Because the proposed project would not introduce any housing within the FEMA 100-year floodplain, no impacts would result.



**h. Diversion of Flood Flows:** As described in the response to Item g, the project site is not located within a FEMA designated 100-year floodplain. Therefore, the project would result in no impacts related to diversion of flood flows.

**i. Flood Hazards:** As described in the response to Item g, a the project site is not located within a FEMA designated 100-year floodplain. Therefore, the project would result in less than significant impacts related to placement of exposure of persons and structures to flood hazards. It should be noted that the project site is not located within a levee or dam inundation area.

**j. Seiche, Tsunami, Mudflow Inundation:** The site is not located in the vicinity of any body of water that could result in a seiche or tsunami, and the site does not contain soils that could result in mudflow inundation. No impacts would result.

**Findings and Mitigation:** The following measures shall be required to reduce impacts to less than significant levels:

1. Temporary berms and sediment basins shall be constructed to avoid unnecessary siltation into Miguelito Creek during construction activities.
2. The inlet on all storm drains shall be designed to include water filtration units to reduce the sediment load, oil and grease, and floatable debris contained in the runoff water before discharge to Miguelito Creek. The type and location of filters shall be shown on the grading plans submitted for approval to the Engineering and Planning Divisions. The filters shall be maintained by the HOA. Maintenance shall include regular inspections, measurements of the volume of accumulated sediment, oil and grease, and periodic removal of accumulated materials.

**Monitoring:** Planning Division will verify inclusion of the required mitigation measure prior to project occupancy.

<b>IX. LAND USE AND PLANNING</b> 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. Physical Divisions of Established Communities: The project site is currently used and designated for industrial purposes. The site is surrounded on the west and north by residential development (with other Commercial Industrial properties located to the south). The proposed residential and light industrial project would represent the continued use of the project area for a mix of residential and industrial development. The project would not remove or divide any existing residential community. No impacts would result.

b. Policy Consistency: The approximately 11-acre site consists of lands that are currently designated Commercial-Industrial in the City zoning ordinance and Industrial in the City General Plan. The proposed project would include a General Plan Amendment (GP 04-05) to change the land use designation from General Commercial to Medium Density Residential (R-2) on 9.53 acres and Light Industrial on 1.36 acres; and a Zone Change (ZC 04-07) from Commercial-Industrial (C-M) to Medium Density Residential, Planned Development (R-2, PD) and Planned Manufacturing (P-M). The portion of the site that contains the Miguelito Creek channel and that is designated Open Space (OS), would retain its existing land use and zoning designation.

As described in Section 7500 of the Lompoc City Code, the purpose of the R-2 Medium Density Residential zoning district is "To stabilize and maintain the residential character of the district and permit a suitable environment for family living on a smaller scale by permitting a higher density with two families to the lot while maintaining individual privacy, open space, and facilities." As described in Section 7700 of the Lompoc City Code, the PD district permits "a flexible design approach to the development of a total community environment equal to or better than that resulting from traditional lot-by-lot land use development." The R-2, PD zoning district is consistent with the Medium Density Residential General Plan land use designation. According to the City of Lompoc General Plan Land Use Element, the purpose of the Medium Density Residential designation is to provide residential areas which are in close proximity to schools, shopping and other services; and which are at densities that are responsive to the economic considerations of developing affordable ownership housing and rental housing and various price levels. This land use category provides a buffer between lower-density detached-housing areas, higher-density multiple-family areas, and commercial areas. This land use designation allows for a mixture of unit types among single-family and multiple-family attached housing options along major roads, generally adjacent to commercial areas. Appropriate uses include townhouses, duplexes, triplexes, four-plexes, and low-rise apartments. Allowable densities under the R-2, PD zoning district are determined by the underlying R-2 zoning, which allows a maximum density of 14.5 dwelling units per acre. The residential density of the portion of the site proposed for medium density residential development (totaling 9.53 acres) would be 7.8 dwelling units per acre

As described in Section 8400 of the Lompoc City Code, the purpose of the P-M Planned Manufacturing zoning district is "to provide a district which will insure an environment conducive to the development and protection of modern industry, research institutions, and administrative facilities in a well-designed and properly-landscaped environment." The P-M zoning district is consistent with the Light Industrial land use designation. This land use designation allows for all categories of industrial and manufacturing uses conducted entirely within an enclosed building, subject to the prescribed performance standards in this



zone. This land use has a minimum lot area requirement of at least 7,000 square feet. The proposed light industrial condominiums would occupy approximately 23,000 square feet of the portion of the site proposed for a zone change to Planned Manufacturing.

The proposed project could result in inconsistencies with individual General Plan policies or zoning ordinance requirements due to the fact that the residential portion of the proposed project is inconsistent with the current land use and zoning designations for the site. The light industrial uses permitted under the proposed Planned Manufacturing zoning district would allow for a more limited industrial use of the site when compared to the existing Commercial Industrial zoning designation (the C-M zone allows for a range of both industrial and commercial businesses). Due to the inconsistencies between the proposed project and the existing land use designations for the site, the following issues would represent significant but mitigable impacts:

**Temporary, Construction Related Impacts.** On-site construction activity would create temporary noise and air quality impacts due to the use of construction equipment and generation of fugitive dust. These effects could cause nuisances at adjacent properties. However, these impacts would be temporary in nature and, with the implementation of standard City conditions, are considered less than significant. Refer to Section III, *Air Quality*, and Section XI, *Noise*, for a detailed discussion of temporary, construction related impacts.

**Impacts to Proposed On-Site Development.** The proposed project would generate an increase in the average number of trips along area roadways, including V Street, Laurel Avenue and Maple Avenue (refer to Section XV, *Transportation/Circulation* for a detailed description of traffic projected to be generated by the proposed project). This increase in traffic would result in an increase in noise levels when compared to the current conditions experienced on-site. As discussed in Section XI, *Noise*, this impact would be considered less than significant. Additionally, other impacts resulting from the proposed General Plan Amendment and Zone Change (i.e., aesthetics, air quality, etc.) are discussed in their respective sections. Impacts are considered less than significant with the incorporation of required mitigation measures.

**Impacts to Sensitive Receptors in the Project Area.** The project site is bordered to the north by residential development. In addition, Clarence Ruth School is located approximately ¼ mile to the west of the site. Impacts generated by the proposed development and land use change (primarily related to noise and air quality impacts associated with an increase in vehicle traffic) have the potential to affect sensitive receptors in the area. However, it should be noted that implementation of the proposed project would eliminate the existing industrial development. When considered in context with the existing industrial development, the net change would represent a reduction in non-traffic related impacts. These impacts are analyzed throughout this document, along with respective mitigation measures that would reduce these impacts to less than significant levels.

The project includes a request for a text amendment (TA 05-04) to the Lompoc Municipal Code section 2071.5, which restricts heavy truck parking adjacent to a residential zone. The proposed text amendment would modify the code to allow parking of heavy trucks on the portion of Laurel Avenue that is adjacent to the residential portion of the proposed project. With City Council approval of the text amendment as part of the project, heavy truck parking would be allowed in this area, and no code violations would result. Without City Council approval of the proposed text amendment, the proposed heavy truck parking would not be allowed. In either event, no significant land use impacts would result.

c. **Habitat Conservation Plans:** The proposed project would not conflict with any habitat conservation plan or natural communities conservation plan because none exist in the vicinity of the proposed project. Refer to Item IV for further discussion of Biological Resources.

X <u>MINERAL RESOURCES</u> 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. Mineral Resources: The City General Plan Resource Management Element designates mineral resource areas in the City. The site does not support significant mineral resources, nor have any been identified in local plans or resource inventories. The proposed project would not result in impacts to mineral resources.





<u>XI. NOISE</u> 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:

The following analysis is based on a review of the project site, proposed site plans, and the Noise Assessment for the Proposed Crown Laurel Project (October 13, 2004) and Transportation Noise Assessment: Existing and Future Project Noise Levels (July 22, 2005) prepared by David Lord.

The Lompoc General Plan Noise Element has adopted maximum outdoor and indoor noise level standards for residential land uses. A maximum outdoor noise level of 60 dBA is the adopted standard and is considered "Normally Acceptable" for residential areas. A maximum interior noise level standard of 45 dBA is required by the State of California Noise Insulation Standards (Title 24). In addition, interior and exterior noise standards for commercial and industrial have been set at 65 dBA and 75 dBA, respectively.

a. Exposure of People to Severe Noise Levels: Sensitive noise receptors in the immediate vicinity of the site are limited to existing residential uses north and west of the site. The project site currently generates noise associated with existing commercial and light industrial activities. While the construction activities associated with the project would temporarily increase noise, the long-term use of the site as a residential and light industrial development would not significantly change existing noise levels in the area.

*Existing Sound Levels.* Existing sound levels from stationary and transportation sources were measured along the east, the south and the western property lines in order to assess the potentially affected sides of the development during weekdays to gain an accurate portrait of the existing noise levels. CNEL (Community Noise Equivalent Level) measurements were made during 24-hour periods from September 24 through October 5, 2004.

Batch Plant Sound Levels – The total sound level over a 24-hour period along the east side of the site was determined to be 54.7 dBA CNEL. The sounds are dominated by periodic mixing and pouring of construction aggregates and delivery vehicle traffic.

Laurel Avenue Sound Levels – The character of sound from Laurel Avenue is influenced by the existence of a City transportation center across the street from the site, the parking of delivery trucks on the north side of Laurel Avenue and the occasional train on the railroad tracks in the



middle of Laurel Avenue. The sound level was determined to be 56.7 dBA CNEL along the property line facing Laurel Avenue.

V Street Sound Levels – Transportation noise on V Street consists primarily of automobiles and occasional heavy trucks and busses passing the site. The V Street side is relatively quieter than the east and south sides. The measured sound levels resulted in a finding of 53.3 dBA CNEL.

*Existing + Project Transportation Sound Levels.* According to the Transportation Noise Assessment prepared by David Lord (July 22, 2005), existing + project transportation noise levels along Laurel Avenue and V Street would be only marginally higher than under existing, pre-project conditions. The project would add 50 average daily trips (ADT) to the segment of Laurel Avenue adjacent to the site and 84 ADT to the segment of V Street adjacent to the site. These minor increases in ADT would produce only minor increases in transportation noise levels along these transportation corridors. Sound levels along Laurel Avenue would increase from 56.7 to 56.8 dBA CNEL. Sound levels along V Street would increase from 53.3 to 53.4 dBA CNEL. These minor sound level increases would be imperceptible. Post-project sound levels would not exceed the City's exterior noise threshold of 60 dBA for residential uses on- or off-site. Therefore, the transportation noise impacts of the project would be less than significant.

*Industrial Noise Exposure.* Existing sensitive receptors, including residential units, located adjacent to the project site are currently exposed to noise generated by the 13 existing on-site industrial structures, several of which are used for ongoing industrial operations. The project would remove these existing on-site industrial uses and implement an approximately 23,000 square-foot industrial condominium. When considered in context with the existing industrial development, the net change would represent an overall reduction in on-site industrial operational noise. However, the project would place residential units in closer proximity to proposed industrial noise sources when compared to existing conditions. Future site occupants would be exposed to noise generated from the proposed industrial condominiums located immediately east of the proposed single-family residential units. However, the rear wall of the proposed industrial condominium units would essentially form a solid sound barrier along the eastern extent of the proposed residential development and would therefore separate the light industrial portion of the site from the single-family dwelling units. This would reduce operational industrial noise levels experienced within the proposed residential development to the west. Nevertheless, due to the proximity of proposed industrial and residential uses, operational noise impacts would be considered potentially significant unless mitigated.

b. Groundborne Vibration and Noise: The proposed project would not involve pile-driving or other construction activities that would be expected to result in excessive groundborne vibration or noise. Vehicle trips generated as a result of project implementation would result in an increase in groundborne noise and vibration, but this effect would not be considered excessive. Impacts are considered to be less than significant.

c. Permanent Noise Increases: Refer to Item XI.a, above.

d. Temporary or Periodic Noise Increases: Project grading and construction would result in temporary noise impacts to surrounding properties. Noise levels would temporarily increase as a result of truck movement (earth movement, grading, and other associated construction activities) and operation of construction equipment (saws, power nail guns/hammering, cement mixers, etc.). The City requires construction activities near sensitive receptors to be restricted to the hours between 8:00 a.m. to 6:00 p.m. on weekdays and between 9:00 a.m. and 6:00 p.m. on Saturdays. Nevertheless, due to the proximity of existing residential uses to the project site, construction noise impacts would be potentially significant unless mitigated.

e. Exposure of Persons to Noise from Public Airports: The project site is not adversely affected by noise from the Lompoc Airport, due to the east-west flight patterns to and from the airport, which is located north of the project site. The project site is not located within the 60 dB Ldn noise contour associated with activities at Vandenberg AFB. Therefore, given the location of the site, individual aircraft overflights are not expected to impact the proposed project. Impacts are considered less than significant.

f. Exposure of Persons to Noise from Private Airports: The project is not located in the vicinity of a private airport. No impacts would result.

**Findings and Mitigation:** The following measures shall be required to reduce construction and operational impacts to less than significant levels:

1. The following measures shall be required to reduce construction noise impacts to nearby sensitive receptors:
  - For construction near sensitive resources, require that noisy construction activities be scheduled for periods, between 8 a.m. and 6 p.m. on weekdays and 9 a.m. to 6 p.m. on Saturday, when loud noises would have the least impact on adjacent residents or other sensitive receptors;
  - Develop a construction schedule that minimizes potential cumulative construction noise impacts and accommodates particularly noise-sensitive periods for nearby land uses (e.g., for schools, churches, etc.);
  - Where feasible, construct temporary, solid noise barriers between source and sensitive receptor(s) to reduce off-site propagation of construction noise. This measure would reduce construction noise by up to five decibels;
  - Require internal combustion engines used for construction purposes to be equipped with a properly operating muffler of a type recommended by the manufacturer. Also, require impact tools to be shielded per manufacturer's specifications.
  
2. The following measures shall be required to reduce on-site operational industrial noise impacts:
  - The rear wall (nearest the proposed residential units) of the proposed industrial condominiums shall be noise-insulated to provide attenuation of operational noise levels. The installation of a concrete block wall will satisfy this requirement;
  - External noise-generating equipment associated with industrial uses (e.g., HVAC units, etc.) shall be shielded from adjacent residential units or enclosed with solid sound barriers.

Implementation of Mitigation Measure 1 in Section III, *Air Quality*, which requires disclosure of potential future incompatibilities (air quality, noise, etc.) between on-site industrial and residential uses, would also reduce impacts related to on-site operational industrial noise.

**Monitoring:** Planning Division will verify inclusion of the required mitigation measure during construction and prior to project occupancy.



<b>XII. POPULATION AND HOUSING</b> 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. Inducement of Population Growth: Based on a factor of 2.5 persons per dwelling unit, the 73-unit project would be expected to generate approximately 183 residents. Although the site does not contain any residential uses, it is developed and is currently served by existing infrastructure. The proposed residential and light industrial development would not result in the extension of infrastructure to an undeveloped area. The site is surrounded by urban development and the proposed project would not support future population growth. As discussed throughout this document, the population induced by the project would not overburden existing City resources. Less than significant impacts would result.

b.c. Displacement of People or Housing: The project would not remove existing housing units, and would add 73 residential units. Therefore, the proposed project would not displace housing or people. No impacts would result.



<b>XIII. PUBLIC SERVICES</b> Would the project result in:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

Comments:

a. Fire Services: The Lompoc Fire Department is an all risk department (i.e., provides fire safety and paramedic services) that serves approximately 42,000 people in a 25 square mile area. The Department has 25 sworn personnel on three shifts with a Fire Chief, secretary and 3 Battalion Chiefs on shift. The project site would be served by Lompoc Fire Department Station 1. This station is located at 115 South G Street, approximately 1 mile southeast of the site. This station is staffed with two captains, one Battalion Chief, two to three firefighters, and two engineers. Equipment at the station includes 1 Engine and 1 ladder truck with a 75-foot aerial. The City of Lompoc Fire Department maintains an emergency response goal of 5 minutes. The project site is within the Department's 5-minute response time zone, and the proposed development would not be expected to present any unique or atypical fire hazards (Stan Hart, Lompoc Fire Department Battalion Chief, Telephone Communication, January 20, 2005).

According to Battalion Chief Hart, emergency activities in the City in the year 2004 consisted of a total of 2,448 calls, approximately 70-75% of which were medical calls. The Santa Barbara County Fire Department would provide mutual aid to the site. City General Plan Safety Element Policy 3.1 states that "The City shall use the Wildland Fire Hazard Map in determining the suitability and design of development in wildland fire hazard areas." As shown on this map, the project site is located within a "Low" City-designated wildland fire hazard area. As such, impacts would be less than significant.

b. Police Services: Police services in the project area are provided by the Lompoc Police Department. The Department operates one station, located at 107 Civic Center Plaza, approximately 2 miles southeast of the site. The Department has its own dispatch center and handles emergency (i.e., 911) telephone calls, non-emergency telephone calls, and dispatches police, fire, and ambulance service. The Department is staffed with 49 police officers (Lompoc Police Department, Telephone Conversation, January 25, 2005) one of which is a part time officer, with a total complement of 75 including staff officers, supervisors, and personnel assigned to specialty assignments not related to general patrol duties. According to Captain Pat Williams the Department is currently understaffed. The Department maintains mutual aid agreements with the Santa Barbara County Sheriff's Department and other surrounding law enforcement agencies. In 2004, the Lompoc Police Department assisted in a total of 40,228 police activities, including 28,302 calls for service.

The general response time goal for the Department is three minutes for emergency calls. Non-emergency calls for service may incur a longer response time depending on the time of day, the amount of calls for service, and the number of personnel on duty at that time. The project site is located within the three minute response area (Captain Pat Williams, January 25, 2005).

The construction of the proposed residential uses would result in the need for additional Department service. Responding to additional service calls would compromise the Department's response time goal of 3 minutes for emergency calls due to the distance of the project site from the Lompoc Police Department Station (Williams, 2005). Payment of public facility fees would be required to compensate the Department for impacts on their services. As a condition of project approval, the project applicant will be required to pay this fee at the time building permits are issued. Upon payment of public facility fees, project impacts would be considered less than significant.

c. School Services: The project site is located in the Lompoc Unified School District. The project site would likely be served by Clarence Ruth Elementary School, Vandenberg Middle School, and Lompoc High School. The Lompoc Unified School District (LUSD) has generation factors for residential units that are based on data compiled in 1996. These generation factors, which are 0.282 students/unit for elementary schools, 0.160 students/unit for middle schools, and 0.175 students/unit for high schools. Using these factors, the proposed 73-unit project would generate 21 elementary school students, 12 middle school students, and 13 high school students. Refer to Table 4 for an analysis of student enrollment (pre and post-project) at the LUSD schools what would serve the proposed project.

**Table 4. Post-Project Student Enrollment of Lompoc Unified School District**

Lompoc Unified School District	Operating Capacity	Current Enrollment	Current % Capacity Utilization	Students Generated from Project	Enrollment with Project	% Capacity Utilization with Project
Clarence Ruth Elementary School	631	632	100.2%	21	653	103.5%
Vandenberg Middle School	1,089	1,094	100.5%	12	1,106	101.6%
Lompoc High School	1,751	1,629	93%	13	1,642	93.8%

Source: Jim Moranville, Assistant Superintendent, Business Services, Lompoc Unified School District, FAX Communication, January 27, 2005.

As the development proposes 73 new residential units, the LUSD would need to accommodate the expected new enrollment. The project would be required to pay school impact fees to offset this additional enrollment. Students generated by the proposed project could exceed projected enrollment capacities at the schools serving the project area. Based on current LUSD loading standards, to accommodate students generated by the proposed project, additional classrooms would be needed at Clarence Ruth Elementary School and Vandenberg Middle School to accommodate students generated by the project. Lompoc High School would maintain surplus capacity with implementation of the project and associated student generation.

Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." These fees would be required for the purpose of contributing funding for new school facilities for the students potentially generated by the project. Subsequent to payment of statutory fees, school impacts would be considered less than significant.

d. Parks: The proposed 73 new residences would increase the demand for neighborhood and regional park use. Based on an average household size of 2.5 persons, the resulting population increase amounts to a total of 183 persons. Based on the City standard of 12 acres of parkland for every 1,000 residents, the project would require the dedication or in lieu fees to provide 2.22 acres of parkland. The project would provide a total of one acre of open space referred to as "Common Areas" in Figure 4. The Common Areas would be landscaped and would include both active and passive parkland connected by an internal bicycle/pedestrian path. Specific amenities and other facilities associated with the proposed Common Areas have not been determined at this time. As a condition of approval, the project applicant would be required to pay parks fees to offset the additional 1.22 acres of parkland demand generated by the project that is not met with the provision of on-site parklands. With the payment of parks fees, impacts are considered less than significant.



e. Other Public Facilities: The internal project roadway system, and the planned Common Areas, would be privately owned and maintained by the proposed HOA. Therefore, the project would not create the need for additional maintenance of roadways, parks, or other public facilities. Less than significant impacts would result.



<b>XIV. RECREATION</b> 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. Demand for Park Facilities: Refer to the response to Item XIII.d.

b. Construction of Recreational Facilities: Refer to the response to Item XIII.d. Specific amenities and other facilities associated with the proposed Common Areas have not been determined at this time. The implementation of the proposed Common Areas would provide active and passive parkland and open space in excess of City requirements for new residential development. Impacts related to the implementation of the proposed project are analyzed throughout this document. The development of the proposed Common Areas associated with the project would not have adverse physical effects on the environment beyond those analyzed in this document. Therefore, impacts are considered less than significant.





<b>XV. TRANSPORTATION/CIRCULATION</b>	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?		X		
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	

Comments

a,b. Traffic Congestion: The following traffic analysis is based on the Final Traffic and Circulation Study prepared for the proposed project by ATE, Inc. (March 8, 2005).

Project Trip Generation. Trip generation was calculated for the project using the Single Family Residential rates and Light Industrial rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Report (7<sup>th</sup> Edition, 2003). The trip generation analysis also accounts for the traffic generated by the existing industrial uses located on-site. Traffic counts were conducted at the site driveways to determine the existing traffic that is generated at the site. The existing light industrial uses are mostly vacant.

**Table 5. Project Trip Generation Estimates**

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
<b>Proposed Project</b>							
Single Family Residential	73 Units	9.57	699	0.75	55	1.01	73
Light Industrial	23,000 SF	6.97	<u>160</u>	0.92	<u>21</u>	0.98	<u>23</u>
<b>Total</b>			859		76		97
<b>Existing Site Uses</b>							
Light Industrial	NA	NA	139	NA	18	NA	20
<b>Net Traffic Generation</b>			+720		+58		+77

Source: Final Traffic and Circulation Study. ATE, Inc. March 8, 2005.

As indicated in Table 5, the proposed project would result in the addition of 720 Average Daily Trips (ADT), with 58 trips occurring during the A.M. peak hour and 77 trips occurring during the P.M. peak hour.

Roadway and Intersection Operations. Table 6 presents the cumulative + project traffic volumes and levels of service for the study area roadways. Project area roadways include the following street segments:



- V Street north of College Avenue;
- R Street north College Avenue;
- O Street north of College Avenue;
- College Avenue east of O Street;
- Laurel Avenue east of O Street;
- Ocean Avenue east of O Street; and
- V Street south of Ocean Avenue

The analysis shows that the key roadway segments in the study area are forecast to operate at LOS A with cumulative + project traffic volumes. This service level meets the City's performance standard (LOS C). As such, impacts to project area roadways under cumulative + project conditions would be less than significant.

**Table 6. Cumulative + Project Roadway Operations**

Roadway Segment	Classification	Geometry	Volume	Capacity	V/C	LOS
V Street:						
North of Laurel Avenue	Minor Arterial	2-Lane Undivided	6,984 ADT	10,000 ADT	0.70	LOS A
South of Laurel Avenue	Minor Arterial	2-Lane Undivided	6,110 ADT	10,000 ADT	0.61	LOS A
Laurel Avenue east of V Street	Collector	2-Lane Undivided	4,050 ADT	10,000 ADT	0.41	LOS A

Source: Final Traffic and Circulation Study. ATE, Inc. March 8, 2005.

Tables 7a and 7b list the A.M. and P.M. peak hour levels of service for the cumulative + project scenario and compare them to existing conditions. Two individual intersection turning movements, the northbound approach of the O Street/College Avenue intersection and the northbound approach of the O Street/Laurel Avenue intersection, would operate at LOS D under cumulative and cumulative + project conditions. However, these intersections would operate LOS C overall under these conditions, which would meet the City's standard of LOS C for overall intersection operations. The balance of the study area intersections are also forecasted to operate at LOS C or better with cumulative + project traffic. Therefore, project-added traffic impacts to the study are intersections would be considered less than significant.

**Table 7a. Cumulative + Project  
A.M. Peak Hour Intersection Levels of Service**

Intersection	Delay/LOS	
	Cumulative	Cumulative + Project
V Street/College Avenue – Intersection LOS Southbound Approach <sup>a</sup>	13.6 sec/LOS B 16.3 sec/LOS C	13.9 sec/LOS B 16.7 sec/LOS C
V Street/Laurel Avenue – Intersection LOS Southbound Approach <sup>a</sup>	11.6 sec/LOS B 13.6 sec/LOS B	11.9 sec/LOS B 14.0 sec/LOS B
V Street/Ocean Avenue – Intersection LOS Southbound Approach <sup>a</sup>	11.1 sec/LOS B <sup>b</sup> 12.0 sec/LOS B <sup>b</sup>	11.2 sec/LOS B <sup>b</sup> 12.1 sec/LOS B <sup>b</sup>
R Street/Laurel Avenue – Intersection LOS Southbound Approach <sup>a</sup>	13.8 sec/LOS B 17.8 sec/LOS C	13.9 sec/LOS B 18.0 sec/LOS C
O Street/College Avenue – Intersection LOS Southbound Approach <sup>a</sup>	13.0 sec/LOS B 14.9 sec/LOS B	13.3 sec/LOS B 15.4 sec/LOS C
O Street/Laurel Avenue – Intersection LOS Southbound Approach <sup>a</sup>	17.1 sec/LOS C 22.3 sec/LOS C	17.3 sec/LOS C 22.5 sec/LOS C

<sup>a</sup> Approach with highest delay.

<sup>b</sup> Existing + Project LOS assumes improvements planned for 2005 (installation of 4-way stop control). Westbound approach has highest delay for this scenario.

Source: Final Traffic and Circulation Study. ATE, Inc. March 8, 2005.



**Table 7b. Cumulative + Project  
P.M. Peak Hour Intersection Levels of Service**

Intersection	Delay/LOS	
	Cumulative	Cumulative + Project
V Street/College Avenue – Intersection LOS Northbound Approach <sup>a</sup>	10.3 sec/LOS B 11.1 sec/LOS B	10.4 sec/LOS A 11.2 sec/LOS B
V Street/Laurel Avenue – Intersection LOS Northbound Approach <sup>a</sup>	9.9 sec/LOS A 10.6 sec/LOS A	10.2 sec/LOS B 10.8 sec/LOS B
V Street/Ocean Avenue – Intersection LOS Northbound Approach <sup>a</sup>	11.2 sec/LOS B <sup>b</sup> 12.1 sec/LOS B <sup>b</sup>	11.3 sec/LOS B <sup>b</sup> 12.2 sec/LOS B <sup>b</sup>
R Street/Laurel Avenue – Intersection LOS Northbound Approach <sup>a</sup>	15.0 sec/LOS B 17.5 sec/LOS C	15.4 sec/LOS C 18.1 sec/LOS C
O Street/College Avenue – Intersection LOS Northbound Approach <sup>a</sup>	21.1 sec/LOS C 29.4 sec/LOS D	22.4 sec/LOS C 31.5 sec/LOS D
O Street/Laurel Avenue – Intersection LOS Northbound Approach <sup>a</sup>	22.0 sec/LOS C 31.3 sec/LOS D	22.7 sec/LOS C 32.7 sec/LOS D

<sup>a</sup> Approach with highest delay.

<sup>b</sup> Existing + Project LOS assumes improvements planned for 2005 (installation of 4-way stop control).

Source: Final Traffic and Circulation Study. ATE, Inc. March 8, 2005.

County of Santa Barbara Requirements. The Santa Barbara County Association of Governments (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 Congestion Management Program (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system:

- For any roadway or intersection operation at LOS A or B, a decrease of two levels of service resulting from the addition of project-generated traffic;
- For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse;
- For intersections within the CMP system with existing congestion, the following table defines significant impacts:

Level of Service	Project-Added Peak Hour Trips
LOS D	20
LOS E	10
LOS F	10

The V Street/Ocean Avenue intersection is the only study-area intersection that is located on the CMP roadway network. As shown above, the intersection is forecast to operate at LOS B with cumulative + project traffic volumes, which meet the CMP criteria. Less than significant impacts concerning SBCAG requirements would result.

Based on a Final Traffic and Circulation Study, all local and regional roadways in the City would operate at a sufficient level of service. Impacts concerning traffic congestion are considered less than significant.

c. Air Traffic: Although the project site is located in the vicinity of Lompoc Airport and Vandenberg AFB airfields, the project would not result in any impacts to air traffic patterns.

d. Traffic Hazards: The project would introduce residential units in an area characterized by residential and commercial/light industrial uses. According to the Final Traffic Circulation Study prepared by ATE, Inc., the proposed project could potentially introduce traffic safety hazards with respect to increased left turns on V Street between Laurel Avenue (east) and Laurel Avenue (west). In addition, the proposed



project would introduce pedestrian traffic between the site and nearby Clarence Ruth Elementary School (located at 501 North W Street). Therefore, impacts related to traffic hazards are considered significant unless mitigated.

e. **Emergency Access:** Access to the residential portion of the proposed project would be provided from two driveways along V Street and Maple Avenue. The proposed industrial condominiums would be accessed by a single road, running parallel to the condominiums, between the proposed industrial development (to the west) and the proposed parking for the industrial condominiums (to the east). Proposed internal roadway widths and access points are considered sufficient to ensure adequate emergency response. Therefore, impacts are considered to be less than significant.

f. **Parking:** The City zoning ordinance requires two parking spaces within a garage or carport per dwelling unit for single-family residential uses. In addition, City zoning ordinance requires one parking space per 500 foot of gross floor area for warehousing and wholesale business establishments. The project proposes two garage parking spaces per single-family unit within the residential portion of the site and a total of 84 parking spaces located around the proposed internal circulation system. A total of 52 parking spaces and two loading spaces are planned within the proposed industrial condominium portion of the site, which would exceed the City's requirement of 46 spaces for this portion of the project. Therefore, the project would be consistent with the City's parking requirements for single-family dwellings and industrial condominiums. The project includes a request for a text amendment (TA 05-04) to the Lompoc Municipal Code section 2071.5, which restricts heavy truck parking adjacent to a residential zone. The proposed text amendment would modify the code to allow parking of heavy trucks on the portion of Laurel Avenue that is adjacent to the residential portion of the proposed project. With City Council approval of the text amendment as part of the project, heavy truck parking would be allowed in this area, and no code violations would result. Without City Council approval of the proposed text amendment, the proposed heavy truck parking would not be allowed. In either event, no significant parking impacts would result.

g. **Pedestrian/Bicycle Hazards:** The proposed project includes four residential blocks within the single-family portion of the site. Each block consists of residential units surrounding an internal open park space. Each of the four open space areas are connected by a bicycle/pedestrian path providing internal access to each residential block and associated open space. Although the industrial condominiums do not include bicycle/pedestrian paths, the entire site is situated within City bus routes and would not be considered an impediment to alternative transportation. Impacts related to pedestrian/bicycle hazards are considered less than significant.

**Findings and Mitigation:** The following measures shall be required to reduce impacts to less than significant levels:

1. The applicant shall fully implement the required Improvements recommended by ATE, Inc. (section 5.0 of the Final Traffic and Circulation Study). These improvements include the following:

- Frontage improvements (curb, gutter, sidewalk, driveways, etc.) shall be constructed according to City requirements;
- The main site access driveway proposed on V Street shall be aligned with the segment of Laurel Avenue on the west side of V Street (requiring minor widening on the southwest corner of the intersection). All improvements on the southwest corner shall include curb, gutter, sidewalk, etc., according to City standards;
- The segment of V Street between Laurel Avenue (east) and Laurel Avenue (west) shall be restriped to provide one lane in each direction, a left-turn lane at the intersections of the east and west legs of Laurel Avenue, plus painted on-street bike lanes shall also be required; and
- The applicant shall work with the City for the purpose of creating a required fair share fee for the installation of sidewalk on the west side of V Street between Laurel Avenue (east) and Laurel Avenue (west) to provide for children walking to/from Clarence Ruth Elementary School.

**Monitoring:** Planning Division will verify inclusion of the required mitigation measure prior to project occupancy.



<b><u>XVI. UTILITIES AND SERVICE SYSTEMS</u></b>	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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. **Wastewater Treatment Requirements:** The proposed project involves the development of 73 residential units and approximately 23,000 square feet of light industrial condominiums that would not be expected to result in industrial waste discharges that could violate RWQCB standards. Compliance with the RWQCB NPDES program would ensure less than significant project impacts related to RWQCB water quality standards.

b. **Water and Wastewater Facility Construction:** The project would provide connections to existing water lines and sewer lines. The project would use a portion of the remaining capacity of the City's wastewater treatment facility, which would hasten the need to expand the facility or construct a new facility. Additionally, the project would use a portion of the remaining City water supply. This would be considered a less than significant impact with the incorporation of required mitigation measures (refer to the discussions under Parts d and e, below).

c. **Storm Drain Construction:** Although the proposed project includes the development of 73 residential units and approximately 23,000 square feet of light industrial condominiums, it represents an overall reduction in impervious surfaces due to the inclusion planned open space (including four Common Area parks ranging in size from approximately 9,768 to 12,917 square feet and landscaping along internal circulation streets) along with landscaped yards associated with the proposed residential lots. Although the applicant has not yet prepared a Drainage Plan, the proposed project would include a drainage system designed to direct stormwater towards on-site catch basins for filtration. Stormwater will then be directed to an existing outfall structure to the concrete lined Miguelito Creek. As such, no new storm drain construction would be required. Less than significant impacts would result.

d. **Water Supplies:** The City of Lompoc provides water resources to City residents through pumpage of groundwater from the Lompoc Plain, which is located within the Lompoc groundwater basin. This basin is fed by Santa Ynez River water, irrigation return flow, and deep percolation of rainfall. This basin



encompasses 16,000 acres extending from the Santa Rita Valley on the east to the Pacific Ocean on the west.

According to the latest analysis by the County Water Agency (Baca and Ahlroth, 1998; Baca and Ahlroth, 2001), this basin has an available storage of 170,000 acre-feet (AF), a Safe Yield of 21,468 acre-feet per year (AFY) and is in a state of overdraft by an estimated 913 AFY. According to the "2000 Santa Barbara County Groundwater Report" (Dennis Gibbs, February 1, 2001), this basin is in a "slight to moderate" state of overdraft. Consumptive water use by the various agricultural, municipal and industrial entities in the basin totals an estimated 22,381 AFY.

Based on actual flows over the last five years and the current City population, current per capita water use in the City is approximately 125 gpd (Susan Segovia, City of Lompoc Water Division, Telephone Communication, January, 2005).

The City's "Water Resources Background Study" projected City water use through the year 2015 in accordance with the population growth assumed under the City General Plan. Projected water use was calculated by multiplying projected population by a daily per capita water demand of 121 gallons. This evaluation projected that total City water use would be 5,905 AFY in 2005, 6,311 AFY in 2010, and 6,745 AFY in 2015.

The site currently uses approximately 2.31 AFY for existing industrial development. Total water demand for the proposed project is estimated to be 32.34 AFY (residential = 21.49 AFY and light industrial = 10.85 AFY). However, the proposed project would offset the current water demand for the site. As such, the total adjusted water demand for the proposed project (future water demand minus existing water demand) would be 30.03 AFY (Susan Segovia, City of Lompoc Water Division, Email Communication, January 19, 2005).

According to a recent "Can and Will Serve" letter (from James W. Beck, City of Lompoc Utility Director, January 28, 2005), the City can and will serve water to the Crown Laurel project as proposed. According to Beck, the Crown Laurel project will be required to offset its projected new water usage by complying with the City's water retrofit program, which is described in Ordinance Number 1334 (90) and Resolution Number 4988 (02). With conformance to the conditions set forth in this letter, impacts are considered less than significant.

e. Wastewater Treatment Capacity: The City of Lompoc would provide wastewater treatment services to the project. The City owns and operates the Lompoc Regional Wastewater Reclamation Plant (LRWWRP), located immediately north of the project site. The LRWWRP has a design capacity of 5.0 million gallons per day (mgd). The LRWWRP currently processes approximately 4.0 mgd, and has a total remaining dry weather capacity of about 1 million mgd (Susan Halpin, City of Lompoc Wastewater Division, Telephone Communication, January 21, 2005). The peak wet weather capacity rating for the LRWWRP is 16 mgd. Vandenberg Village CSD has 0.89 mgd capacity ownership in the LRWWRP. The current 5 mgd capacity of the LRWWRP is sufficient to meet the anticipated flows from new development through 2025. In an effort to address new discharge requirements and operational issues resulting from actual wastewater flows being lower than projected, the City is currently preparing a Master Plan for facility upgrades to provide additional future capacity. The LRWWRP was designed as a 10 mgd facility. Since only half of the facility's capacity was constructed, sufficient land area is available adjacent to the existing facility to construct the remaining design capacity. It should be noted that water conservation as a result of the City's water retrofit ordinance, as described in Section 4.13.1, would also result in reduced wastewater flows to the LRWWRP. The current LRWWRP capacity is anticipated to be adequate to beyond 2010. The Master Plan estimates an average flow of 5.44 mgd in 2025.

Using the City's water demand rates, the project would demand 30.03 AFY of water. Assuming that 60 percent of that amount becomes wastewater, the proposed residential units would generate a total of 19.4 AFY of wastewater. Therefore, the proposed project would result in a worst-case wastewater generation of about 0.02 million gallons per day (mgd). The daily wastewater generated by the proposed project is equivalent to about 0.4% of the 5 mgd treatment capacity of the LRWWRP. Wastewater treatment requirements are not anticipated to cause the current facility to exceed its design capacity (Halpin, 2005). It should be noted that City Ordinance 1334 (90), which requires implementation of a water conservation program or payment of in lieu fees to the City for water conservation, would apply to the proposed project and would result in reduced wastewater generation. The project applicant would be required to pay



wastewater connection fees to the City as a condition of project approval. With the payment of these fees, impacts would be less than significant.

**Fig. Solid Waste:** Solid waste generated by the proposed project would be taken to the Lompoc Landfill, which is a public landfill that is owned and operated by the City of Lompoc. In the year 2000, 43,573 tons of waste was disposed of at the Lompoc Landfill. About 200 tons of waste per day is currently disposed of at the Lompoc Landfill, although the landfill has a permitted disposal rate of 500 tons/day. The Lompoc Landfill has a permitted capacity of 5.3 million cubic yards and is permitted for an additional 48 years (till the year 2050). Construction and demolition activities and project operations would produce solid waste beyond existing conditions. Average residential waste generation in the region is approximately 2.2 pounds per resident per day. Based on a factor of 2.5 persons per dwelling unit, the 73-unit project would be expected to generate approximately 183 residents. Therefore, prior to implementation of any recycling programs, at buildout the proposed residential portion of the project would generate approximately 407 pounds per day or 67 tons per year of waste. According to the Guide to Solid Waste and Recycling Plans for Development Projects (Santa Barbara County Public Works Department), solid waste generation for light industrial development is estimated to be 1.42 pounds per 100 square feet per day. With this rate, the proposed light industrial condominiums (totaling approximately 23,000 square feet) would generate 326.6 pounds of solid waste per day, or 54.07 tons per year. Therefore, the proposed project (including residential and light industrial development) would generate a total of 121.45 tons of solid waste per year. The Lompoc Landfill has a permitted capacity of 5,300,000 cubic yards (1,591,592 tons).

Project implementation would not result in any change to service in the area or any significant changes to the disposal operations. The proposed project would not create the need for any special solid waste disposal handling and would therefore comply with all statutes and regulations related to solid waste. As such, impacts are considered less than significant.

<u>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</u> 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	

a. Based upon the analysis throughout this Initial Study, the proposed project would not 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, and reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would not eliminate important examples of the major periods of California history or prehistory. The biological elements analyzed above indicate that this site does not consist of suitable habitat for special-status species.

b. Implementation of the proposed project may result in incremental reductions in air quality and the character of the aesthetic environment in the project vicinity, and increases in traffic congestion and the ambient noise level. As described in this Initial Study, the incremental air quality, noise, transportation/traffic, public services, and utilities impacts of the project, when considered in combination with the effects of past projects, current projects, and probable future projects in the planning area, would result in less than significant impacts upon incorporation of mitigation and conditions of project approval. Project impacts related to several issue areas, including geology, and hazards and hazardous materials, would be site-specific and would result in no cumulative impacts.

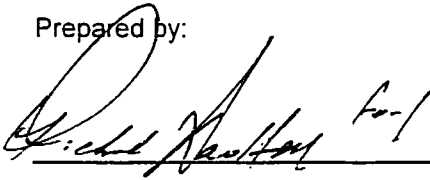
c. Conditions of approval would ensure consistency with relevant General Plan policies and development standards concerning hazards, aesthetics, biologic resources, hydrology and water quality, noise, geology and cultural resources. Mitigation measures are required to ensure that project occupants and structures would not be exposed to noxious odors from the proposed industrial condominiums and construction emissions, unstable soils hazards, or hazards related to undocumented contaminants in on-site soils, asbestos and lead based paint contained in structures planned for demolition, and that the project would not generate substantial light and glare. Mitigation measures are also required to ensure that all necessary frontage improvements are made, nesting birds and on-site native plants are protected, and that on-site runoff is intercepted prior to discharge to local water bodies (through the WDR, NPDES and SWPPP permitting processes).





<b>DETERMINATION:</b> On the basis of this initial evaluation:	
	I find that the proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> 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 <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.
	I find that the proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.
	I find that the proposed project <b>MAY</b> 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 <b>ENVIRONMENTAL IMPACT REPORT</b> 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 <b>NEGATIVE DECLARATION</b> , pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or <b>NEGATIVE DECLARATION</b> , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

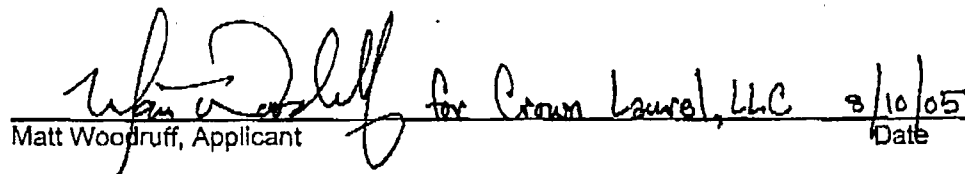
Prepared by:

 for

Lucille T. Breese, AICP

8/11/05  
Date

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

 for Crown Laurel, LLC 8/10/05  
Matt Woodruff, Applicant Date



## MITIGATION AND MONITORING PLAN:

The following Mitigation Measures shall be Conditions of Approval for the Crown Laurel Project (LOM 544, DR 04-35, GP 04-05, ZC 04-07, TA 05-04)

### I. AESTHETICS

#### *Mitigation*

1) Prior to construction of the proposed structures, all proposed lighting shall be indicated on site plans that demonstrate that spill-over of lighting would not affect adjacent properties. For the industrial condominium portion of the project, the lighting plan shall incorporate lighting that directs light pools downward to prevent glare on adjacent and surrounding areas. Lights in these areas shall have solid sides and reflectors to further reduce lighting impacts by controlling light spillage. Light fixtures that shield adjacent properties from excessive brightness at night shall be included in the lighting plan for the industrial condominium portion of the project. Exterior carriage style light fixtures are allowable within the residential portions of the project. Non-glare lighting shall be used. Additionally, the lighting plan shall include examples of building exterior materials for the purpose of demonstrating the reflective characteristics of planned facades. These building exterior materials shall be non-reflective in nature will be required to be constructed of non-glare materials. Any signage that incorporates lighting shall be shielded to direct light towards the sign so that glare will not affect motorists or neighbors.

#### *Monitoring*

The applicant and contractor shall be responsible for ensuring that lighting plans are submitted prior to construction and that lighting is implemented in accordance with requirements prior to project occupancy

### III. AIR QUALITY

#### *Mitigation*

1) The CC&Rs for the proposed residential units shall include a written disclosure statement that shall make all prospective property owners on the site aware that although potential impacts or discomforts between proposed industrial uses may be lessened by proper maintenance, some level of incompatibility between the two uses would remain. This statement shall include a description of odors and noises associated with the types of business that may occupy the proposed on-site industrial condominiums. Should industrial practices change substantially (e.g., through the possible future change of business occupying the industrial condominiums), notification shall be provided to existing and prospective project residents.

#### *Monitoring*

The written disclosure statement shall be submitted by the applicant to the Planning Division for review with the CC&Rs for the proposed residential component.

#### *Mitigation*

2) Prior to operation of uses within the industrial condominiums, the future tenant shall provide to the City a written description of potential stationary sources of noxious fumes, odors, toxic compounds or particulates that could potentially migrate to off-site receptors, and evidence of APCD permit compliance for any new applicable stationary emissions sources. The future tenant shall provide written documentation that demonstrates to the City and APCD the installation of stationary emissions control technologies or emissions reduction offset in the project area such that these methods result in emissions reductions to allowable levels. This written documentation shall quantify emissions reductions and demonstrate enforceability of emissions controls and offsets.

#### *Monitoring*

The written disclosure statement shall be submitted by the applicant to the Planning Division for review and comment prior to operation of uses within the industrial condominiums.

#### *Mitigation*

3) All construction activity shall be required to incorporate the APCD requirements pertaining to minimizing construction-related emissions. The APCD does not have quantitative thresholds of significance for construction emissions since they are considered to be short term and temporary.



However, dust reduction measures are required for all discretionary construction activities. The following requirements shall be considered standard construction conditions:

**Dust Generation.** If the construction site is graded and left undeveloped for over four weeks, the applicant shall employ the following methods immediately to inhibit dust generation:

- i. Seeding and watering to revegetate graded areas; and/or
- ii. Spreading of soil binders; and/or
- iii. Other soil stabilization methods deemed appropriate by the Planning Division.

**Watering.** Water trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this requires two daily water applications (once in late morning and once at the end of the workday). Increased watering shall be performed when wind speeds exceed 15 mph.

**Disturbed Area.** The amount of disturbed area shall be minimized and on-site vehicle speeds shall be reduced to 15 mph or less.

**Gravel Pads.** Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

**Volatile Organic Compounds (VOC).** Low VOC asphalt and low VOC architectural coating will be used whenever feasible.

**Soil Stockpiling.** If importation, exportation, or stockpiling of fill material is undertaken, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Vehicles transporting soil material shall be covered with tarps from the point of origin to the point of disposition.

**Land Clearing.** After clearing, grading, earth-moving or excavation is completed, the disturbed area shall be treated by watering, revegetation, or by spreading soil binders until the area is paved or otherwise developed.

**Recording of Dust Control Requirements.** Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with any map, the aforementioned dust control requirements. All requirements shall be shown on grading and building plans.

**Monitoring of Dust Control Program.** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.

**Construction Equipment.** In order to reduce NO<sub>x</sub> and ROC emissions, any construction equipment used on the site must meet the following conditions:

- i. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be used wherever feasible;
- ii. The engine size must be the minimum practical size;
- iii. The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;
- iv. Construction equipment must be maintained in tune per manufacturer's specifications;
- v. Equipment shall be equipped with 2 to 4-degree engine timing retard or precombustion chamber engines;
- vi. Catalytic converters shall be installed, if feasible;
- vii. Diesel catalytic converters shall be installed, if available; and
- viii. Diesel-powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible.



*Monitoring*

The required dust reduction measures shall be implemented by the applicant or contractor during ground disturbance on any portion of the project site or adjacent right of way.

*Mitigation*

4) In order to ensure that the proposed project remains in conformance with the CAP, the applicant shall be required to implement the following CAP TCMs as a condition of project approval:

Employer Based Transportation Demand Management Programs and Work Schedule Changes. With respect to the proposed light industrial condominium development, the applicant shall provide an on-site bulletin board specifically for the posting information about regional ride share and public transportation programs for all future employees.

Distribution of Alternative Transportation Information. The applicant shall provide an on-site bulletin board specifically for the posting of bus schedules and notices of availability for car-pooling and/or shall distribute such information to property owners upon occupancy. The information shall include descriptions of carpooling and vanpooling and bus schedules with routes most accessible to the development. Information on purchasing less polluting or alternatively fueled vehicles, which is available from APCD, shall also be included.

*Monitoring*

The applicant and contractor shall provide the required on-site bulletin boards prior to occupancy clearance.

**IV. BIOLOGICAL RESOURCES**

*Mitigation*

1) In order to avoid impacts to nesting birds, including birds protected under the Migratory Bird Treaty Act, all initial ground disturbing activities, including any tree removal, should be limited to the time period between September 1 to March 1 (i.e., outside the nesting season). If initial site disturbance, grading, and tree removal cannot be conducted during this time period, a pre-construction survey for active nests within the project site shall be conducted by a qualified biologist at the site no more than two weeks prior to any construction-related activities. If active nests are identified, then all construction work shall be conducted a minimum of 50-250 feet from the nests, until the adults and young are no longer reliant on the nest site, as determined by a City-approved biologist in coordination with the California Department of Fish and Game. The City-approved biologist shall determine the final buffer distance, to be dependant on the species potentially affected.

*Monitoring*

The applicant and contractor shall contract a qualified biologist, subject to review by the Planning Division. The qualified biologist shall conduct required surveys and agency coordination and submit the associated report for Planning Division review within two weeks of initiation of ground disturbing activities.

*Mitigation*

2) In order to ensure that project landscaping does not introduce invasive non-native plant species into the vicinity of the site, the final landscaping plan shall be reviewed and approved by a City approved biologist. All invasive plant species shall be removed from the landscaping plan.

*Monitoring*

The applicant shall submit a final landscaping plan for review by a City-approved biologist prior to issuance of grading permits.

**VI. GEOLOGY AND SOILS**

*Mitigation*

1) The recommendations of the "Preliminary Foundation Investigation" (Pacific Materials Laboratory, January 21, 2005) shall be implemented prior to issuance of grading permits. These recommendations include the following measures to reduce the potential for hazards related to unstable, compressible soils:



- a. Beneath the proposed structures and for a minimum distance of 5 feet beyond the exterior perimeters, the loose topsoil and compressible surface soils shall be removed. The exposed ground surface shall be scarified an additional 6 to 8 inches, moistened or dried to near the optimum moisture content and compacted to 90% of relative compaction. The minimum depth of removal shall be a t least 12 inches below the bottom of the proposed footings.
- b. The removed surface soils and/or imported approved fill shall be placed in loose lifts of approximately 6 inches, thoroughly mixed, moistened or dried to near optimum moisture content, and compacted to a minimum of 90% relative compaction.
- c. The footings of proposed structures shall be supported completely by a uniform thickness of compacted soil. The structures shall not be supported over a cut/fill transition.

#### *Monitoring*

The applicant and contractor shall specify the soils and geotechnical requirements on grading plans and implement the requirements prior to issuance of building permits.

## **VII. HAZARDS AND HAZARDOUS MATERIALS**

#### *Mitigation*

1) Prior to demolition work, each structure proposed for demolition shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAP). If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos containing materials (ACMs) shall be performed by a licensed asbestos abatement contractor under the supervision of a certified asbestos consultant and asbestos shall be removed and disposed of in compliance with applicable State laws. Regardless of whether asbestos is identified in any building, prior to demolition of existing structures the APCD shall be notified and an APCD Asbestos Demolition and Renovation Compliance Checklist shall be submitted to both APCD and the City of Lompoc Planning and Building Division.

#### *Monitoring*

The applicant shall contract with a certified asbestos consultant to conduct asbestos sampling and remediate identified hazards prior to demolition clearance.

#### *Mitigation*

2) If during demolition of the on-site structures, paint is separated from the building material (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The City Solid Waste Division will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements.

#### *Monitoring*

The applicant shall contract with a hazardous materials professional to evaluate and dispose of paint waste as necessary during demolition.

#### *Mitigation*

3) The "Work Plan for Additional Site Investigation and Site Mitigation" (Environmental Assessment Specialists, Inc., June 28, 2005) shall be implemented prior to issuance of grading permits. Should any hazards be identified as a result of the additional site investigation, the applicant shall be required to follow and implement all recommendations made by the investigators. This supplemental report shall be filed for review by the City and the County Fire Department Hazardous Materials Division. The applicant shall comply with all supplemental remediation recommendations of the City, County Fire Department Hazardous Materials Division, and other regulatory agency with hazardous materials jurisdiction over the project.



### *Monitoring*

Prior to issuance of grading permits, the applicant and contractor shall contract with a qualified hazardous materials professional to implement the Work Plan, remediate any hazards identified during site investigation in accordance with City, County and regulatory agency requirements, and file the associated report with the City and County Fire Department Hazardous Materials Division.

### *Mitigation*

4) In the event that hazardous waste and/or materials, including chemical odors or stained soils, are encountered during construction, the following actions shall be taken by the applicant or authorized agent thereof: (1) all work in the vicinity of the suspected contaminant will be halted; (2) all persons shall be removed from the area; (3) the site shall be secured under the direction of the City Fire Department; and (4) the City of Lompoc Hazardous Waste/Materials Coordinator shall be notified. Work shall not recommence until such time as the find is evaluated and appropriate measures are implemented as necessary to the satisfaction of the California Department of Toxic Substances Control.

### *Monitoring*

The applicant and contractor shall comply with the required halt-work and notification actions throughout the construction period.

## **VIII. HYDROLOGY AND WATER QUALITY**

### *Mitigation*

1) Temporary berms and sediment basins shall be constructed to avoid unnecessary siltation into Miguelito Creek during construction activities.

### *Monitoring*

The applicant and contractor shall install the required facilities during construction activities.

### *Mitigation*

2) The inlet on all storm drains shall be designed to include water filtration units to reduce the sediment load, oil and grease, and floatable debris contained in the runoff water before discharge to Miguelito Creek. The type and location of filters shall be shown on the grading plans submitted for approval to the Engineering and Planning Divisions. The filters shall be maintained by the HOA. Maintenance shall include regular inspections, measurements of the volume of accumulated sediment, oil and grease, and periodic removal of accumulated materials.

### *Monitoring*

The applicant and contractor shall specify the type and location of filters on grading plans submitted for approval to the Engineering and Planning Divisions and install approved filters prior to occupancy clearance. Maintenance of the filters shall be demonstrated by the HOA with annual reports to the Engineering and Planning Divisions.

## **XI. NOISE**

### *Mitigation*

1) The following measures shall be required to reduce construction noise impacts to nearby sensitive receptors:

- For construction near sensitive resources, require that noisy construction activities be scheduled for periods, between 8 a.m. and 6 p.m. on weekdays and 9 a.m. to 6 p.m. on Saturday, when loud noises would have the least impact on adjacent residents or other sensitive receptors;
- Develop a construction schedule that minimizes potential cumulative construction noise impacts and accommodates particularly noise-sensitive periods for nearby land uses (e.g., for schools, churches, etc.);
- Where feasible, construct temporary, solid noise barriers between source and sensitive receptor(s) to reduce off-site propagation of construction noise. This measure would reduce construction noise by up to five decibels;



- Require internal combustion engines used for construction purposes to be equipped with a properly operating muffler of a type recommended by the manufacturer. Also, require impact tools to be shielded per manufacturer's specifications.

*Monitoring*

The applicant and contractor shall comply with the construction noise reduction measures throughout the construction period.

*Mitigation*

2) The following measures shall be required to reduce on-site operational industrial noise impacts:

- The rear wall (nearest the proposed residential units) of the proposed industrial condominiums shall be noise-insulated to provide attenuation of operational noise levels. The installation of a concrete block wall will satisfy this requirement;
- External noise-generating equipment associated with industrial uses (e.g., HVAC units, etc.) shall be shielded from adjacent residential units or enclosed with solid sound barriers.

*Monitoring*

The applicant and contractor shall indicate the noise insulation requirements on building plans subject to the review of the Engineering and Planning Divisions and shall install the approved noise insulation features prior to occupancy clearance.

**XV. TRANSPORTATION/CIRCULATION**

*Mitigation*

1) The applicant shall fully implement the required Improvements recommended by ATE, Inc. (section 5.0 of the Final Traffic and Circulation Study). These improvements include the following:

- Frontage improvements (curb, gutter, sidewalk, driveways, etc.) shall be constructed according to City requirements;
- The main site access driveway proposed on V Street shall be aligned with the segment of Laurel Avenue on the west side of V Street (requiring minor widening on the southwest corner of the intersection). All improvements on the southwest corner shall include curb, gutter, sidewalk, etc., according to City standards;
- The segment of V Street between Laurel Avenue (east) and Laurel Avenue (west) shall be restriped to provide one lane in each direction, a left-turn lane at the intersections of the east and west legs of Laurel Avenue, plus painted on-street bike lanes shall also be required; and
- The applicant shall work with the City for the purpose of creating a required fair share fee for the installation of sidewalk on the west side of V Street between Laurel Avenue (east) and Laurel Avenue (west) to provide for children walking to/from Clarence Ruth Elementary School.

*Monitoring*

The applicant and contractor shall identify the required transportation improvements on the project site plan subject to the review of the Engineering and Planning Divisions and shall implement the approved transportation improvements prior to occupancy clearance.

**Additional Conditions**

- If archaeological artifacts are unearthed or exposed during construction, all ground disturbing work shall stop immediately and the artifacts and the site shall be evaluated by an experienced archaeologist. An appropriate plan for the preservation of the artifacts from the site shall be prepared and its implementation overseen by an experienced Archaeologist, prior to the restarting of ground disturbing work at the project site.
- If paleontological artifacts are unearthed or exposed during construction, all ground disturbing work shall stop immediately and the City notified. The artifacts and site shall be evaluated by an experienced Paleontologist/cultural resources specialist. An appropriate plan for the preservation



of the artifacts from the site shall be prepared and its implementation overseen by an experienced Paleontologist.

- If human remains are accidentally discovered or recognized during construction, all excavation and ground disturbing work on or adjacent to the project site (or area of discovery) shall stop immediately. The County Coroner of the County in which the remains are discovered shall be contacted and the Native American Heritage Commission shall be notified immediately and their recommendations and requirements adhered to, prior to continuation of construction activity.

