

**CITY OF LOMPOC
PLANNING COMMISSION STAFF REPORT**



MEETING DATE: October 9, 2013

TO: Members of the Planning Commission

FROM: Lucille T. Breese, AICP, Planning Manager

RE: General Plan Comprehensive Update – General Plan Land Use Element and Zoning Ordinance Map Revisions (Planning Division File No. GP 07-04 and ZC 10-01)

AGENDA ITEM NO. 3

GP 07-04 – COMPREHENSIVE GENERAL PLAN UPDATE

Planning Commission consideration of recommendations to the City Council for the following:

EIR 09-01 – The Final Environmental Impact Report (FEIR), prepared by Rincon Consultants, Inc., for the City of Lompoc Comprehensive General Plan Update was circulated through the State Clearinghouse (SCH No. 2008081032) pursuant to the requirements of the California Environmental Quality Act (CEQA). The study area evaluated in the FEIR consists of areas within current City Limits and four (4) potential annexation areas and was certified by City Council on October 19, 2010.

The Commission will consider a recommendation on the CEQA Findings of Fact for the Final Addendum prepared for the General Plan EIR providing additional Greenhouse Gas (GHG) and policy language analysis. The CEQA Findings of Fact address inclusion of all four (4) expansion areas studied in the FEIR.

GP 07-04 – A General Plan Amendment to adopt Phase 1 of the 2030 General Plan (Introduction, Vision, Land Use, and Circulation) and to amend the City of Lompoc Land Use Element (LUE) Map as directed by the City Council at the May 14, 2013 meeting. Changes to the LUE MAP include changes to parcels on the south side of Lompoc where previous zoning consistency problems were identified and text change to include a *Southside Residential Overlay*.

ZC 10-01 – A Zone Change to amend the City of Lompoc Zoning Map to achieve consistency with the LUE Map. The proposed zone changes were directed by the City Council at the May 14, 2013 meeting to resolve previous consistency issues with the proposed General Plan LUE Map as adopted in 1997. Changes to the Zoning Map include changes to parcels on the south side of Lompoc where previous zoning consistency problems were identified and a text change to include a *Southside Residential Overlay*. The Zone Change is a component of the General Plan Update.

Scope of Review:

The Planning Commission is being asked to recommend that the City Council:

- Adopt the revised CEQA Findings of Fact and certify the Addendum to the Environmental Impact Report (FEIR) dated October 2011; and
- Adopt the draft Ordinance approving the proposed changes to the 2030 General Plan Introduction, Vision, Land Use Element Map and the proposed text changes including the *Southside Residential Overlay* to the Land Use Element, and Circulation Element maps and text; and
- Adopt the proposed changes to the Zoning Map and text changes to the Zoning Ordinance for the *Southside Residential Overlay*.

The Planning Commission has the authority to recommend approval or denial of an amendment to the Zoning Ordinance to the City Council (Lompoc City Code Section 17.132.040).

Planning Commission Action:

1. Hold public hearing;
2. Review the revised Land Use Element Map changes and CEQA Findings of Fact for the four (4) Expansion Areas and adopt Resolution No. 762 (13) recommending the City Council Certify the CEQA Findings of Fact;
3. Review the proposed LUE Map and Text Changes including the *Southside Residential Overlay*, and the Circulation Element Map and Text Changes and Adopt Resolution No 763 (13) recommending the City Council Adopt the 2030 General Plan Phase 1 Elements consisting of the Introduction, Land Use Element, and Circulation Element; and
3. Review the proposed Zoning Map changes and adopt Planning Commission Resolution No. 764 (13) recommending the City Council adopt the proposed Zoning Ordinance Map Changes and Text Change including the *Southside Residential Overlay*.

Background/Discussion

Environmental Review:

The Environmental Impact Report (EIR) for the 2030 General Plan was reviewed and certified by the City Council for the Housing Element Update in October 2010. An Addendum was prepared by Rincon Consultants, dated October, 2011, to update the Greenhouse Gas (GHG) Analysis and policy language analysis. The addendum was reviewed by the Planning Commission on October 12, 2011, and the Commission adopted Resolution No. 703 (11) recommending the City Council certify the Addendum, adopt the Statement of Overriding Considerations, and the Mitigation Monitoring Reporting Program. The EIR and Addendum have been reviewed by Rincon Consultants to verify the number of potential dwelling units in the proposed LUE and Zoning Map changes fall within an acceptable range that would not produce programmatic environmental impacts not already disclosed and would not require additional studies and/or analysis.

The City Council held the following meetings to discuss the four (4) proposed Expansion Areas in the General Plan Environmental Impact Report:

Expansion Area	Date of Last PC Review and Recommendation	Date of City Council Review and Action
A – Bailey Avenue	August 10, 2011, following a 2-2 vote the Commission voted 4-0 to forward no recommendation	March 26, 2013 – Include Expansion Area
B – The River Area	October 12, 2011, following a 2-2 vote with Commissioner Leach Not Participating, the Commission voted to forward no recommendation	February 26, 2013 – Include Revised Expansion Area
C – Miguelito Canyon	August 10, 2011, on a 3-0-1 vote with Commissioner Leach Not Participating, the Commission recommended not including the Expansion Area	March 19, 2013 – Include Revised Expansion Area
D – The Wye	August 10, 2011, on a 3-1 vote with Commissioner Griffith voting no, the Commission voted to recommend including the Expansion Area	March 5, 2013 – Include Expansion Area

Based upon the direction provided by the City Council at the above noticed meetings, the Land Use Element Map has been amended to include the proposed Expansion areas and the CEQA Findings of Fact have been revised and are included in draft PC Resolution No. 762 (13). Previously there were four (4) separate sets of findings to reflect the various options, the revised findings contain the language including all four (4) expansion areas in the General Plan Urban Limit Line. Analysis is also provided to assure the Council directed changes to the LUE are substantially within the range of study for the FEIR.

Land Use and Circulation Element Text and Map Proposed Changes:

On May 14, 2013, the City Council reviewed the Planning Commission recommended changes to the text of the LUE and the Circulation Element. The Commission had made the recommendations with the adoption of Resolution No. 705 (11). The Council provided the following direction:

- All four (4) proposed expansion areas should be included in the City Urban Limit Line;
- Rejected the Planning Commission recommendation for an architectural standard overlay on the Ocean Avenue Corridor (OAC) on a 5-0 vote which will require removal of the OAC language in the text and Table LU-1;
- Changed the LUE map on specific parcels in the South side of Lompoc to address concerns by realtors and property owners. A Table has been prepared to identify the specific parcels where changes to the LUE map are required (Attachment No. 4);
- Changes to the LUE map necessitate the one LUE text change with the addition of a *Southside Residential Overlay*;

- Due to dissolution of the Redevelopment Agency (RDA), a global removal of reference to the RDA throughout the text;
- Change text in LU Implementation Measure No. 3 to delete requirement for Specific Plan in the Bailey Avenue Corridor Area:

The City shall require future development in the Bailey Avenue Corridor (as shown on Figure LU-1) to coordinate installation of infrastructure; continuance of the existing, unbroken 200-foot buffer along the Bailey Avenue Corridor from North Avenue to Olive Avenue; and shall encourage interconnectivity, pedestrian and vehicular, between any future developments during the development review process; and

- Add the *Southside Residential Overlay* designation to the LUE Map and the text of Table LU-1:

<p><i>Southside Residential Overlay</i> SRO</p>	<p><i>Purpose: To acknowledge residential units on specific parcels in the Southside of Lompoc which have been identified by City Council, that have been legally established as legal units, regardless of underlying density requirements of the zoning district.</i></p>
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The Council reviewed each of the proposed General Plan Map Changes recommended by the Planning Commission and provided direction as noted in the Summary Table under the Zoning Ordinance discussion.

Copies of the LUE and Circulation Element are provided as attachments to PC Resolution No. 763 (13). The appropriate maps will be included when the recommendation goes forward to City Council for adoption of the 2030 General Plan Phase 1.

Zoning Ordinance Text and Map Proposed Changes:

On May 14, 2013, the City Council reviewed the Planning Commission recommended changes to attain Zoning Consistency between the LUE Map and the Zoning Map. The Commission had made the recommendations with the adoption of Resolution No. 704 (11).

The Council provided the following direction after reviewing each map individually and selected the option of changing the General Plan Land Use Element Map in some instances and changing the Zoning Map in other instances. A complete set of maps is provided as Attachment No. 4 to this staff report.

- Add the *Southside Residential Overlay* designation to the LUE Map and the text of Table LU-1:

<p><i>Southside Residential Overlay</i> SRO</p>	<p><i>Purpose: To acknowledge residential units on specific parcels in the Southside of Lompoc which have been identified by City Council, that have been legally established as legal units, regardless of underlying density requirements of the zoning district.</i></p>
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A summary has been prepared to reflect the actual change being proposed. Following adoption of these maps, the LUE Map and the Zoning Map will be consistent and in conformance with State Law.

Map No.	GP Exist	GP Chg	Overlay	Zoning Exist	Zoning Proposed	Overlay	# of Parcels
ZC 1	LDR			R-A	7-R-1	no	1
ZC 2/ GP15	LDR	MDR	yes	R-2			29
ZC 3/ GP 16	LDR	MDR	yes	R-2			25
ZC 4 GP 17	LDR	MDR	yes	R-2			10
ZC 5 GP 18	MDR	HDR	yes	R-3			23
ZC 6 GP19	MDR	HDR	yes	R-2 R-3	R-2 MU n/c	yes	4 Zoning 21 GP
ZC 7 GP 20	MDR	HDR	yes	R-3			29
ZC 8 GP 21	LDR	MDR	no	R-2			5
ZC 9 GP 22	MDR	HDR	yes	R-3			20
ZC 13 GP 23	LDR	HDR	yes	R3			13
ZC 11				R-2	R-3	no	1
ZC 12 GP 24	MDR	HDR	yes	R-2	R-3	yes	1 17 GP
ZC 13 GP 25	MDR	HDR	no				4
ZC 14	MDR			R-1	R-2	no	2
ZC 15	MDR			R-1	R-2	no	1
ZC 16 GP 5	OS	VLDR LDR	no	OS	RA -	no	1 Zoning 2 GP
ZC 17	OS			R-1	OS	no	1
ZC 18 GP 8	GC	CF	no	PCD	PF	no	1
ZC 19 GP 10	MU	CF	no	MU	PF	no	2
ZC 20 GP 11	CF	MU	no	PF	MU	no	1
ZC 21 GP 13	MU	GC	no	MU	C-2	no	5 Zoning 5 GP
ZC 22A GP 14A	Removed Ocean Avenue Overlay						
ZC 22B GP 14B							
ZC 23 GP 1	HDR			R-2	R-3	yes	4
GP 3	MDR	HDR	no				29
GP 4	MDR	LDR	no				8
GP 6	OS	LDR	no				1
GP 7	HDR	MDR	no				2

Map No.	GP Exist	GP Chg	Overlay	Zoning Exist	Zoning Proposed	Overlay	# of Parcels
GP 9	CF OS	Removed Park Overlay					1
GP 12	OS						1
ZC 24 GP 2	MDR			7-R-1	R-2	no	1

For comparison purposes the following is a table of General Plan Land Use Designations and the corresponding Zoning District.

General Plan Land Use Designation	Zoning District
Very Low Density Residential	R-A -- Residential Agricultural District
Low Density Residential	R-1 – Single Family Residential District 10-R-1 – 10,000 sq ft minimum lot size 7-R-1 -- 7,000 sq ft minimum lot size
Medium Density Residential	R-2 – Medium Density Residential District
High Density Residential	R-3 – High Density Residential District
Community Facility	P-F – Public Facilities District
Mixed Use	MU – Mixed Use District
General Commercial	PCD – Planned Commercial Development
Open Space	OS – Open Space

REQUESTED ACTION:

Review the revised CEQA Findings of Fact and Adopt Resolution No. 762 (13) recommending the City Council Adopt the CEQA Findings of Fact; and

Review the revised Land Use Element Map and Text changes; the Circulation Element Map and Text changes; Adopt Resolution No. 763 (13) recommending the City Council Adopt the Phase 1 Element of the 2030 General Plan; and

Review the revised Zoning Map and Text changes; Adopt Resolution No. 764 (13) recommending the City Council Adopt the Proposed changes to the Zoning Ordinance Text and Map.

Noticing:

On September 27, 2013, notice of the public hearing was:

- 1) Mailed to individual property owners;
- 2) Mailed to interested parties;
- 3) Published in the Lompoc Record;
- 4) Posted on the City website.

Attachments

- 1) [Draft PC Resolution No. 762 \(13\) recommending Council adoption of CEQA Findings](#)
- 2) [Draft PC Resolution No. 763 \(13\) recommending Council adoption of Phase 1 GP Elements](#)
- 3) [Draft PC Resolution No. 764 \(13\) recommending Council adoption of Zoning Map & text changes](#)

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

RESOLUTION NO. 762 (13)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC RECOMMENDING THE CITY COUNCIL CERTIFY THE ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR 09-01) FOR THE CITY OF LOMPOC COMPREHENSIVE 2030 GENERAL PLAN UPDATE AND ADOPT THE CEQA FINDINGS OF FACT

WHEREAS, the City of Lompoc has initiated a comprehensive update to the City's General Plan in conformance with Government Code Section 65300 (the "Update"), which requires a City to adopt a comprehensive General Plan and update it as needed. City staff and Rincon Consultants, Inc. have conducted workshops and meetings with members of the community and the decision makers to assure public participation in the process; and

WHEREAS, the City of Lompoc as Lead Agency determined the Update to the General Plan is a "Project" under the California Environmental Quality Act (CEQA) and issued a Notice of Preparation (NOP) to interested parties on August 11, 2008; and

WHEREAS, a Final Environmental Impact Report (FEIR 09-01) (SCH NO. 2008081032) was prepared by Rincon Consultants, Inc. in conformance with CEQA and the Environmental Guidelines of the City of Lompoc to study the environmental impacts of the proposed Project and was certified by the City Council on October 19, 2010; and

WHEREAS, an Addendum to FEIR 09-01 (October 2011) was prepared to address additional Greenhouse Gas (GHG) and policy language analysis and the Addendum was circulated through the State Clearinghouse and was available for public review and comment; and

WHEREAS, proposed Findings of Fact and Statement of Overriding Considerations, and a proposed Mitigation Monitoring and Reporting Program have been prepared pursuant to Sections 15093 and 15097 of the CEQA Guidelines and considered as part of the Planning Commission FEIR review; and

WHEREAS, the Project was considered by the Planning Commission at duly-noticed public hearings on June 23, July 28, August 10, August 25, and October 12, 2011; and

WHEREAS, at the meeting of October 12, 2011, the Planning Commission considered the Final Addendum; and recommended City Council certification; and

WHEREAS, at the meeting of May 14, 2013 the City Council reviewed the Planning Commission recommendations and made adjustments requiring additional Planning Commission review; and

WHEREAS, the project adjustments were considered by the Planning Commission at a duly-noticed public hearing October 9, 2013; and

WHEREAS, at the meeting of October 9, 2013 Planning staff and Mr. Richard Daulton of Rincon Consultants were present and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of October 9, 2013 _____ addressed the Planning Commission regarding the CEQA Findings.

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

SECTION 1: After reviewing and considering a revised set of Findings of Fact and Statement of Overriding Considerations, covering the four (4) expansion areas studied in the FEIR and the Addendum prepared for Planning Commission review; and after hearing testimony, considering the evidence presented, and engaging in due deliberation of the matters presented, the Planning Commission hereby recommends the City Council, in the exercise of its independent judgment, and taking into consideration the comments and responses to comments included within the Final Environmental Impact Report and the Addendum:

- a) Adopt proposed CEQA Findings of Fact and Statement of Overriding Considerations

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the Planning Commission meeting of October 9, 2013 by the following vote:

AYES:

NOES:

Lucille T. Breese, AICP, Secretary

Ron Fink, Chair

Attachment: [Exhibit A – CEQA Findings of Fact](#)

1.0 INTRODUCTION

1.1 Findings of Fact and Statement of Overriding Considerations

The California Environmental Quality Act (CEQA) requires that the environmental impacts of a project be examined and disclosed prior to approval of a project. CEQA Guidelines Section 15091 provides the following guidance regarding findings:

- “(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.”

CEQA Guidelines Section 15093 provides the following additional guidance regarding a Statement of Overriding Considerations:

- “(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.”

Having received, reviewed and considered the Addendum dated September 2011 together with the Final Environmental Impact Report for the Lompoc General Plan Update, SCH #2008081032; GP No. 07-04 (FEIR), dated May 2010 (collectively, the “CEQA Documents”), as well as all other information in the record of proceedings on this matter, the following Findings and Statement of Overriding Considerations Regarding the CEQA Documents for the Lompoc General Plan Update (Project) are hereby adopted by the City of Lompoc.

1.2 Document Format

These Findings have been categorized into the following sections:

- 1) Section 1.0 provides an introduction to these Findings.
- 2) Section 2.0 provides a summary of the Project and overview of other discretionary actions required for the Project, and a statement of Project objectives.
- 3) Section 3.0 provides a summary of those activities that have preceded the consideration of the Findings for the Project as part of the environmental review process, and a summary of public participation in the environmental review for the Project.
- 4) Section 4.0 sets forth findings regarding those potentially significant environmental impacts identified in the CEQA Documents which the City has determined to be less than significant with the implementation of Project design features and/or Project conditions included in the Mitigation Monitoring and Reporting Program (MMRP) for the Project.
- 5) Section 5.0 sets forth findings regarding those significant or potentially significant environmental impacts identified in the CEQA Documents which the City has determined can feasibly be mitigated to a less than significant level through the imposition of mitigation measures included in the MMRP for the Project.
- 6) Section 6.0 sets forth findings regarding those significant or potentially significant environmental impacts identified in the CEQA Documents which will or which may result from the Project and which the City has determined cannot feasibly be mitigated to a less than significant level.
- 7) Section 7.0 sets forth findings regarding growth inducing impacts.
- 8) Section 8.0 sets forth findings regarding alternatives to the Project.
- 9) Section 9.0 contains findings regarding the MMRP for the Project.
- 10) Section 10.0 contains other relevant findings adopted by the City with respect to the Project.
- 11) Section 11.0 consists of a Statement of Overriding Considerations, which sets forth the City's reasons for finding that specific economic, legal, social, technological, and other considerations associated with the Project outweigh the Project's potential unavoidable environmental impacts.

The Findings set forth in each section herein are supported by findings and facts identified in the administrative record of the Project.

1.3 Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions regarding the Project are located at the City of Lompoc Planning Division, 100 Civic Center Plaza, Lompoc, California, 93438. The City is the custodian of the administrative record for the Project.

2.0 PROJECT SUMMARY

2.1 Project Location

The City of Lompoc is located along Highway 1 approximately 15 miles west of Highway 101 and the City of Buellton, and eight miles east of the Pacific Ocean. The plan area for the 2030 General Plan encompasses all areas within and outside the City's boundaries that bear a relation to the City's planning as contemplated by State Government Code Section 65300. This includes the City's Sphere of Influence (SOI) and Urban Limit Line (ULL). In addition to the areas within the Lompoc corporate boundaries, the General Plan update addresses unincorporated areas surrounding the City that may be considered for future annexation

2.2 Project Description

The project is Phase 1 of an update to the City of Lompoc General Plan and includes an update of the Land Use, Housing, and Circulation Elements. The existing (1997) General Plan consists of several additional elements, which will be updated in Phase 2 and reviewed under a separate CEQA document. These remaining elements of the General Plan typically contain policies and guidelines to implement goals of the Land Use, Housing and Circulation Elements.

Policies and implementation measures contained in the General Plan Land Use, Circulation, and Housing Elements reflect the City's vision. The updated General Plan also defines allowable land uses and programs to facilitate the provision of needed housing, and guidance with respect to the development of circulation system improvements needed to enhance citywide mobility.

For the most part, proposed land use designation descriptions within the City are similar to those contained in the 1997 General Plan. The key differences are: (1) expansion of the Mixed Use designation to include increased densities and maximum floor area ratios (FAR); (2) expansion of the Old Town Commercial designation to allow for additional floor area and increased maximum densities for residential uses; and (3) the addition of the H Street Corridor Infill area and Ocean Avenue Corridor area within the Overlay Designations. In addition, the originally proposed 2030 General Plan identified four Expansion Areas which would accommodate new development under the 2030 General Plan: Bailey Avenue Expansion Area (Area A); River Area (Area B); Miguelito Canyon (Area C), and the Wye Residential Expansion Area (Area D).

The 2030 General Plan Update (Project) (for which these CEQA Findings are prepared) is similar to the proposed Project that was analyzed in the FEIR but differs in that the Revised Project would alter the boundaries of the River Area and Miguelito Canyon Expansion Area and would revise zoning and land use designations on specific parcels within the City Limits to achieve consistency between the General Plan Land Use Element and Zoning Map. These changes would not substantially alter the overall development potential in the areas or the City as a whole beyond levels described in the FEIR. The environmental effects of the Project were evaluated in Section 4 of the Final EIR, as supplemented by the Addendum. Consequently, the evaluation of the proposed Project in Section 4 of the Final EIR, as supplemented by the Addendum, discusses the full range of potential impacts that would be associated with the Revised Project.

This project is the update of the Lompoc General Plan, as revised by the City Council to modify the boundaries of the River Area and Miguelito Canyon Expansion Area and to achieve General Plan and zoning consistency on individual parcels within City Limits, and as analyzed in the FEIR dated May 2010 and Addendum dated September 2011. The following findings are based on this alternative project description. The project and alternatives are described in more detail in the 2030 General Plan FEIR and Addendum, and Appendices thereto, as well as the staff report accompanying these findings.

2.3 Discretionary Actions

With recommendations from the Planning Commission, the Lompoc City Council will need to take the following discretionary actions in conjunction with the 2030 General Plan:

- 1) Certification of the EIR Addendum
- 2) Adoption of a Mitigation Monitoring and Reporting Program (MMRP)

- 3) Approval of an Update to the City of Lompoc General Plan Land Use and Circulation Elements

2.4 Statement of Objectives

State law (Government Code Section 65300) requires that the City adopt a comprehensive general plan and update it as needed. The 2030 General Plan Update fulfills this requirement. The objectives of the General Plan Update are to:

- 1) Respond to changes that have occurred since initial Plan adoption and subsequent amendment of some, but not all, of the Plan elements;
- 2) Refine/update the provisions of the General Plan on a comprehensive basis in recognition of the changes that have occurred and the new opportunities that are now available as a result of these changes;
- 3) Integrate the General Plan elements at a policy level into a cohesive document;
- 4) Identify potential annexation areas where incorporation into the City at some time during the period to 2030 may be appropriate;
- 5) Address geographic areas within the City and within annexation areas that have distinct planning issues, constraints, and opportunities; and
- 6) Comply with the State housing mandates and the requirement for an updated Housing Element to be submitted to the Department of Housing and Community Development.
- 7) Annex unincorporated areas into the City to create logical and orderly urban boundaries for planned development that are contiguous to existing urban development and all necessary public services and utilities.
- 8) Protect and enhance the quality of life of Lompoc residents through the creation and maintenance of affordable, attractive, and well-served residential and mixed-use neighborhoods.
- 9) Provide and maintain high-quality parkland, public facilities and services within the City.

3.0 ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

On August 11, 2008, a Notice of Preparation (NOP) was distributed by the City of Lompoc for the Project. The State of California Clearinghouse issued a project number for the Lompoc General Plan Update, SCH #2008081032.

In accordance with CEQA Guidelines Section 15082, the NOP was circulated to interested agencies, groups, and individuals for a period of 30 days, during which comments were solicited and received, pertaining to environmental issues/topics that the Draft EIR should evaluate. These NOP responses were considered in the preparation of the Draft EIR, which upon release, was made available to all Responsible/Trustee Agencies and interested groups and individuals, as required under CEQA Guidelines Sections 15105 and 15087.

The State-mandated public review of the Draft EIR began on October 12, 2009 and ended on November 25, 2009 (45 days). The FEIR includes a Response to Comments package (Section 3.0

of the FEIR), which presents all written comments received during the public review period of the Draft EIR, and includes responses to these comments and associated changes made to the EIR.

The Planning Commission held a noticed public hearing to consider certification of the FEIR and approval of the 2030 General Plan Update on June 9, 2010. Following the Planning Commission's review, the Planning Commission formulated its recommendations regarding the General Plan Update and the accompanying CEQA documentation, and forwarded those recommendations to the City Council for consideration.

The City Council held a noticed public hearing to consider certification of the FEIR and approval of the 2030 General Plan Update on October 19, 2010. At the hearing, the City Council adopted the 2030 General Plan Housing Element and certified the FEIR.

In accordance with California Code of Regulations, Title 14, Section 15164(a), an Addendum to the Certified EIR was prepared in 2011 because changes or additions to the EIR were necessary to update the greenhouse gas emissions analysis based on new information, and to address revised policy language in the Land Use Element and Circulation Element. The analysis provided within the Addendum demonstrates that the Revised Project would not result in any additional significant impacts nor would it increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the Revised Project are within the envelope of impacts addressed in the Certified EIR and/or do not constitute a new or greater significant impact. A supplemental or subsequent EIR is required pursuant to Public Resources Code Section 21166, or California Code of Regulations Title 14, Section 15162 or 15163 when any of the following circumstances occur in conjunction with a change to the proposed project:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration,
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR,
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the changes to the project as analyzed in the FEIR creates a circumstance requiring the preparation of the supplemental or subsequent EIR.

The EIR is thus comprised of the FEIR dated May 2010, and the Addendum dated September 2011, including any exhibits or appendices thereto, the list of persons, organizations and public agencies which commented on the EIR and the Addendum, the comments which were received by the City regarding the EIR and the Addendum, and the City's written responses to significant environmental comments raised in the public review and comment process, all of which are incorporated herein and made a part hereof by reference. Pursuant to State CEQA Guidelines Section 15084, the EIR and the Addendum have been reviewed and analyzed by the City of Lompoc as the lead agency with respect to the Revised Project, and the EIR and Addendum represent the independent judgment of the City of Lompoc as the lead agency with respect to the Revised Project. The following findings for the Revised Project and each fact in support of a finding are thus based upon substantial evidence in the record, including the FEIR and Addendum.

4.0 FINDINGS REGARDING ENVIRONMENTAL IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

The City finds, based upon the analysis presented in Section 4.0 of the DEIR, dated October 2009, as amended by the Final EIR, dated May 2010, and Addendum dated September 2011, that the following environmental effects of the project are less than significant, and, therefore, no mitigation measures are required. The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been identified and incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to a less than significant level.

4.1 Aesthetics

4.1.1 Less Than Significant Impact AES-1. The 2030 General Plan would facilitate new development along designated scenic view corridors within Lompoc. However, adherence to General Plan policies and the City's Architectural Review Guidelines would reduce potential impacts to a Class III, *less than significant*, level.

Finding – The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding – Development facilitated by the 2030 General Plan could result in increased urbanization along the view corridors described in Section 4.1.1, *Setting*, of the FEIR. During construction, development and re-development that could be facilitated by the 2030 General Plan would be visible to travelers moving through the City along view corridors. Construction in these areas could create short-term visual impacts to these visual corridors.

With regard to long-term aesthetic impacts, new buildings, signage, parking, and accessory facilities have the potential to cause significant impacts. The degree of these impacts is heavily dependent on the siting and design of these features relative to important scenic views. The Land Use Element encourages infill development in areas already within the City Limits. Infill development typically reduces the pressure to develop on the edges of the City which could have impacts on surrounding scenic resources. In summary, future development under the General Plan Update would result in increased urbanization along the viewing corridors identified above.

While future development under the General Plan Update would result in increased urbanization and impacts to view corridors as discussed above, adherence to General Plan

policies and the City's Architectural Review Guidelines would ensure that impacts to these corridors remain less than significant. No mitigation measures are necessary beyond adherence to existing policies in the 1997 General Plan Urban Design Element, proposed policies in the 2030 General Plan Land Use Element, and the City's Architectural Review Guidelines.

Reference - FEIR pages 4.1-10 through 4.1-16.

4.1.2 Less Than Significant Impact AES-2. Development that could be facilitated by the 2030 General Plan would introduce new sources of light and glare. However, adherence to policies included in the City's Zoning Ordinance and Architectural Review Guidelines would reduce potential impacts to a Class III, *less than significant*, level.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Development that could be facilitated by the 2030 General Plan would increase the ambient nighttime lighting throughout the City and proposed Expansion Areas. Increased lighting could come from streetlights, parking lot lights, and signage on business establishments. Lighting could adversely affect adjacent properties, as well as the overall nighttime lighting levels of the City. Increased glare could potentially occur as a result of building materials, roofing materials, and windows reflecting sunlight. Areas that would experience the greatest potential for increased lighting are those areas likely to experience the greatest development potential. However, the City's Architectural Review Guidelines contain specific lighting requirements for residential and commercial land uses. Adherence to these requirements would reduce any such impacts to a less than significant level. No mitigation measures are necessary beyond adherence to the existing Zoning Ordinance and compliance with the City's Architectural Review Guidelines.

Reference - FEIR pages 4.1-17 through 4.1-20.

4.1.3 Less Than Significant Impact AES-3. The 2030 General Plan emphasizes both reuse of existing urbanized lands, infill development on vacant parcels, and new development on urban fringe parcels. The development of such areas would result in visual changes to the character of the community. However, the General Plan protects the City's visual features through plan review and policies. Therefore, impacts that would occur from development would be Class III, *less than significant*.

Facts in Support of Finding - The 2030 General Plan would facilitate the development and redevelopment of lands within the City of Lompoc and proposed Expansion Areas. These areas include reuse of existing urbanized lands, infill development on vacant parcels, and new development on the urban fringe. The intensification of land use anticipated to occur in certain areas of the City may be considered an adverse effect to some viewers due to the presence of larger buildings and the corresponding reduction in vacant land within the City's framework. However, the reuse and intensification of already developed areas would be expected to reduce the pressure for development at the City's periphery, thus minimizing the potential for the loss of open lands throughout the City, protected for their visual value.

Much of the intensification and reuse that would be facilitated under the 2030 General Plan would also generally be expected to enhance the visual character of the community. In particular, it is anticipated that future redevelopment in the H Street Corridor Infill area would

enhance visual quality by adding attractive infill development and the formation of redeveloped community centers. No mitigation measures are necessary beyond adherence to existing and draft General Plan policies.

Reference - FEIR pages 4.1-21 through 4.1-27.

4.2 Air Quality

4.2.1 Less Than Significant Impact AQ-2. Individual development projects facilitated by the 2030 General Plan would generate construction-related emissions. Such emissions may result in temporary adverse impacts to local air quality. However, compliance with SBCAPCD requirements would ensure that impacts remain Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Construction activity facilitated by the 2030 General Plan within the existing City Limits and proposed Expansion Areas, would cause temporary emissions of various air pollutants. Although construction could occur throughout the City, it is anticipated that the areas where the highest amount of construction activity would occur are the vacant and/or underutilized parcels throughout the City, within the H Street Corridor Infill area, and the Bailey Avenue Expansion Area. Ozone precursors ROG and NO_x, as well as CO, would be emitted by the operation of construction equipment, while fugitive dust (PM₁₀) would be emitted by activities that disturb soil, such as grading and excavation, road construction and building construction. The Santa Barbara County portion of the SCCAB is designated non-attainment for ozone (State standard) and PM₁₀ (State and Federal standards).

Taken individually, construction activities are not generally considered to have significant air quality impacts because of their short-term and temporary nature. However, given the amount of development that could occur under the 2030 General Plan, it is reasonable to conclude that some major construction activity could be occurring at any given time over the life of the Plan. Impacts could also be complicated by the fact that multiple construction projects could occur simultaneously in any portion of the City.

According to the SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (June 2008), because Santa Barbara County violates the State standard for PM₁₀, standard dust control measures are required for any discretionary construction activities regardless of project size or duration. These requirements would ensure that any construction-related air quality impacts remain less than significant. Implementation of standard dust and emissions control measures required by the SBCAPCD would ensure that construction-related air quality impacts remain less than significant.

Reference - FEIR pages 4.2-26 through 4.2-30.

4.2.2 Less Than Significant Impact AQ-4. Cumulative GHG emissions associated with buildout of the 2030 General Plan would not exceed service population thresholds of significance. In addition, additional population accommodated by the 2030 General Plan would not be at a higher risk from the effects of climate change relative to other portions of the State or Country. This would be a Class III, *less than significant*, impact.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - The cumulative GHG emissions of 6.4 metric tons CO₂E per service population anticipated from new development and redevelopment that could occur under the 2030 General Plan are below the 6.6 metric tons CO₂E/year per service population threshold of significance. Projects with emissions below this threshold represent a more efficient mix of land uses that are consistent with statewide emissions that meet the AB 32 goal of reducing statewide emissions to 1990 levels by 2020. Therefore, GHG emissions from the 2030 General Plan would not be cumulatively considerable.

While Lompoc is subject to the potential adverse effects of climate change, the 2030 General Plan would not substantially increase the scope or severity of these effects. The 2030 General Plan would accommodate new residents and new employees and would therefore result in the exposure of additional population to potential local adverse effects of climate change. The specific local effects of climate change are not possible to predict accurately; however, the resources that are expected to be impacted by climate change at a statewide level - air quality, water supply, hydrology, and agriculture – would also be impacted locally. Therefore, additional population accommodated by the 2030 General Plan would not be at a higher risk from the effects of climate change relative to other portions of the State or Country.

Nevertheless, the following mitigation measures would apply to the proposed 2030 General Plan.

- Mitigation Measure AQ-4(a) GHG Emissions Reduction Planning. To ensure that future development under the General Plan meets the GHG emissions reduction requirements in AB 32, the following policy shall be added to the General Plan Conservation/Open Space Element:

The City shall participate in regional planning efforts with SBCAG and the SBCAPCD to reduce basin-wide GHG emissions in compliance with AB 32 and SB 375.

The City's participation in regional planning efforts to reduce basin-wide GHG emissions is anticipated to include City assistance in developing a GHG emissions inventory, and identifying reduction measures related to site design, energy conservation, and trip reduction.

- Mitigation Measure AQ-4(b) Consideration of Project Greenhouse Gas Emissions Reduction Measures. The following policies shall be added to the 2030 General Plan Conservation/ Open Space Element:
 - *New development subject to environmental review shall comply with California Environmental Quality Act guidelines for the analysis of greenhouse gas emissions developed pursuant to SB 97 and adopted on December 30, 2009.*
 - *Through the CEQA environmental review process for discretionary permit applications, the City shall consider all feasible GHG emissions reduction*

measures to reduce direct and indirect emissions associated with project vehicle trip generation and energy consumption.

Reference – EIR Addendum pages 2-1 through 2-25.

4.3 Biological Resources

4.3.1 Less Than Significant Impact BIO-1. New development that would be facilitated by the 2030 General Plan may result in impacts to sensitive habitats. However, adherence to General Plan policies would reduce potential impacts to a Class III, *less than significant*, level.

Finding – The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - New development that would be facilitated by the 2030 General Plan may result in impacts to sensitive habitats. Several vacant and underutilized parcels exist throughout the City's urban limits. The majority of these parcels are highly disturbed and are dominated by non-native weedy plant species. However, some of these parcels, particularly along the periphery of the urban limits, may contain limited areas of natural habitats such as coastal sage scrub and oak woodlands. However, adherence to General Plan policies and compliance with applicable regulatory agency requirements would ensure that impacts remain less than significant. The northern portion of the H Street Corridor Infill area abuts the Santa Ynez River, which contains sensitive riparian habitats. However, the City Land Use Map currently designates this portion of the H Street Corridor Infill area as open space, thus prohibiting future development in this area.

The Bailey Avenue Expansion Area consists of intensively managed row crop agriculture and ruderal habitat. No native or otherwise undisturbed habitats are present within the Expansion Area. The Bailey Wetland located to the north of the Expansion Area is a recognized jurisdictional area. However, the Expansion Area will not have an impact on this wetland.

The San Miguelito Creek riparian corridor has been designated as a Biologically Significant Area in the 1997 General Plan Resource Management Element and is known to contain sensitive habitats. This corridor also falls within the jurisdictions of the USACE, RWQCB, and CDFW. Future development in accordance with the 2030 General Plan may result in impacts to sensitive habitats associated with this riparian corridor. However, adherence to General Plan policies and compliance with applicable regulatory agency requirements would ensure that impacts remain less than significant.

The Wye Residential Expansion Area consists of disturbed grassland and experiences periodic disturbance due to mowing activities. No sensitive habitats are present within this area and no impacts are expected to occur.

The policies and measures outlined in the 1997 General Plan aim to protect sensitive habitats through protection of biologically significant habitats, replacement of these habitats where avoidance is not feasible, and encouragement of restoration and management of natural habitats. In addition, the Santa Ynez River and San Miguelito Creek riparian corridors fall within the jurisdictions of the USACE, RWQCB, and CDFW. As a result, individual permit requirements on a project-specific basis may require a greater replacement ratio for impacted habitat. Additional coordination with these regulatory agencies may be required, including obtaining a Streambed Alteration Agreement from the DFW pursuant to

Section 1600 *et. seq.* of the California Fish and Game Code. Adherence to General Plan policies and compliance with applicable regulatory agency requirements would ensure that impacts remain less than significant. No additional mitigation is required.

Reference - FEIR pages 4.3-24 through 4.3-30.

4.3.2 Less Than Significant Impact BIO-4. Development under the 2030 General Plan may result in impacts to fish, including steelhead trout, in the Santa Ynez River. These impacts are Class III, *less than significant*.

Finding – The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - The update to the General Plan contemplates a population increase of 16,566 people by 2030. The estimated water demand for this new increment of population is 2,320 acre-feet per year (AFY), as described in Section 4.14, *Utilities and Service Systems*. To the extent the City is unable to offset the increase in demand through water conservation and retrofit programs, the new demand will be met by increased pumping from municipal wells. Increased groundwater pumping decreases flow in the Santa Ynez River, which could adversely impact fish in the mainstem Santa Ynez River downstream of the narrows, and in the lagoon. Furthermore, depletion of flow could impair steelhead trout passage opportunities in the lower Santa Ynez River.

The potential for groundwater pumping-surface water flow interactions is restricted to the area of the Santa Ynez River downstream of the Narrows (approximately 35 miles downstream of Bradbury Dam). Steelhead/rainbow trout are found in the mainstem below Bradbury Dam, and depletion of flow could also impact habitat for resident fish (e.g., arroyo chub, largemouth bass, prickly sculpin, and catfish). Stream flow in this section of the Santa Ynez River is low or absent during the low flow periods of the year, so all fish are forced into intermittent pool habitats in the first 10 miles downstream of Bradbury Dam. Habitat from about the Narrows downstream to the Lompoc Regional Wastewater Reclamation Plant (LRWRP) discharge is often not directly related to mainstem flow. Therefore, buildout of the General Plan is not expected to significantly impact habitat conditions for resident fish species along this section of the mainstem Santa Ynez River.

The mainstem Santa Ynez River below Lompoc extends 8.3 miles. Deep pools, formed by numerous beaver ponds, dominate habitat two miles below the LRWRP. Downstream of Bailey Avenue in Lompoc, the growth of willows and other vegetation in this area is supported by freshwater (treated effluent) releases to the channel from the LRWRP. The volume of wastewater discharge will increase under the 2030 General Plan Update; as a result, flow-dependent in-stream habitat and riparian vegetation bordering this section of the Santa Ynez River would be expected to be maintained in the future.

Depletion of river inflow to the lagoon, if it were to occur, could potentially cause adverse impacts on fish habitat in the lagoon by altering water quality, particularly salinity. However, buildout of the General Plan is not anticipated to substantially affect the magnitude, frequency or duration of high winter flows and, therefore, would not significantly impact winter-related fish habitat conditions in the lagoon. Moreover, during the summer low-flow period, future development would not be expected to substantially reduce the magnitude, frequency or duration of lagoon inflow because the volume of wastewater discharge from the LRWRP will increase under the 2030 General Plan.

Adult steelhead trout primarily migrate upstream in the Santa Ynez River from January through April. To allow steelhead/rainbow trout to migrate within the mainstem and into the tributaries, passage flows must be available within the system and for steelhead trout, the sandbar at the mouth of the lagoon must be open. The anticipated increase in municipal pumping resulting from implementation of the City of Lompoc's General Plan Update in 2030 would deplete river flow along the reach near Lompoc during January-April by an estimated average of less than 2.7 cubic feet per second (cfs). Flow depletion associated with buildout of the General Plan would be expected to result in a minor reduction (approximately 3-5 percent) in the total number of adult steelhead trout passage days or events, relative to existing conditions.

Compliance with existing 1997 General Plan resource management and water conservation policies will ensure that impacts remain less than significant. Therefore, no mitigation measures are required.

Reference - FEIR pages 4.3-36 through 4.3-39.

4.4 Geology

4.4.1 Less Than Significant Impact GEO-1. Future seismic events could produce ground-shaking within the Lompoc area that could damage structures and/or create adverse health and safety effects. However, compliance with required building codes and implementation of General Plan policies would ensure Class III, *less than significant*, impacts.

Finding – The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding – The City of Lompoc is located in Seismic Zone 4, the highest level of potential earthquake threat in the State of California. However, the City contains no Alquist-Priolo fault rupture zones. No hazards related to fault rupture would be expected because no historically active, active or potentially active faults are located within or in the near vicinity of the City. However, regional faults that could result in strong ground-shaking within the City of Lompoc include the San Andreas, Santa Ynez, Hosgri, Los Alamos-Baseline, and Casmalia faults. The range of maximum probable magnitudes for earthquakes emanating from these faults ranges from 6.5 to 8.25.

Future development in this area would likely experience strong ground-shaking from any of the regional faults described above. However, new development within the City Limits, and proposed Expansion Areas, would conform to the California Building Code (CBC) (as amended at the time of permit approval) as required by law and Policy 4.3 in the General Plan Safety Element, which would minimize the risk to life and property. Impacts to new development from ground-shaking would therefore be less than significant.

Reference - FEIR pages 4.5-16 through 4.5-18.

4.4.2 Less Than Significant Impact GEO-2. Future seismic events could result in liquefaction of soils near the Santa Ynez River and low lying areas near Central Avenue west of V Street. Development in these areas could be subject to liquefaction hazards. The compliance of future development projects with the California Building Code (CBC) and General Plan policies would result in Class III, *less than significant*, impacts.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - As identified on the Geologic and Soils Hazards map in the General Plan Safety Element, potential liquefaction hazards occur near the channel of the Santa Ynez River and low lying areas near Central Avenue west of V Street. Although the Bailey Avenue Expansion Area is not identified as a potential liquefaction zones, 2030 General Plan buildout within the existing City Limits could result in development within liquefaction zones. In particular, areas near Central Avenue west of V Street and the northernmost portion of the H Street Corridor Infill area could potentially accommodate future residential and non-residential development/ redevelopment that could be subject to liquefaction hazards.

The General Plan Safety Element contains policies and implementation measures which are specifically intended to identify and minimize the risks associated with liquefaction. The CBC also includes specific requirements to address liquefaction hazards. Compliance with Safety Element policies and CBC requirements would ensure that impacts remain less than significant.

Reference - FEIR pages 4.5-19 through 4.5-21.

4.4.3 Less Than Significant Impact GEO-3. Development facilitated by the 2030 General Plan could occur on soils that have the potential to present hazards (expansive soils, erosive soils, seismic and differential settlement) to structures and roadways. However, compliance of future development projects with the California Building Code (CBC) and adopted General Plan policies would ensure that impacts remain Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Several soils within the City of Lompoc and Expansion Areas have moderate to high shrink-swell potential. The potential for soil settlement could result in significant impacts to new development in these areas. In addition, several soils throughout the City of Lompoc and proposed Expansion Areas have high to very high erosion potential. Structures and facilities constructed on highly erosive soils, as well as occupants of the structures, would have the potential to be exposed to hazards related to erosion.

The California Building Code (CBC) includes requirements to address soil related hazards. Typical measures to treat hazardous soil conditions involve removal, proper fill selection, and compaction. Expansion, erosion, or large-scale settlement problems would not be a substantial constraint to development of individual sites provided that adequate soil and foundation studies are performed prior to construction and that CBC guidelines are followed.

Compliance with the CBC would reduce soil related hazard impacts to a less than significant level. No additional policy-oriented mitigation would be required to address this impact. As individual development projects are considered for construction, separate environmental review may be required, which could result in the implementation of project-specific mitigation measures.

Reference - FEIR pages 4.5-21 through 4.5-23.

4.4.4 Less Than Significant Impact GEO-4. Steep slopes south of the existing City Limits present potential landsliding hazards. Landsliding has the potential to damage or destroy structures, roadways and other improvements as well as to deflect and block drainage channels, causing further damage and erosion. The compliance of future development projects with the California Building Code (CBC) and General Plan policies would result in Class III, *less than significant*, impacts.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding – As shown on the Geologic and Soils Hazards map in the 1997 General Plan Safety Element, potential slope hazards occur south of the existing City Limits. Potential impacts from buildout within the existing City Limits as well as buildout of the Bailey Avenue and Wye Residential Expansion Areas would be less than significant due to the relatively flat terrain in these areas.

The Miguelito Canyon expansion area is subject to slope hazards. Development that could be accommodated in this area includes up to 25 rural density residences. The low density of allowable development would somewhat minimize the potential for landslide-related property damage. In addition, landslide hazards may be somewhat reduced because development could only occur within the proposed Urban Limit Line (ULL), and would therefore only extend into canyons with fewer steep hillsides.

Slope instability may result in landslides, mudslides, or debris flows that can cause substantial damage and disruption to buildings and infrastructure. Impacts from these types of soil hazards are generally reduced to less than significant levels by the standard development review process. Standard building and grading procedures, including geotechnical engineering of landslide areas, would mitigate most soil hazards.

In addition, the General Plan Safety Element and 2030 General Plan Land Use Element contain goals and policies which would minimize the risks associated with slope instability. The CBC also includes specific requirements to address landslide hazards. Compliance with General Plan policies and CBC requirements would ensure that impacts remain less than significant.

Reference - FEIR pages 4.5-24 through 4.5-27.

4.5 Hazards and Hazardous Materials

4.5.1 Less Than Significant Impact HAZ-2. The transportation of hazardous materials could potentially create a public safety hazard for new development that could be accommodated along major transportation corridors under the General Plan Update. However, compliance with existing regulations and General Plan policies would ensure that impacts remain Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - The City of Lompoc has designated a route for transportation of explosive materials that traverses around the City to the east. Under current State

regulations, trucks transporting hazardous materials or wastes are allowed to use normal truck routes. Within the 2030 General Plan area, State Highways 1 and 246 (H Street and Ocean Avenue within the City Limits) are designated as truck routes. Therefore, the transport of hazardous materials on these roadways through the City is not prohibited. In addition, the Union Pacific Railroad runs through the City Limits and the Bailey Expansion Area. The freight trains that run on this line could transport hazardous materials. The Miguelito Canyon expansion area is located adjacent to a Union Pacific Railroad Line that runs along San Miguelito Road, and serves the Celite Corporation mining operation. Large quantities of diatomaceous earth from the mining area are transported on these trains each year. Diatomaceous earth is composed of Crystalline Silica (CS), which is considered hazardous when inhaled. The International Agency for Research on Cancer (IARC) has classified inhalation of CS as carcinogenic for humans. Inhalation of CS is also a known cause of silicosis, a noncancerous lung disease. However, the diatomaceous earth mined at this facility is transported in closed bags which are shrink-wrapped prior to loading on the trains, thereby eliminating the potential for “blow-off” of these chemicals. Numerous regulations are in place, as administered by the Federal Railroad Administration (<http://www.fra.dot.gov>), to prevent railway accidents that could result in unsafe conditions for people nearby. In addition, the transportation of hazardous materials would continue to be regulated by federal, state and regional agencies, and all new development would be subject to existing regulations intended to minimize any potential health risks. Therefore, through appropriate regulation and continued participation in existing emergency response programs, impacts related to risk of upset in the Miguelito Canyon expansion area would remain less than significant.

The Vandenberg Air Force Base (VAFB) also constitutes a potential hazardous materials threat to the City of Lompoc, as the main route to Vandenberg is through the City. A large tank storage facility for launch vehicle fuels located on the base is part of this threat. This facility is filled from truck tankers traveling through or near the City. The fuels include oxidizers, hydrogenics, and highly toxic fuels. While incidents related to hazardous materials spills are infrequent, accidents along major transportation corridors are a possibility. When properly contained, these materials present no hazard to the community. However, in the event of an accident, such materials may be released, either in liquid or gas form.

Development along H Street and East Ocean Avenue would be the most susceptible to hazardous materials impacts associated with highway accidents, including those associated with truck tankers traveling to the VAFB storage facility. However, all transport of hazardous materials is subject to numerous federal, state, and local regulations and future development facilitated by the 2030 General Plan would be subject to independent environmental review and regulations in place to minimize any potential health risks. In addition, the Lompoc Fire Department participates in the North Santa Barbara County multi-agency HazMat Team, which also includes the Santa Barbara County and Santa Maria Fire Departments. The Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan, prepared in 2004, states that the Lompoc Fire Department, Police Department, and the City Public Works staff shall respond to disasters involving hazardous materials clean up, oversee traffic and perimeter control efforts, and perform traffic accident clean up and evacuation routing. The Lompoc Fire Department has additionally established a direct line of communication with the VAFB. In addition, General Plan Safety Element policies would minimize human exposure to hazardous material spills. Therefore, impacts would remain less than significant without mitigation.

Reference - FEIR pages 4.6-21 through 4.6-24.

4.5.2 Less Than Significant Impact HAZ-3. Development consistent with the 2030 General Plan would introduce residential land uses into areas designated as Moderate or High Wildland Fire Hazard areas. However, compliance with existing policies and state and local regulations would ensure Class III, *less than significant*, impacts.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Buildout of the 2030 General Plan would facilitate the development of residential uses in areas of the City that are at risk of damage from wildland fires. As described in the setting section above and illustrated on Figure 4.6-1, the northern portion of the City, north of the Santa Ynez River, is a High to Very High Fire Hazard area. The southeast quadrant of the intersection of Highway 1 and Highway 246/E Ocean Avenue is also designated as a High Fire Hazard area. In addition, Moderate to Very High Fire Hazard Areas are located along the southern portion of the City, and within the proposed Expansion Areas. The remainder of the urbanized City has a low potential for wildland fires. However, mountains with steep terrain that is covered with brush and trees surround Lompoc, and during fire season, areas within the City Limits are susceptible to wild fire damage if nearby fires cannot be controlled.

As development of any vacant and underutilized parcels in these hazard areas occurs, the risk of exposure to wildland fires would increase. Compliance with these requirements would minimize risks associated with development in these areas. Compliance with General Plan policies would further reduce the risks in these areas.

Santa Barbara County has adopted fire safety standards relating to road standards for fire equipment access, standards for signs identifying streets, roads, and buildings, minimum private water supply reserves for emergency fire use, and fuel breaks and greenbelts. These standards apply to all development outside of the incorporated City, and would help to reduce the risk of wildfires spreading and impacting the City.

When development is proposed outside of the five-minute response zone, it is subject to review by the Fire Department, and will need to comply with project-specific building requirements beyond the standard UFC, CBC and General Plan policies. Additional requirements such as stricter vegetation management, fire-resistant building materials, or roadway access requirements may be required for future development proposed in this area. The specific requirements will depend on the location and size of the structures, and will be determined by the Fire Department on an individual project-specific basis, as part of the environmental review and permitting process.

Compliance with General Plan policies and existing regulations would reduce the risk of injury or damage from wildland fires to a less than significant level. No mitigation is required.

Reference - FEIR pages 4.6-25 through 4.6-27.

4.5.3 Less Than Significant Impact HAZ-4. Aircraft from the Lompoc or Vandenberg Airports would fly over portions of the City of Lompoc, which may result in a safety hazard for people residing or working in these areas. Impacts would be Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - The Lompoc Airport is located immediately north of the Santa Ynez River and the Vandenberg Air Force Base is located northwest of the City. Portions of the City of Lompoc and proposed Expansion Areas are overflown by aircraft approaching or departing from these two airports. Aircraft overflights of occupied urban areas present a potential for off-airport aircraft accidents, which could result in personal injury or property damage. While aircraft from the Lompoc Airport are generally able to avoid flying over residential areas, flight paths currently pass over a portion of the Mesa Oaks area, La Purisima highlands, northeast of the airport, and occasionally along Central Avenue (Lompoc Airport Master Plan, 1993).

The H Street Corridor Infill area is located in the Area of Influence (AIA), and flight paths are designated over certain parcels. In addition, the northernmost parcels in this infill area are within the City's Airport Overlay Zone. Development within these zones will be subject to existing land use and zoning restrictions. The Bailey Avenue Expansion Area is located in the AIA for the Lompoc Airport. Furthermore, a designated flight path for the Vandenberg Airport passes directly over the Specific Plan area. The Wye Residential Expansion Area is located less than one half mile northeast from the runway at the Lompoc Airport. However, the "Clear Zones" for this runway do not include this Expansion Area and airport flight paths identified in the ALUP do not pass directly over this property. The River Expansion Area is located within the Lompoc AIA. However, flight paths do not pass over this property. Development within the Lompoc AIA will continue to be subject to ALUC review to ensure that future land uses are compatible with airport-related land use restrictions. Compliance with existing regulations, including coordination with the ALUC, would ensure that future development under the 2030 General Plan would not result in significant airport-related safety hazards.

Reference - FEIR page 4.6-28 through 4.6-30.

4.6 Hydrology and Water Quality

4.6.1 Less Than Significant Impact HWQ-1. New residential development within the 100-year flood plain could be subject to flooding. However, with implementation of General Plan policies and adherence to the City's Floodplain Ordinance, impacts related to flooding would be Class III, *less than significant*.

Finding – The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding – For most of Lompoc, the 100-year floodplain occupies land around the Santa Ynez River. Additional areas within the 100-year floodplain include San Miguelito Creek where it enters the City, the storm drain which conveys San Miguelito Creek through the City of Lompoc to the Santa Ynez River, and the East-West Channel. The General Plan Land Use Map designates all areas of the city within the 100-year floodplain as open space, community facility, or proposed park. Development within the 100-year flood plain must comply with the City's Floodplain Ordinance. Impacts to new development within the 100-year flood plain would therefore be less than significant.

Reference - FEIR pages 4.7-7 through 4.7-9.

4.6.2 Less Than Significant Impact HWQ-2. The majority of the City of Lompoc is located within an identified dam inundation hazard area associated with the Bradbury Dam. There is potential to expose people and structures to associated dam inundation hazards. However, compliance with an existing Hazard Mitigation Plan would ensure that impacts remain Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Of the nine major dams in the County, there is the greatest concern over failure of Bradbury Dam because floodwaters from the rupture of this dam could affect Cachuma Village, Solvang, Buellton, Lompoc City, Lompoc Valley and south Vandenberg AFB. The Dam Location and Inundation Map included in the Multi-Jurisdictional Hazard Mitigation Plan (Santa Barbara County, November 2006) identifies dam inundation perimeters within Santa Barbara County, including the City of Lompoc. As identified therein, much of the City of Lompoc, including areas near the Santa Ynez River and south from the Santa Ynez River to approximately Ocean Avenue, is located within a dam inundation area. The entire H-Street Corridor Infill area and portions of the Bailey Avenue Expansion Area and River Expansion Area are included in this dam inundation area.

The Bradbury Dam has been constructed to withstand the maximum credible earthquake, based upon extensive geological and geotechnical studies. The dam is inspected regularly and is certified safe by the U.S. Department of Interior, Bureau of Reclamation. Buildout of the 2030 General Plan would not affect the potential for a failure of the Bradbury Dam. Nevertheless, the increased levels of human activity within the potential inundation area would expose additional people to this potential hazard.

The City of Lompoc has installed a reverse 911 system and designated evacuation routes as part of the Multi-Jurisdictional Hazard Mitigation Plan, in which the City of Lompoc is a participating jurisdiction (Santa Barbara County, November 2006). Compliance with this Hazard Mitigation Plan would ensure that impacts related to the potential for dam inundation remain less than significant.

Reference - FEIR pages 4.7-10 through 4.7-12.

4.6.3 Less Than Significant Impact HWQ-3. Development facilitated by the 2030 General Plan has the potential to increase the amount of impervious surface within the City. This could result in a minor decrease in percolation to the Lompoc Groundwater Basin. Compliance with the City's Stormwater Management Plan (SWMP) would reduce impacts to a Class III, *less than significant*, level.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Most development that could be facilitated by the 2030 General Plan would occur in vacant and/or underutilized parcels throughout the City that presently contain permeable surfaces. Future development facilitated by the 2030 General Plan could result in additional runoff from the impervious area constructed. This additional impervious area could result in an increase in the amount of runoff within the watershed, as

well as a marginal decrease in percolation to the Lompoc Groundwater Basin. However, based on the current regulations of the RWQCB reflected in the City's Stormwater Management Program (SWMP), effective October 17, 2008, future development and redevelopment projects within the City of Lompoc will be required to comply with the SWMP requirements or with Central Coast Regional Water Quality Control Board approved requirements determined to be as effective as the approved SWMP requirements. Compliance with the City's SWMP would ensure that impacts remain less than significant.

Reference - FEIR pages 4.7-12 through 4.7-16.

4.6.4 Less Than Significant Impact HWQ-4. Point and non-point sources of contamination could affect water quality in San Miguelito Creek, the Santa Ynez River, and groundwater in the City of Lompoc. However, compliance with existing regulations and implementation of General Plan policies and the City's Stormwater Management Plan (SWMP) would result in Class III, *less than significant*, impacts.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Water quality impacts from potential future projects are directly related to specific site drainage patterns and stormwater runoff amounts. As noted in Impact HWQ-3 above, development within the City Limits in accordance with the 2030 General Plan and in compliance with the City's SWMP would minimally increase the amount of impermeable surface compared to current conditions. The City requires that all storm water flowing from paved areas used for vehicular access or parking be filtered for trash, sediment, oil and grease. Any pollutants from impervious roadway surfaces that remain once the storm water is filtered could directly enter surface water bodies in and near the City. Construction activities could also result in the pollution of natural watercourses or underground aquifers. The types of pollutant discharges that could occur as a result of construction include accidental spillage of fuel and lubricants, discharge of excess concrete, and an increase in sediment runoff.

Regulations under the federal Clean Water Act and the State require construction activity that disturbs greater than one acre, or that disturbs less than one acre but is part of a larger common plan of development, to comply with the National Pollutant Discharge Elimination System (NPDES) State General Construction Permit. The Permit requires 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, into local surface water drainages. A Notice of Intent (NOI) to perform work under the Permit must be filed with the State. In the State of California, Regional Water Quality Control Boards administer the NPDES permit process for construction sites, with implementation coordinated with the local agencies under their Phase I and Phase II NPDES Municipal Permits (SWMP).

Increases in development intensity that could occur under the 2030 General Plan within the existing City Limits and proposed Expansion Areas may incrementally increase pollutants in surface runoff. On the other hand, new development would be required to comply with current federal, state, and local requirements, which are more stringent than what was required at the time most existing development within the City was built. As such, redevelopment of these areas with new projects that incorporate current BMP requirements

could actually improve water quality in area drainages. Overall, impacts are anticipated to be less than significant without mitigation.

Reference - FEIR pages 4.7-16 through 4.7-19.

4.7 Land Use and Agriculture

4.7.1 Less Than Significant Impact LU-1. The 2030 General Plan would alter the present land use on sites throughout the City and may result in incompatibilities with adjacent existing and planned land uses, particularly where urban and agricultural uses would directly abut each other. However, the General Plan reduces land use conflicts through plan review and policies. Therefore, impacts that would occur from development would be Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - The 2030 General Plan would facilitate the development and redevelopment of lands within the City and proposed Expansion Areas. These areas include reuse of existing urbanized lands, infill development on vacant parcels, and new development on the urban fringe. This reuse and intensification would reduce potential land use conflicts, as relatively few land use changes are proposed within the City. Within the City Limits, the primary change in land use would occur in the proposed H Street Corridor Infill area. New commercial or industrial uses developed in close proximity to sensitive land uses, such as residences, may create noise, odors, or other incompatibility issues with adjacent existing uses. In some cases new residential uses could be developed adjacent to an existing use that has incompatible characteristics. Mixed-use development could also occur in the H Street Corridor Infill area, which would place a mix of uses on the same site. Residential uses on the same site as commercial uses can result in noise nuisances to residential uses because of the traffic, loading docks, mechanical equipment (such as generator, heating, ventilation and air conditioning (HVAC) units), deliveries, trash hauling activities, and customer and employee use of the facilities associated with commercial uses. The design of a project has a great influence on its impacts relative to differing uses. As future applications for individual projects are submitted at a project level of detail, the precise evaluation of land use compatibility impacts would be coordinated through individual project-level environmental review. In addition, the 2030 General Plan Land Use Element and existing Zoning Ordinance requirements reduce impacts related to land use compatibility. Adherence to these requirements would reduce any impacts to a less than significant level.

The Bailey Avenue Expansion Area and River Expansion Area would accommodate development at the periphery of the City of Lompoc, in an area currently used for agriculture. Because these sites are directly adjacent to additional agricultural land, potential land use conflicts between proposed urban and existing agricultural land uses could occur. The Bailey Avenue Specific Plan is anticipated to include a 200-foot wide open space setback along the entire western site boundary, thereby buffering future residences from agricultural production to the west. This would partially limit land use compatibility impacts in this area. In addition, the proposed 2030 General Plan Land Use Element and existing Zoning Ordinance requirements would further reduce impacts related to land use compatibility. The Wye Residential Expansion Area does not abut agricultural uses and existing land uses in the vicinity of this expansion area are similar to those that would occur under the 2030 General Plan. The Miguelito Canyon expansion area is located in an area currently composed of open space and scattered residences. Although portions of the expansion area are located

near limited agricultural uses, the portion of the expansion area within the updated Urban Limit Line that could potentially be developed with rural density residential uses is bordered by the existing City Limits and urban development to the north and open space to the east, west and south. Because this portion of the expansion area does not abut agricultural uses and because existing land uses in the vicinity are similar to those that would occur under the 2030 General Plan, land use compatibility conflicts would be less than significant. Therefore, land use compatibility impacts would be less than significant in the expansion areas.

Reference - FEIR pages 4.8-12 through 4.8-16.

4.8 Noise

4.8.1 Less Than Significant Impact N-1. Construction of individual projects facilitated by the 2030 General Plan could produce noise levels ranging from 75 to 95 dBA at 50 feet from the source. Such noise could cause temporary disturbance to nearby receptors. Impacts would be Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Noise from individual construction projects that could be facilitated under the 2030 General Plan would create temporary noise level increases on and adjacent to individual construction sites throughout the City and proposed Expansion Areas. This is especially true given the relatively dense urban development in the H-Street Corridor Infill area, where demolition and redevelopment may occur in close proximity to existing sensitive receptors. In general, the grading phase of project construction tends to create the highest noise levels because of the operation of heavy equipment. Noise levels associated with heavy equipment typically range between 75 to 95 dBA at 50 feet from the source, (EPA, 1971). Continuous operation of this equipment during a nine-hour workday can cause high noise levels above pre-project ambient levels. Construction noise would therefore be a short-term impact for any individual project within the existing City Limits or proposed Expansion Areas. However, compliance with the City of Lompoc Noise Ordinance would ensure that impacts remain less than significant without mitigation.

Reference - FEIR pages 4.9-6 through 4.9-9.

4.8.2 Less Than Significant Impact N-2. Development facilitated by the 2030 General Plan would increase traffic and associated noise levels along area roadways in and around Lompoc, exposing existing land uses to increased noise. With maximum development facilitated by the General Plan, local roadways may experience a noise level increase that exceeds Federal Interagency Committee on Noise (FICON) thresholds. However, implementation of General Plan policies would reduce impacts to a Class III, *less than significant*, level.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Development facilitated by the 2030 General Plan and associated regional traffic growth would increase noise along all study area roadways over the life of the General Plan. The predicted noise level increase would range from 0.3 dB along H Street/Highway 1 between North and College Avenues and along Central Avenue

between Bailey Avenue and V Street, to 4.4 dB along V Street between Olive and Ocean Avenues. Noise levels along the roadway edges exceed the normally acceptable range for residential and other sensitive uses along all of the major roadways in the area. In addition, 12 of the 19 modeled roadway segments would experience a noise level increase that exceeds the FICON thresholds described in Section 4.9.2(a): a 1.5 dB increase when the post-project noise level exceeds 65 dBA CNEL or a 3.0 dB increase when post-project noise level is between 60 and 65 dBA CNEL. This includes Purisima Road east of H Street/Highway 1; H Street/Highway 1 north of Purisima Road and between Ocean Avenue and Olive Avenue; Central Avenue between V Street and O Street; all three studied segments of Ocean Avenue/Highway 246; all three studied segments of V Street; and North Avenue from V Street to O Street and between H Street/Highway 1 and D Street.

It should be noted, however, that these increases assume maximum development under the 2030 General Plan (including development of every remaining vacant property in Lompoc, redevelopment of the H Street Corridor Infill area, and buildout of the identified Expansion Areas), not all of which is likely to occur. In addition, implementation of General Plan policies would ensure that noise impacts are considered and individual development projects and transportation improvements incorporate appropriate noise attenuation techniques. As necessary, the City may consider a range of traffic noise attenuation techniques, potentially including the use of sound barriers. In addition, as noted in numerous Circulation Element policies, the City will continue to emphasize vehicle trip reduction techniques to address traffic issues, with the added benefit that the use of such techniques would also reduce vehicular noise. With implementation of General Plan policies, increases in roadway noise would be reduced to a less than significant level.

Reference - FEIR pages 4.9-10 through 4.9-14.

4.8.4 Less Than Significant Impact N-4. Future development in accordance with the 2030 General Plan would be exposed to noise generated by aircraft flying overhead. However, compliance with existing Airport Land Use Plan (ALUP) regulations and coordination with the Airport Land Use Commission (ALUC) would reduce impacts to a Class III, *less than significant*, level.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - The Lompoc Airport is located immediately north of the Santa Ynez River and the Vandenberg Air Force Base (VAFB) is located northwest of the City. Noise contour mapping included in the Santa Barbara County Airport Land Use Plan (ALUP) shows that the 60 and 65 dBA CNEL contours associated with the Lompoc Airport are restricted to areas north of existing City development, while comparable noise contours associated with the VAFB cover much of the western and southern portions of the City. The Bailey Avenue Expansion Area is also located within the 60 dBA CNEL noise contour associated with the VAFB (ALUP, 2003). Development in accordance with the 2030 General Plan within the existing City Limits and the Bailey and Miguelito Canyon Expansion Areas may therefore be exposed to noise levels exceeding City standards as a result of VAFB operations.

However, the ALUP restricts sensitive land uses from being constructed in airport noise zones. Specifically, institutional land uses such as schools and hospitals are not permitted within 65 dBA CNEL airport noise contours, and multi-family and single family residential uses are only permitted within 65 dBA CNEL and 60 dBA CNEL contours, respectively, when

project-specific acoustical analysis can show that structures have been designed to limit intruding noise to not more than 45 dBA in any habitable room. Development facilitated by the General Plan that falls within VAFB 60 dBA CNEL noise contours will continue to be subject to ALUC review to ensure that future land uses are compatible with airport-related land use and noise restrictions. Compliance with existing regulations, including coordination with the ALUC, would ensure that future development under the 2030 General Plan would not result in significant airport-related noise impacts.

Reference - FEIR pages 4.9-19 through 4.9-22.

4.8.5 Less Than Significant Impact N-5. Future development in accordance with the 2030 General Plan could place sensitive receptors in the vicinity of the Union Pacific Railroad (UPRR), thereby exposing future residents to noise levels exceeding City Standards. Although railroad operations could produce periodic noise levels greater than 60 dBA, the 24-hour CNEL noise levels from this noise source would not exceed the City CNEL threshold of 60 dBA. This is a Class III, *less than significant*, impact.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - The UPRR line crosses the City in an east-west direction, and bisects the Bailey Avenue Expansion Area. Noise generated by the UPRR within the City Limits is limited to a few trips per week that occur on this section of track since it primarily serves as a cargo rail that delivers to and from VAFB and the Celite mining operation. The actual timing and volume of trains that use the tracks is confidential; therefore actual noise levels cannot be estimated with any certainty. Nevertheless, it is reasonable to assume that railroad operations may temporarily result in noise levels exceeding 60 dBA near the railroad tracks. However, the City regulates noise over a 24-hour period (CNEL, refer to Table 4.9-1). Because of the infrequent use of this UPRR line, 24-hour noise levels would not exceed the 60 dBA CNEL standard. Therefore, impacts are less than significant.

Reference - FEIR pages 4.9-22 and 4.9-23.

4.9 Population and Housing

4.9.1 Less Than Significant Impact PH-1. Implementation of the 2030 General Plan would not result in the displacement of substantial numbers of people or housing. Rather, the 2030 General Plan would facilitate the development of new housing in accordance with state and local housing requirements. Impacts would be Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - The 2030 General Plan would facilitate the development and redevelopment of lands within the Lompoc plan area. These areas include reuse of existing urbanized lands, infill development on vacant parcels, and new development on the urban fringe within proposed Expansion Areas. In some instances, such infill development could occur in areas of the City that are currently developed with residential uses. As a result, displacement of existing residences could potentially occur over the life of the 2030 General

Plan. However, even if such displacement occurs, any new development would be expected to more than replace existing residences.

Reference - FEIR pages 4.10-4 through 4.10-7.

4.9.2 Less Than Significant Impact PH-2. Additional population anticipated under the 2030 General Plan would exceed current SBCAG population forecasts for 2030. Because population forecasts are based on the General Plan, this inconsistency would be addressed in future updated population projections and impacts would remain Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - SBCAG's Regional Growth Forecast 2007 (August 2008) presents forecasts of population and employment between 2005 and 2040 for Santa Barbara County and its eight incorporated cities, including the City of Lompoc. SBCAG forecasts the City of Lompoc to have a population of 48,200 residents in 2030. Maximum buildout within the existing City Limits (including the H Street Corridor Infill area) and within the identified Expansion Areas would add a total of 5,753 new units to the City of Lompoc. Based on an average household size of 2.88 persons per unit (U.S. Census, 2000), a cumulative total of 16,568 residents could be added to the City of Lompoc as a result of the 2030 General Plan. This would bring the citywide population to 59,525, which would exceed SBCAG's 2030 growth forecast for the City by 11,325 people (or 23.5%).

It should be noted that this maximum buildout estimate assumes not only that every remaining vacant or underdeveloped property in Lompoc would be developed by 2030, but that the H Street Corridor Infill area would completely redevelop over the same time frame. Moreover, this estimate includes development of the Expansion Areas, which are currently outside the City and therefore not considered as part of SBCAG's forecasts.

Although buildout population would be inconsistent with regional planning forecasts, population growth itself does not constitute an environmental impact. Physical effects of 2030 General Plan Buildout are addressed throughout Section 4.0 of the EIR. In addition, SBCAG and SBCAPCD population estimates are periodically updated based on General Plan Updates, at which time any inconsistencies between regional planning documents and the population growth anticipated under the 2030 General Plan would be rectified. This would be a less than significant impact.

Reference - FEIR pages 4.10-7 through 4.10-10.

4.9.3 Less Than Significant Impact PH-3. Development facilitated by the 2030 General Plan would add both jobs and housing, which would affect the jobs/housing balance. The Land Use Plan and objectives and policies included in the General Plan encourage a mix of commercial and residential uses and districts. Therefore, impacts relating to jobs/housing balance are Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - According to the Santa Barbara County Association of Governments (SBCAG), a jobs/housing ratio within the range of 0.75 to 1.25 evidences a job-housing balance. The current jobs/housing ratio in Lompoc is 1.03, which is within the identified range (SBCAG *Regional Growth Forecast 2005-2040*, Appendix 4 Table 28). Maximum development facilitated by the 2030 General Plan within the existing City Limits as well as buildout of the proposed Expansion Areas would be less than significant. Full buildout of the 2030 General Plan would add 5,753 new units and 1,731,434 square feet of non-residential development. Using a standard factor of one employee per 500 square feet, this non-residential development would create approximately 3,462 new jobs. When added to the 2005 population and employment figures from SBCAG, maximum development under the 2030 General Plan would result in a jobs/housing ratio of 0.89, which is within the acceptable range identified by SBCAG. Impacts related to the jobs-housing balance would therefore be less than significant.

Reference - FEIR pages 4.10-10 through 4.10-14.

4.10 Public Services

4.10.1 Less Than Significant Impact PS-1. Development facilitated by the 2030 General Plan would introduce new development into areas outside the Fire Department's five minute response zone. However, review of subsequent development by the Fire Department pursuant to existing City development review practices, the required provision of emergency access, and payment of impact mitigation fees would reduce potential impacts to Class III, *less than significant*, levels.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding – All development within the City Limits and proposed Expansion Areas that could be facilitated by the 2030 General Plan would either be within the existing five (5) minute fire response zone or added to the zone once the site is developed and emergency access is provided. Per the requirements of the Fire Department, all future development would be within the five (5) minute response zone. Therefore, new or expanded fire facilities, the construction of which could cause environmental impacts, would not be needed to serve such development. In addition, new development would be required to pay impact mitigation fees as set forth by the City of Lompoc. Payment of impact mitigation fees would result in funding equivalent to the provision of additional fire fighters and/or equipment for the Fire Department. Therefore, impacts related to fire protection services and the need for new or expanded facilities would be less than significant.

Reference - FEIR pages 4.11-10 through 4.11-14.

4.10.2 Less Than Significant Impact PS-2. The 2030 General Plan Update would allow some increases in building heights for future development, which may inhibit adequate fire protection to such buildings. However, the installation of sprinkler systems and standpipes, as required by the Lompoc Fire Department, would reduce impacts to Class III, *less than significant*, levels.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Development facilitated by the 2030 General Plan would not exceed 75 feet in height except potentially within the H Street Corridor Infill Area. Currently, the Fire Department has the capacity to reach buildings up to 75 feet in the event of a fire. Buildings in excess of 75 feet could not be adequately served in the event of a fire. However, new development with heights exceeding 75 feet would be required to adhere to standard requirements set forth by the California Building Code (CBC) and additional project-specific requirements of the Lompoc Fire Department for such development. The Lompoc Fire Department would require, among other conditions, that any development in excess of 75 feet have standpipes and automatic sprinkler systems integrated into the building design. The Fire Department has indicated that the provision of these design features would ensure that adequate fire projection can be provided to buildings in excess of 75 feet. In addition, new development would be required to comply with any additional fire safety measures set forth by the CBC, including providing adequate water pressure and water for fire flows. Therefore, the requirements of CBC and the Lompoc Fire Department would reduce impacts related to fire hazards to a less than significant level.

Reference - FEIR pages 4.11-14 through 4.11-16.

4.10.3 Less Than Significant Impact PS-3. Development facilitated by the 2030 General Plan would increase demand for police protection, which would further exacerbate existing service ratio deficiencies and therefore require new or expanded police facilities. However, payment of impact mitigation fees would reduce impacts to Class III, *less than significant*, levels.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Upon 2030 General Plan buildout (including development within the City Limits and proposed Expansion Areas), the population increase would be approximately 16,568, resulting in a total City population of 59,525. This population increase would require 24 additional police officers and further diminish the currently inadequate service ratio of 1.19 officers per 1,000 residents to 0.86 officers per 1,000 residents. Currently, the police station does not have the capacity to support any new police officers. Therefore, this increase in population would require new or expanded facilities to support additional police officers, the construction of which could cause environmental impacts. In addition, future development in the Miguelito Canyon Area would require installation of radio communications facilities to provide protection services. Since the location or design of these facilities has not been determined, impacts associated with their construction would be too speculative to evaluate at this time. Environmental impacts associated with construction of future police facilities would be evaluated in a separate environmental document prepared pursuant to the California Environmental Quality Act (CEQA). All future development in accordance with the 2030 General Plan Update would be required to pay impact fees. Payment of impact fees would result in funding equivalent to the provision of additional police officers and/or new or expanded facilities. Upon payment of required fees, impacts would be less than significant.

Reference - FEIR pages 4.11-16 through 4.11-20.

4.10.4 Less Than Significant Impact PS-4. Buildout under the 2030 General Plan would increase student enrollment beyond current capacity. However, the payment of State-mandated school impact fees is deemed adequate mitigation by the State of California. Therefore, impacts to schools would be Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Upon 2030 General Plan buildout (including development within the City Limits and proposed Expansion Area), up to 5,753 residential units could be developed. This development could generate 1,530 elementary school students, 811 middle school students and 742 high school students. Currently, the Lompoc Unified School District (LUSD) has the capacity to accommodate up to 998 elementary school students, 567 middle school students and 1,955 high school students within City Limits. As a result, cumulative buildout of the 2030 General Plan would cause the LUSD to exceed current student capacity in elementary and middle schools, which would create the need for new or expanded school facilities. Additionally, the closure of El Camino Middle School would decrease available middle school capacity by 531 students. This would further exacerbate overcrowding at local middle schools and create the need for new or expanded school facilities.

Although development facilitated by the 2030 General Plan would increase student enrollment and cause LUSD to exceed operating capacity at local elementary and middle schools, Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998) states that 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." Therefore, pursuant to compliance with CGC §65994(h), cumulative impacts relating to school capacity would be less than significant.

Reference - FEIR pages 4.11-20 through 4.11-24.

4.10.5 Less Than Significant Impact PS-5. The Lompoc Public Library is currently undersized by 6,064 square feet. The increase in population associated with development facilitated by the 2030 General Plan will substantially increase the deficit of the facility's size. However, payment of required library impact mitigation fees would reduce potential impacts. Therefore, impacts related to City library system would be Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Upon 2030 General Plan buildout (including development within the City Limits and proposed Expansion Areas), the population increase would be approximately 16,568, resulting in a total City population of 59,525. Based on the National Library planning ratio of 0.6 square feet of library per capita, General Plan buildout within existing City Limits and proposed Expansion Areas would require an additional 16,005 square feet of space, or 9,940.8 square feet above existing deficiencies, to serve this population. The demand for additional library space would create the need for new or expanded library facilities, the construction of which could cause adverse environmental impacts. Since the location or design of these facilities has not been determined, impacts associated with their construction would be too speculative to evaluate at this time. Environmental impacts associated with construction of future library facilities would be evaluated in a separate environmental document prepared pursuant to the California Environmental Quality Act (CEQA). Future development within the City Limits or proposed Expansion Areas would be required to pay impact fees. Payment of impact fees would result

in funding equivalent to the provision of additional library space. Upon compliance with these existing requirements, impacts to library services would be less than significant.

Reference - FEIR pages 4.11-24 through 4.11-28.

4.10.6 Less Than Significant Impact PS-6. Development facilitated by the 2030 General Plan would increase demand for hospital services; however, the Lompoc Valley Medical Center has the capacity to accommodate the increased demand. Therefore, impacts would be Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Upon 2030 General Plan buildout (including development within the City Limits and proposed Expansion Areas), the population increase would be approximately 16,568, resulting in a total City population of 59,525. Based on a ratio of one (1) hospital bed per 1,000 persons, this increased population would require a total of 59 hospital beds. With an existing capacity of 60 beds, the Lompoc Valley Medical Center would have a one (1) bed surplus upon maximum buildout of the General Plan. Therefore, this increase in population would not impact hospital services such that new or expanded facilities would be needed. Impacts would be less than significant without mitigation.

Reference - FEIR pages 4.11-28 through 4.11-30.

4.11 Recreation

4.11.1 Less Than Significant Impact REC-1. Development facilitated by the 2030 General Plan would increase City population and proportionate demand on parkland such that the City would not meet its parkland to population ratio upon buildout. However, development of proposed parks and payment of in-lieu fees would reduce potential impacts to a Class III, *less than significant*, level.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Upon 2030 General Plan buildout (including development within the City Limits and proposed Expansion Areas), the population increase would be approximately 16,568, resulting in a total City population of 59,525. This population would generate a need for 119.1 acres of neighborhood parkland (33.3 acres above existing demand), 296.3 acres of community parkland (81.8 acres above existing demand) and 296.3 acres of regional parkland (81.8 acres above existing demand). The 59 acres of community parkland in the Bailey Avenue Expansion area would accommodate some of this demand, as would the existing 12.5 acre surplus in regional parkland. However, the additional demand would still exceed current and anticipated supplies. This additional demand for parkland would create the need for new or expanded recreational facilities, the construction of which could cause adverse environmental impacts. Since the location or design of these facilities has not been determined, impacts associated with their construction would be too speculative to evaluate at this time. Environmental impacts associated with construction of future parks facilities would be evaluated in a separate environmental document prepared pursuant to the California Environmental Quality Act (CEQA). Future development within the City Limits and proposed Expansion Areas would be required to pay in-lieu fees. Payment of in-lieu park

fees would result in funding equivalent to the provision of public parks in accordance with State Quimby Act standards. Upon compliance with these existing requirements, impacts would be less than significant.

Reference - FEIR pages 4.12-7 through 4.12-12.

4.12 Transportation and Circulation

4.12.1 Less Than Significant Impact TC-2. The 2030 General Plan would not accommodate design features that would create traffic hazards. While the placement of new residential development along highly traveled thoroughfares may incrementally increase hazards for pedestrians, implementation of proposed policies relating to traffic calming and improving walkability would reduce such impacts to a Class III, *less than significant*, level.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - By emphasizing intensification and reuse of developed areas of the City, the General Plan could accommodate new mixed use and residential development along relatively highly traveled corridors, such as H Street. The placement of residences along main travel corridors is expected to increase pedestrian activity in these areas, with the potential for increased hazards for pedestrians. However, the 2030 General Plan includes a range of policies and actions specifically intended to increase traffic calming and enhance the walkability throughout the City. Implementation of proposed policies, in combination with continued application of standard safety requirements and ongoing City programs, is expected to generally improve overall safety conditions for pedestrians throughout the City. Implementation of General Plan policies and ongoing City programs on any future development in any of the potential mixed-use areas would also minimize traffic-related hazards associated with the development of those areas. Therefore, impacts related to traffic safety as a result of development under the 2030 General Plan would be less than significant.

Reference - FEIR pages 4.13-45 and 4.13-46.

4.12.2 Less Than Significant Impact TC-3. Implementation of the 2030 General Plan would be expected to generally enhance the use of alternative transportation modes, including transit, bicycling, and walking. Hence, impacts relating to alternative transportation are classified as *beneficial*.

Finding - The City hereby finds that policies, and/or project conditions have been incorporated into the General Plan Update which avoid potentially significant environmental effects on the environment and would serve to reduce environmental impacts.

Facts in Support of Finding - The 2030 General Plan includes a range of policies aimed at enhancement of alternative transportation mode opportunities throughout the City. In addition, the General Plan emphasizes intensification and reuse of already developed areas of the City. In particular, future development is focused on the proposed mixed-use areas. Mixed-use areas are generally supportive of alternative transportation since residences, employment centers, and services are generally closer together. Research indicates that in compact neighborhoods, where destinations are nearer to one another, people are more willing to walk, bicycle and ride transit. According to one study, every time a neighborhood

doubles in compactness, the number of vehicle trips residents make is reduced by 20% to 30%. Implementation of the policies included in the 2030 General Plan is expected to improve the availability of sidewalks, bike paths, and transit over time. By making these transportation alternatives more attractive, General Plan implementation is expected to foster a gradual increase of alternative transportation use. Consequently, conflicts with policies relating to alternative transportation are not anticipated.

Reference - FEIR pages 4.13-46 through 4.13-48.

4.13 Utilities and Service Systems

4.13.1 Less Than Significant Impact U-1. Maximum development facilitated by the 2030 General Plan would generate a net increase in water demand of approximately 2320 acre feet per year, which currently must be offset by participating in and providing water conservation measures and remedies to the existing City supply and distribution system that decrease existing demand by an amount equal to the demand added under buildout of the General Plan. Existing water conveyance and treatment facilities are adequate and water supplies are available to accommodate the delivery of water. Therefore, water supply impacts would be Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Upon 2030 General Plan buildout (including development within the City Limits and proposed Expansion Areas), the population increase would be approximately 16,566. Based on a ratio of 125 gallons per capita per day (GPCD), this population would increase water demand by 2,320 AFY (accounts for the 186 AFY decrease in demand due to land use changes in the Bailey Avenue Expansion Area). This increase in demand is equivalent to 2.1 MGD. When added to existing demand, total demand would be 7.1 MGD. It should be noted, however, that new development is required to offset its projected water usage by participating in and providing water conservation measures that decrease existing water demand by an amount equal to the calculated project demand (Title 13 Public Services, Chapter 13.04, Section 13.04.070 of the City Code).

The combined pumping capacity of the City's wells is currently 10 MGD, which meets the Lompoc Water Treatment Plant maximum output of 10 MGD, or 11,201 AFY. Based on an estimated demand of 7.1 MGD the existing water conveyance and treatment facilities would be adequate to serve anticipated demands from maximum buildout of the 2030 General Plan.

Additionally, development within City limits would connect to existing water mains located throughout the City to provide water to individual project sites. Impacts would therefore be less than significant.

The additional water demand generated by 2030 General Plan buildout within City Limits would not cause the groundwater basin to enter a state of overdraft. Increased river percolation could balance an increase in municipal pumping of up to approximately 5,400 AFY without substantially depleting river flows below the pre-1989 conditions. Therefore, the groundwater supply is adequate to meet the additional demand associated with the 2030 General Plan without causing overdraft or temporarily impairing the capacity of the City's well field. Impacts related to water supply would therefore be less than significant.

Reference - FEIR pages 4.14-13 through 4.14-21.

4.13.2 Less Than Significant Impact U-2. Development facilitated by the 2030 General Plan would increase wastewater generation in excess of existing treatment facility capacity. Therefore, wastewater impacts would be Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Upon 2030 General Plan buildout (including development within the City Limits and proposed Expansion Areas), the population increase would be approximately 16,566. Based on an estimated rate of 78 gallons of wastewater generation per capita per day, this population would generate 1.29 MGD. Combined with the existing City wastewater flow, which includes a maximum generation of 0.65 MGD and 0.50 MGD from VAFB and Vandenberg Village, waste generation would total 4.31 MGD. With the recently completed (November 2009) improvements at the Lompoc Regional Wastewater Reclamation Plant (LRWRP), the plant now has the capacity for 5.5 MGD. Upon 2030 General Plan buildout, wastewater generation would not exceed the existing capacity of the LRWRP. Existing General Plan policies require that the LRWRP has sufficient capacity to serve development projects prior to approval. Impacts would therefore be less than significant without mitigation.

Reference - FEIR pages 4.14-21 through 4.14-25.

4.13.3 Less Than Significant Impact U-3. Depletion of baseflow in the Santa Ynez River due to increased groundwater pumping at City of Lompoc municipal wells could decrease the amount of water available for dilution. This impact is Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Increased groundwater pumping at City wells to supply growth envisioned in the 2030 General Plan would deplete flow in the Santa Ynez River by an average of 3.2 cfs. The LRWRP discharges treated effluent to the Santa Ynez River near the downstream end of the reach where flow depletion would occur. If a minimum amount of flow in the river is needed or relied upon to dilute the discharge, flow depletion could potentially impair the City's ability to meet a discharge permit's conditions.

This impact is less than significant for two reasons. First, NPDES Permit CA0048127 issued for the LRWRP does not require or allow for consideration of dilution in the receiving water. Instead, it requires the discharged effluent to comply with applicable water quality standards at the point of discharge. The permit also requires the City to complete a salt management study and complete a salt management plan by January 2011. Second, flow in the river at the discharge point is already often zero in summer months. Therefore, there is no dilution under existing conditions, and flow depletion would not alter the minimum flow or impact the City's ability to meet permit requirements or comply with applicable water quality standards.

By the same token, flow in the river downstream of the discharge point will continue to consist entirely of treated effluent during certain periods. This represents the maximum possible effect of the wastewater discharge on downstream water quality. This maximum

effect will not change under the 2030 General Plan, so the impact of the General Plan is less than significant.

Reference - FEIR pages 4.14-25 through 4.14-26.

4.13.4 Less Than Significant Impact U-4. Development facilitated by the 2030 General Plan would incrementally increase the amount of impervious surfaces within the City, resulting in increased stormwater runoff and the need for additional stormwater infrastructure. Compliance with the City's Stormwater Management Plan (SWMP), and State regulatory requirements, including restricting the amount of impervious surface introduced by future development projects, would reduce impacts to a Class III, *less than significant*.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding – Upon 2030 General Plan buildout (including development within the City Limits and proposed Expansion Areas), up to 5,753 residential units could be developed. Development in these areas would incrementally increase the amount of impervious surface area and place additional demand on existing stormwater conveyance infrastructure, such that new or expanded infrastructure may be needed. However, future development and redevelopment projects will be required to comply with the current regulations of the Regional Water Quality Control Board (RWQCB) reflected in the City's Stormwater Management Plan (SWMP), effective October 17, 2009.

In accordance with these requirements, future development facilitated by the 2030 General Plan would result in a minimal increase in effective impervious area, thereby placing limited demand on existing or planned stormwater infrastructure. As development occurs, site-specific stormwater infrastructure needs would be determined on a project-specific basis. Upon compliance with the City's SWMP, impacts related to the need for additional stormwater infrastructure would be less than significant.

Reference - FEIR pages 4.14-26 through 4.14-30.

4.13.5 Less Than Significant Impact U-5. Buildout of the 2030 General Plan would generate additional solid waste. Existing landfills, including the Lompoc Sanitary Landfill, have adequate capacity to accommodate projected increases in solid waste generation. Therefore, the solid waste generated by the 2030 General Plan would result in Class III, *less than significant*, impacts.

Finding - The City hereby finds that existing regulatory requirements, policies, and/or project conditions have been incorporated into the General Plan Update which avoid or substantially lessen the potentially significant effect on the environment to below a level of significance.

Facts in Support of Finding - Upon 2030 General Plan buildout (including development within the City Limits and proposed Expansion Areas), the population increase would be approximately 16,568. Using the City's average rate of 12.2 pounds per day of solid waste generated per person, and assuming a 50 percent diversion rate, this additional population would generate 100,000 pounds per day of solid waste. Therefore, development facilitated by the 2030 General Plan could generate approximately 18,500 tons of solid waste per year. When combined with the existing disposal rate of 38,500 tons per year of solid waste from City and County sources, General Plan 2030 buildout within the City would total 57,000 tons

per year of solid waste, which would represent an increase of 48 percent. However, it should be noted that this buildout demand would not be reached until approximately the year 2030.

The remaining airspace capacity of the Lompoc Sanitary Landfill is 2,146,779 cubic yards. Using a conversion rate of 800 pounds of solid waste per cubic yard, the landfill currently has capacity to accept an additional 858,700 tons of waste over its lifespan. The life of the landfill would depend on the rate of development in the City and from County sources. With source reduction plans, current facilities, potential for diversion and other regional landfill capacity, cumulative buildout of the 2030 General Plan would be served by a landfill with sufficient permitted capacity to accommodate solid waste disposal needs. Nevertheless, development facilitated by the 2030 General Plan would hasten the need to provide additional landfill capacity. Compliance with existing City policies that require development to provide fees to fund necessary improvements to public services, such as solid waste services, would ensure that impacts remain less than significant.

Reference - FEIR pages 4.14-30 through 4.14-35.

5.0 FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS WHICH CAN BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The City finds, based upon the threshold criteria for significance presented in the FEIR, that the following potentially significant environmental effects of the project can be avoided or reduced to insignificance with feasible mitigation measures identified in the FEIR and adopted by the City as conditions of project approval. No substantial evidence has been submitted to or identified by the City that indicates that the following impacts would, in fact, occur at levels that would necessitate a determination of significance.

5.1 Air Quality

5.1.1 Potentially Significant Impact AQ-3. The 2030 General Plan would facilitate development of projects with the potential to cause significant odor impacts, as well as projects which have the potential to be affected by nuisance odor. Impacts associated with objectionable odors would be Class II, *significant but mitigable*.

Finding - Pursuant to Public Resources Code Section 20181(a) and State CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect on the environment to below a level of significance.

Facts in Support of Finding - Some commercial and industrial uses developed under the 2030 General Plan may generate odor nuisance effects to the public or to adjoining residents. Examples of commercial uses that have the potential to cause odor nuisance impacts include fast food restaurants, photographic studios, and laundry facilities. Industrial uses may also generate nuisance odors. The 2030 General Plan would also facilitate the development of residential units that could be developed adjacent to or downwind from existing sources of odor. This could include commercial or industrial uses as discussed above, as well as agricultural production or the Lompoc Regional Wastewater Reclamation Plant (LRWRP). Within the H Street Corridor Infill area and the Bailey Avenue Expansion Area, which allow mixed-use type development, residential uses could be located in close proximity to potential odor generators.

The extent of perceived odor impacts depends on the nature of the operation, the proximity to residential and other sensitive uses, as well as an individual's tolerance for the odor generated. With implementation of the required mitigation measures, the 2030 General Plan would have less than significant odor nuisance impacts.

Mitigation Measures - Based upon the analysis presented in Section 4.2 of the FEIR, which is incorporated herein by reference, the following mitigation measures are feasible and are made binding through the MMRP.

- Mitigation Measure AQ-3(a) Odor Abatement Plan. The 2030 Update to the Conservation/Open Space Element shall include the following new policy.

Applicants for potential odor generators shall develop and implement an Odor Abatement Plan (OAP), which shall be submitted to the Community Development Department and approved by the City prior to zoning clearance. The OAP shall include the following:

- *Name and telephone number of contact person(s) responsible for logging and responding to odor complaints;*
- *Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the responsible party on how to respond to an odor complaint;*
- *Description of potential odor sources (i.e. odors associated with a fast food restaurant may include cooking and grease aromas);*
- *Description of potential methods for reducing odors, including minimizing potential add-on air pollution control equipment; and*
- *Contingency measures to curtail emissions in the event of a continuous public nuisance.*

- Mitigation Measure AQ-3(b) Prohibited Commercial Uses in Mixed-Use Zones. To ensure that future residents of mixed-use development would not be exposed to nuisance odors, the following revisions to the 2030 Update of the Land Use Element shall be made:

- 1) Table LU-1 shall be revised to include in the Description for both the Old Town Commercial (OTC) and Mixed Use (MU) land use designations the following additional text:

Prohibited uses include photographic studios, laundry facilities, and other potentially incompatible uses.

- 2) A new implementation measure shall be added as follows:

Measure 36. The Zoning Code shall be updated to include a list of prohibited uses in mixed use developments. The list shall include photographic studios, dry-cleaning laundry facilities, and other potentially incompatible uses.

Reference - FEIR pages 4.2-30 through 4.2-33.

5.2 Biological Resources

5.2.1 Potentially Significant Impact BIO-2. Development that could be facilitated by the 2030 General Plan may result in impacts to special status plant and animal species. These impacts are Class II, *significant but mitigable*.

Finding - Pursuant to Public Resources Code Section 20181(a) and State CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect on the environment to below a level of significance.

Facts in Support of Finding - Most of the vacant and underutilized parcels throughout the City are highly disturbed and lack conditions sufficient to support special status plant and animal species. However, there is potential for special status species, such as the American badger, the coast horned lizard, the silvery legless lizard, and several raptor species, to occur, particularly within those parcels on the periphery of the City's boundary where native habitat remains. Development of these areas may result in impacts to special status species. In addition, the northern portion of the H-Street infill area abuts the Santa Ynez River, which is designated as Biologically Significant in the 1997 General Plan Resource Management Element. However, the 2030 General Plan Land Use Map designates this portion of the H Street Corridor Infill area as having a Proposed Park overlay, thus prohibiting future urban development.

The Bailey Avenue Expansion Area is highly disturbed due to active agricultural practices. No special status plant or animal species have been documented within this area. The high level of disturbance on-site creates conditions unsuitable for the survival of most native plants and animals and special status species are not expected to occur.

The dominance of non-native plant species within the developable portion of the River Expansion Area reduces the overall habitat value for special status plant and animal species. However, some special status species may still occur on-site. Furthermore, development of this area may result in disturbance to special status plant and animal species within the adjacent (off-site) Santa Ynez River riparian corridor through introduction of increased light and noise, through increased human activity, and through introduction of domestic animals. Development of the River Expansion Area may result in impacts to special status species.

The periodic disturbance in the Wye Residential Expansion Area reduces the functions and values of the habitat on-site and precludes many special status species from occurring. This area is also surrounded by a residential community to the north and east, Harris Grade Road to the west and Purisima Road to the south, all of which further degrades the habitat value of the site. Nevertheless, some special status species, such as the American badger, may utilize the site and may be impacted by future development of the site in accordance with the 2030 General Plan.

The riparian corridor within the Miguelito Canyon Expansion Area has been designated as Biologically Significant in the 1997 General Plan Resource Management Element and has the potential to support several special status species such as Santa Barbara honeysuckle, least Bell's vireo, California red-legged frog, steelhead, and white-tailed kite. Grassland, oak woodland, and coastal scrub habitats occurring within the Miguelito Canyon expansion area (see Figure 4.3-3) also have the potential to support special status plant and animal species such as Hoover's bent grass, black-flowered figwort, Lompoc sticky monkeyflower, coast horned lizard, American badger, and silvery legless lizard. Oak woodlands, in particular, are

threatened by development in the region. Development of this expansion area in accordance with the 2030 General Plan may therefore result in impacts to special status plant and animal species.

The 1997 General Plan Resource Management Element (“RME”) includes policies that address the protection and preservation of natural habitats. In addition, special status plant and animal species are protected by the USFWS, NOAA Fisheries, and the CDFW under a variety of federal and state regulations [refer to Section 4.3.1(e) (Regulatory Setting) for additional discussion]. However, the 1997 General Plan does not contain policies specifically addressing the protection and preservation of special status species. Therefore, mitigation is required to ensure that potential impacts are reduced to a less than significant level.

Mitigation Measures - Based upon the analysis presented in Section 4.3 of the FEIR, which is incorporated herein by reference, the following Mitigation Measures are feasible and are made binding through the MMRP. Imposition of these mitigation measures will reduce potentially significant impacts to less than significant.

- Mitigation Measure BIO-2(a) Special Status Species Policy. The following policy shall be added to the General Plan Conservation/Open Space Element:

The City shall encourage the protection of significant biological resources, including sensitive plant and animal species.

- Mitigation Measure BIO-2(b) Native Tree Protection Policy. The following policy shall be added to the General Plan Conservation/Open Space Element:

The City shall encourage the protection, preservation, and restoration of native trees, particularly oak tree species.

Reference - FEIR pages 4.3-30 through 4.3-33.

5.2.1 Potentially Significant Impact BIO-3. Development under the 2030 General Plan may result in impacts to wildlife movement. These impacts are Class II, *significant but mitigable*.

Finding – Pursuant to Public Resources Code Section 20181(a) and State CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect on the environment to below a level of significance.

Facts in Support of Finding - Vacant and underutilized parcels within the existing City Limits are scattered throughout the City and therefore do not offer substantial wildlife movement opportunities due to adjacent development. Parcels found on the periphery of the General Plan area may offer marginal opportunities for wildlife movement. The Santa Ynez River and its associated riparian habitats offer a substantial wildlife movement corridor through the Lompoc Valley and provide an important link between the Santa Ynez Valley and the Pacific Ocean. Development facilitated by the 2030 General Plan in areas adjacent to the Santa Ynez River may result in impacts to wildlife movement in this corridor through encroachment into riparian habitat, increased light and noise pollution, and increased human activity and presence of domestic animals. The northern portion of the infill area abuts the Santa Ynez River and includes native habitats that may support wildlife traveling through the river corridor. However, the General Plan Land Use Map currently designates this portion of

the H Street Corridor Infill area as open space, thus prohibiting future development in this area.

The Burton Mesa Ecological Reserve, which is managed by CDFW, is located less than one mile to the north of the Wye Residential Expansion Area. However, this expansion area is directly bordered by residential development to the north, east and south and is bordered by roads on the west and south. In addition, the expansion area itself is highly disturbed. Buildout of the Wye Expansion Area in accordance with the 2030 General Plan is therefore not expected to impact wildlife movement.

Wildlife movement across the Bailey Avenue Expansion Area is highly unlikely due to its proximity to existing development, and the highly disturbed nature of the area. The lack of native habitat further reduces the habitat functions and values and discourages use by wildlife. The Burton Mesa Ecological Reserve, which is managed by CDFW, is located less than one mile to the north of the Wye Residential Expansion Area. However, this expansion area is directly bordered by residential development to the north, east and south and is bordered by roads on the west and south. In addition, the expansion area itself is highly disturbed. Buildout of the Bailey and Wye Expansion Areas in accordance with the 2030 General Plan is therefore not expected to impact wildlife movement.

The River Expansion Area is adjacent to the Santa Ynez River riparian corridor, which offers a substantial wildlife movement corridor. Development of the fallow agricultural field adjacent to the river may result in impacts to wildlife movement due to encroachment into riparian habitat, increased light and noise pollution, and increased human activity and presence of domestic animals.

The San Miguelito Creek riparian corridor and the abundant open space habitat throughout Miguelito Canyon provide opportunities for wildlife movement in the Lompoc Hills along the southern boundaries of the City. Development that could be facilitated along the San Miguelito Road corridor would be Rural Density Residential (RDR) in nature. In addition, the Urban Limit Line would extend into the canyon areas only, thereby prohibiting future development on the adjacent hillsides, outside of this limit. Development would consist of large-lot detached single-family homes. As a result, even with development occurring in these areas, lands would remain primarily undeveloped and development would be compatible with the rural character of the area. Impacts to wildlife movement in this area would therefore be somewhat limited due to the nature of the anticipated development. However, residential development in this area may discourage wildlife from using the adjacent hills through increases in light and noise, increased human activity and presence of domestic animals.

The existing RME does not include goals or policies that specifically address wildlife movement corridors. However, the RME policies reduce impacts to the Santa Ynez River and its tributaries, which serve as important wildlife movement corridors in the Lompoc area. With compliance with existing General Plan policies, regulatory programs, and required mitigation measures, impacts would be reduced to a less than significant level.

Mitigation Measures - Based upon the analysis presented in Section 4.3 of the FEIR, which is incorporated herein by reference, the following Mitigation Measures are feasible and are made binding through the MMRP.

- Mitigation measures BIO-2(a) (Special Status Species Policy) and BIO-2(b) (Native Tree Protection Policy) are required to reduce potential impacts to wildlife movement. Refer to Mitigation Measures under Impact BIO-2.

Reference – FEIR pages 4.3-33 through 4.3-36.

5.3 Cultural Resources

5.3.1 Potentially Significant Direct Impact CR-1. Development facilitated by the 2030 General Plan could adversely affect identified and previously unidentified prehistoric and historical archaeological resources. General Plan policies would ensure that such impacts are addressed on a case-by-case basis. Impacts would be Class II, *significant but mitigable*.

Finding - Pursuant to Public Resources Code Section 20181(a) and State CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect on the environment to below a level of significance.

Facts in Support of Finding - Twenty-five known prehistoric and historical sites have been recorded within the General Plan area, and others are likely to exist in unsurveyed areas. Therefore, the potential to encounter additional, undiscovered resources within the City Limits is considered moderate to high.

Although the Bailey Avenue and River Expansion Areas are identified as being within a low archaeological sensitivity zone (as identified in the 1997 General Plan Resource Management Element), the potential to encounter additional, undiscovered resources exists. The Wye Residential Expansion Area is identified as having a high archaeological potential (as identified in the 1997 General Plan Resource Management Element). Additional development in this area could therefore adversely affect Native American and Mission-era resources.

Existing codes and policies discussed in Section 4.4.1(c) (Regulatory Setting) of the FEIR require that Phase 1 archaeological and historical surveys be conducted for proposed development within high sensitivity areas. However, these policies rely on a sensitivity map prepared more than 20 years ago (Spanne, 1988). Moreover, the map does not consider historical archaeology or the built environment. Mitigation is therefore required to ensure preparation of an updated Archaeological Sensitivity Map.

If archaeological resources are found to be present, existing codes and policies stipulate treatment methods for evaluation and treatment of the resources. In addition, the Resource Management Element of the 1997 General Plan includes specific policies intended to ensure that potential impacts to archaeological resources are addressed in conjunction with development of individual sites within the plan area. Implementation of these policies on a project-by-project basis would require the preparation of site-specific archaeological studies in areas of potential sensitivity as well as mitigation of impacts to any identified resources.

Mitigation Measures - Based upon the analysis presented in Section 4.4 of the FEIR, which is incorporated herein by reference, the following mitigation measures are feasible and are made binding through the MMRP. With imposition of the following mitigation measures, impacts are less than significant.

- Mitigation Measure CR-1(a): Update Archaeological Sensitivity Map and Guidelines. The City shall update the existing Archaeological Sensitivity Map to encompass all areas covered by the General Plan Update to take into account the currently available data on the nature and distribution of prehistoric and historical archaeological sites (including buried archaeological sites) and the most current methods of sensitivity modeling. The City also shall update the Guidelines for use of the sensitivity map and provide training to planning staff in its application and use. The Sensitivity Map and Guidelines update as well as training shall be performed by professionals certified by the Register of Professional Archaeologists who have expertise in the historical and archaeological resources of the Lompoc Valley.

Reference – FEIR pages 4.4-20 through 4.4-24.

5.4 Geology

5.4.1 Potentially Significant Direct Impact GEO-5. Areas with elevated radon gas levels have been identified in the City and proposed Expansion Areas. Exposure of people to high levels of radon gas could result in adverse health effects. Impacts would be Class II, *significant but mitigable*.

Finding – Pursuant to Public Resources Code Section 20181(a) and State CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect on the environment to below a level of significance.

Facts in Support of Finding - Radon gas levels exceeding the EPA's remedial action level of 4.0 pCi/L have been measured throughout the City of Lompoc and proposed Expansion Areas. The potential for radon gas exposure could therefore result in significant impacts to new development throughout the General Plan area. The General Plan Safety Element does not contain policies related to radon gas exposure. Therefore, mitigation is required to reduce impacts to a less than significant level.

Mitigation Measures - Based upon the analysis presented in Section 4.5 of the FEIR, which is incorporated herein by reference, the following mitigation measures are feasible and are made binding through the MMRP. With imposition of the following mitigation measures, impacts are less than significant.

- Mitigation Measure GEO-5(a): Radon Gas Policies. The following policies shall be added to the 2030 General Plan Safety Element:
 - *Promote community education regarding potential hazards associated with radon exposure.*
 - *Require radon testing for new development within areas with moderate or high potential for indoor radon levels exceeding U.S. EPA recommended limits.*
 - *Where radon levels may exceed U.S. EPA recommended limits, require developers to implement effective measures – such as "sub-slab depressurization" systems – to limit exposure to radon.*

Reference – FEIR pages 4.5-27 through 4.5-29.

5.5 Hazards and Hazardous Materials

5.5.1 Potentially Significant Impact HAZ-1. Potential development that could be facilitated near known hazardous material users, or construction in areas with existing hazardous materials, could expose individuals to health risks due to soil/groundwater contamination or emission of hazardous materials into the air. This is a Class II, *significant but mitigable*, impact.

Finding – Pursuant to Public Resources Code Section 20181(a) and State CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect on the environment to below a level of significance.

Facts in Support of Finding - The 2030 General Plan would facilitate development (including residences) within several areas in and around the City where hazardous materials could be stored or used, or where previous use has resulted in contamination of the site. Development of residential uses in proximity to commercial or industrial uses that use or store hazardous materials could increase the risk of exposure to harmful health effects. Areas where users of hazardous materials are located are confined primarily to commercial and industrial areas of the City. By allowing for residential or mixed use development in commercial and industrial areas where there may have been past use or there may be current use of hazardous materials, the potential for exposure may increase due to: (1) potential soil/groundwater contamination resulting from past practices; and (2) the proximity of new residential development to ongoing activity involving the use of hazardous materials. Development or redevelopment in these areas would have the potential for exposure of hazardous materials to the public. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites.

Older structures throughout the City could potentially contain asbestos-containing materials (ACM) and/or lead-based paint (LBP). If demolition of these structures occurred, ACM or LBP could be released, resulting in adverse health effects. To prevent health risks to occupants or construction workers, standard ACM and LBP abatement and disposal procedures, are required to be undertaken whenever the demolition is considered for structures that were built prior to 1979.

The presence of soil or groundwater contamination would depend upon the location of the construction site and its proximity to sources of contamination. Depending on the previous land uses, new development could present potential risk of exposure to contamination associated with agricultural pesticide use, leaking underground storage tanks (LUSTs), undocumented abandoned oil and gas wells, and/or various industrial contaminants. Hence, development of vacant and underutilized sites under General Plan buildout would increase the potential for exposure to soil and groundwater contamination hazards. However, any necessary assessment and remediation of the properties would be completed in accordance with applicable regulatory requirements prior to development.

Under the proposed H Street Corridor Infill, development and redevelopment could occur on sites that may have existing contamination due to past commercial or industrial uses. Development on contaminated sites could result in hazardous conditions for construction workers and future occupants by exposing them to hazardous materials that may be found in the soil. Many LUST sites are located near this area, which may pose a greater risk of exposure than other areas of the City. Remediation, including soil and groundwater

sampling, under the appropriate oversight agency would reduce the risk of possible contamination. Nevertheless, impacts in this area are considered potentially significant.

The 270-acre Bailey Avenue Expansion Area would accommodate development in an area currently used for agriculture. No sources of contamination were listed in the GeoTracker database for this site. However, the use and storage of chemicals associated with existing agricultural facilities may have resulted in contamination of the site. Furthermore, the historical use of the site for agricultural production may have resulted in undocumented residual quantities of presently-banned agricultural chemicals, such as arsenic, which could pose a health hazard to construction workers or future residents. Arsenic exceeding naturally occurring background levels has been detected on property north of the Expansion Area, which was historically used for agriculture. Therefore, it is likely that arsenic may be located on the Bailey Avenue Expansion Area as well.

The presence of railroad tracks through the central portion of the Bailey Avenue Expansion Area is also an indication of potential soil contamination. Historically, oil and pesticides were used for weed abatement along railroad tracks. Therefore, there is the potential that soil beneath and along the railroad tracks could be contaminated with petroleum hydrocarbons and/or pesticides. Further analysis of the Bailey Avenue Expansion Area, including testing, is necessary to determine the full extent to which these present and historic uses could have contaminated the site. Impacts related to hazardous materials in this area would be potentially significant.

No sources of contamination were listed in the GeoTracker database for the River Expansion Area. However, surrounding agricultural uses and an on-site fallow agricultural field suggest that the Expansion Area was previously used for agricultural production. Further research, testing and remediation, including soil and groundwater sampling, under the appropriate oversight agency would reduce the risk of possible contamination.

The Miguelito Canyon expansion area is located along the hillsides adjacent to the southern boundary of the City, and along San Miguelito Canyon Road. Existing development in this area is limited to some scattered rural residences. There are no records of previous or existing sources of contamination in this area. Given that the site is not located in a commercial or industrial area, the potential for contamination is low.

There are no records of previous or existing sources of contamination in the Wye Residential Expansion Area. Given that the Wye Residential Expansion Area is not located in a commercial or industrial area, the potential for contamination is low.

As individual development projects are considered for construction, separate environmental review may be required, which could result in the implementation of project-specific mitigation measures. In addition, compliance with federal, state, and local regulations, in combination with General Plan policies, would partially reduce impacts related to past usage of hazardous materials. However, mitigation is required to ensure that the public and environment are protected from exposure to previously unidentified hazardous materials that may exist in the General Plan area.

Mitigation Measures - Based upon the analysis presented in Section 4.6 of the FEIR, which is incorporated herein by reference, the following mitigation measures are feasible and are made binding through the MMRP. With imposition of the following mitigation measure, impacts are less than significant.

- Mitigation Measure HAZ-1 Previously Unidentified Hazardous Materials. The following policies shall be added to the 2030 General Plan Safety Element:

Any work on a known remediation site or discovery of hazardous materials during excavation must be reported to the Santa Barbara County Fire Department Hazardous Materials Unit (HMU). In the event that hazardous waste and/or materials, including chemical odors or stained soils, are encountered during construction of future development sites, 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 County 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.

Reference – FEIR pages 4.6-16 through 4.6-20.

5.6 Noise

5.6.1 Potentially Significant Impact N-3. Development facilitated by the 2030 General Plan could place residences and other noise-sensitive land uses in areas exposed to noise levels exceeding City standards. Although implementation of General Plan policies would reduce traffic-related noise impacts to a Class III, *less than significant*, level, nuisance noise associated with mixed-use developments would be Class II, *significant but mitigable*.

Finding - Implementation of General Plan policies would reduce traffic-related noise impacts to a Class III, *less than significant*, level. Pursuant to Public Resources Code Section 20181(a) and State CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect on the environment to below a level of significance.

Facts in Support of Finding - The 2030 General Plan would facilitate the development of new residential and other noise-sensitive uses that could be exposed to noise levels exceeding 60 dBA CNEL. For most areas, the primary generator of noise that could affect noise-sensitive uses would be roadway traffic. Specifically, at 2030 General Plan buildout, the 60 dBA contour would extend outward from the centerline of Central Avenue in the range of 172 to 231 feet, from Ocean Avenue/Highway 246 in the range of 149 to 280 feet, from V Street in the range of 100 to 122 feet, from North Avenue in the range of 63 to 109 feet, from Purisima Road in the range of 253 to 326 feet, and from H Street north of Purisima Road at a distance of 220 feet. The 2030 General Plan would facilitate the development of residential and other sensitive land uses within these distances throughout the City Limits, and in the Bailey Avenue and Wye Expansion Areas, thereby exposing future residents to noise exceeding City standards. However, implementation of General Plan Noise Element policies would ensure that projects proposed in areas exceeding City noise standards would be evaluated and that appropriate sound attenuation techniques would be implemented on a case-by-case basis. Depending on what is proposed and the location and source of noise, sound attenuation techniques may include site design to shield noise-sensitive uses from noise, special building standards to reduce interior noise, or the use of barriers to reduce exterior noise. Adherence to applicable General Plan policies would reduce the potential for traffic-related noise impacts to a less than significant level.

Development facilitated by the 2030 General Plan within the existing City Limits could place residences and other noise-sensitive land uses in areas exposed to noise levels exceeding City standards. However, implementation of General Plan Noise Element policies would ensure that projects proposed in areas exceeding City noise standards would be evaluated and that appropriate sound attenuation techniques would be implemented on a case-by-case basis. Depending on what is proposed and the location and source of noise, sound attenuation techniques may include site design to shield noise-sensitive uses from noise, special building standards to reduce interior noise, or the use of barriers to reduce exterior noise.

Much of the development accommodated along the H Street Corridor would be infill development surrounded by existing residential and commercial development. Residential units within mixed-use developments or adjacent to commercial uses could be exposed to noise generated by commercial activity that exceeds the normally acceptable range. This would include noise associated with deliveries, loading dock operations, mechanical equipment, and parking lot activities. Mitigation measures would reduce impacts resulting from commercial operations in mixed-use developments to a less than significant level.

Mitigation Measure - Based upon the analysis presented in Section 4.10 of the FEIR, which is incorporated herein by reference, the following mitigation measures are feasible and made binding through the MMRP. With imposition of the following mitigation measures, impacts are less than significant.

- Mitigation Measure N-3(a) Truck Delivery Limitations. The following policy shall be added to the 2030 General Plan Noise Element:

Truck deliveries to commercial uses on mixed-use development sites shall be limited to between the hours of 8:00 AM and 6:00 PM on weekdays and Saturdays. No deliveries shall occur on Sundays.

- Mitigation Measure N-3(b) Common Wall Insulation. The following policy shall be added to the 2030 General Plan Noise Element:

Common walls between horizontal (side-by-side) and vertical (stacked) mixed use commercial/residential development shall be noise-insulated to provide attenuation of indoor noise levels.

- Mitigation Measure N-3(c) Sound Barriers for External Equipment. The following policy shall be added to the 2030 General Plan Noise Element:

External noise-generating equipment associated with commercial uses (e.g., HVAC units, etc.) that are located in mixed use developments and/or adjacent to residential uses shall be shielded or enclosed with solid sound barriers.

Reference - FEIR pages 4.9-14 through 4.9-19.

6.0 FINDINGS REGARDING SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CANNOT FEASIBLY BE AVOIDED OR MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE

The City finds, based upon the threshold criteria for significance presented in the FEIR, that the following environmental effects of the project will be significant and cannot be avoided or

substantially lessened through mitigation to a level of insignificance. Nevertheless, as explained in the Statement of Overriding Considerations set forth below, all feasible mitigation has been applied, and these effects are considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project. Environmental effects in the following areas were found to be significant: Air Quality; Cultural Resources; Land Use/Agriculture; and Transportation/Circulation.

6.1 Air Quality

6.1.1 Significant Impact AQ-1. Population growth that could occur under the 2030 General Plan would exceed the 2007 Clean Air Plan (CAP) population forecasts. Although Transportation Control Measures (TCMs) incorporated into the General Plan Update would likely offset emissions associated with this population increase, based on Air Pollution Control District thresholds, impacts related to CAP consistency would be Class I, *significant and unavoidable*.

Finding - The City hereby finds that all feasible changes or alterations have been required in, or incorporated into, the project that will avoid or substantially lessen the significant environmental effects on the environment. However, despite such measures, the impacts will still be significant. The City finds that there are no feasible mitigation measures which might avoid or reduce the significant environmental effects of the project because specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the FEIR. Nevertheless, these unavoidable significant effects are considered acceptable when balanced against the overriding benefits of the project, as set forth in the Statement of Overriding Considerations. [Public Resources Code Section 21081(a)(3), CEQA Guidelines Section 15091(a)(3)]

Facts in Support of Finding - Buildout within the existing City Limits (including the H Street Corridor Infill area) and within the identified Expansion Areas would add a total of 5,753 new units to the City of Lompoc. Based on an average household size of 2.88 persons per unit (U.S. Census, 2000), a cumulative total of 16,568 residents could be added to the City of Lompoc as a result of the 2030 General Plan. This would bring the citywide population to 59,525, which would exceed SBCAG's 2030 growth forecast for the City by 11,325 people (or 23.5%). It should be noted, however, that this maximum buildout estimate assumes not only that every remaining vacant or underdeveloped property in Lompoc would be developed by 2030, but that the H Street Corridor Infill area would completely redevelop over the same time frame.

Although buildout population would be inconsistent with current CAP forecasts, SBCAG and SBCAPCD population estimates are periodically updated based on General Plan Updates, at which time any inconsistencies between regional planning documents and the population growth anticipated under the 2030 General Plan would be rectified (refer also to Section 4.10, *Population and Housing*). Nevertheless, because development facilitated by the 2030 General Plan would exceed SBCAG current CAP population growth assumptions, it would be inconsistent with this 2007 CAP consistency criterion. Transportation Control Measures (TCMs) contained in the 2007 Clean Air Plan (CAP) would reduce overall air quality impacts to the extent feasible. However, no feasible mitigation measures are available that would reduce impacts to a less than significant level. CAP consistency impacts would therefore be Class I, *significant and unavoidable*.

Reference - FEIR pages 4.2-15 through 4.2-25.

6.2 Cultural Resources

6.2.1 Significant Direct Impact CR-2. Development facilitated by the 2030 General Plan could adversely affect historical buildings, structures, and districts. Although adherence to General Plan policies would ensure that impacts are addressed on a case-by-case basis, these policies may not avoid them altogether. Impacts would therefore be Class I, *significant and unavoidable*.

Finding - The City hereby finds that all feasible changes or alterations have been required in, or incorporated into, the project that will avoid or substantially lessen the significant environmental effects on the environment. However, despite such measures, the impacts will still be significant. The City finds that there are no feasible mitigation measures which might avoid or reduce the significant environmental effects of the project because specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the FEIR. Nevertheless, these unavoidable significant effects are considered acceptable when balanced against the overriding benefits of the Project, as set forth in the Statement of Overriding Considerations. [Public Resources Code Section 21081(a)(3), CEQA Guidelines Section 15091(a)(3)]

Facts in Support of Finding - The City has identified a downtown historical district bounded by A Street on the east, O Street on the west, College Avenue on the north, and Willow Avenue on the south. The district encompasses a portion of the H Street Corridor Infill area and all of the Old Town Specific Plan Area. Development within the historic district and surrounding areas has the potential to impact significant historical resources by damaging or destroying historical buildings or structures and their associated archaeological remains, diminishing the integrity of the context and setting of individual properties, or diminishing the integrity of the historical district.

Loss of significant historic buildings or new developments within the existing historic district may not be fully mitigable. Careful review of design and siting of new development in compliance with proposed and existing historic preservation policies and programs would reduce this impact but may not avoid perceptible and significant changes to the historical character of the district. The City can take specific actions to promote and facilitate historic preservation, avoid significant impacts whenever feasible, and reduce those impacts when they are unavoidable. The following mitigation is required to reduce historical resource impacts to the extent feasible. However, impacts on historical resources would remain Class I, *significant and unavoidable*.

Mitigation Measures - Based upon the analysis presented in Section 4.4 of the FEIR, which is incorporated herein by reference, the following mitigation measures are feasible and are made binding through the MMRP. Nevertheless, impacts would remain significant.

- Mitigation Measure CR-2(a) Adopt a Historic Landmarks Ordinance. The City shall include a new Implementation Measure in the 2030 Conservation/Open Space Element, as follows.

The City shall revise its current Landmarks Ordinance to accomplish the following, as recommended in the 2005 Historic Resources Survey and Planning Analysis:

- *Formally adopt the historic district defined in the 2005 Historic Resources Survey and Planning Analysis*

- *Establish a formal process for landmark designation including application, nomination form, and research and documentation requirements, as well as designate a reviewing entity;*
 - *Adopt designation criteria for individual landmarks and historic district contributors, possibly using other municipalities' criteria as a basis;*
 - *Establish an adequate and qualified historic preservation review commission or reactivate the Advisory Landmarks Committee as outlined in the City's Landmark Ordinance;*
 - *Establish design review guidelines for designated landmarks and contributing structures to historic districts based upon the Secretary of the Interior's standards;*
 - *Provide for use of the California State Historical Building Code, as appropriate, to include designated city landmarks and district contributors. Currently the SHBC is only used in the Old Town Lompoc Specific Plan Area.*
- Mitigation Measure CR-2(b) Adopt a Historic Resource Inventory and Districts Ordinance. The City shall include a new Implementation Measure in the 2030 Conservation/Open Space Element, as follows.

The City shall adopt an ordinance that relates specifically to the conduct of historic resource surveys and designation of historic districts. The city shall extend the current survey into adjacent parts of the City, as recommended in the 2005 Historic Resources Survey and Planning Analysis, use available data from prior surveys to prepare a formal historic resources inventory, and develop procedures for maintaining the accuracy of the inventory, updating its information, and covering additional areas of the City by conducting surveys on a regular basis.

Reference – FEIR pages 4.4-24 through 4.4-27.

6.3 Land Use and Agriculture

6.3.1 Significant Impact LU-3. Future development in accordance with the 2030 General Plan would occur in areas that contain prime agriculture soils and/or important farmland. Buildout within the City Limits and the Wye Residential Expansion Area would result in Class III, *less than significant*, impacts to agricultural conversion. However, the Bailey Avenue Expansion Area is currently in agricultural use and both the River and Miguelito Canyon Expansion Areas contains prime soils which could feasibly be farmed. Buildout of these expansion areas would therefore result in Class I, *significant and unavoidable* impacts related to agricultural conversion.

Finding - The City hereby finds that all feasible changes or alterations have been required in, or incorporated into, the project that will avoid or substantially lessen the significant environmental effects on the environment. However, despite such measures, the impacts will still be significant. The City finds that there are no feasible mitigation measures which might avoid or reduce the significant environmental effects of the project because specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the FEIR. Nevertheless, these unavoidable significant

effects are considered acceptable when balanced against the overriding benefits of the Project, as set forth in the Statement of Overriding Considerations. [Public Resources Code Section 21081(a)(3), CEQA Guidelines Section 15091(a)(3)]

Facts in Support of Finding – In total, approximately 3,610 acres of prime soils are located within the existing City Limits, including 258 acres in the H Street Corridor Infill area. However, none of the areas within the existing City Limits are currently used for agricultural production or designated for agricultural land use, nor are any portions of the City under Williamson Act Contract (Department of Conservation, Williamson Act Program, July 2008). Although some farming occurs on Penitentiary and Federal Correctional Institution property north of the Santa Ynez River, land use in this area is regulated by the U.S. Army and no land use changes are proposed for this area as part of the 2030 General Plan. The Wye Residential Expansion Area is not used for agricultural production and is not under a Williamson Act Contract. In addition, the site does not contain any prime soils or any important farmland.

Development and re-development in areas containing prime soils would not convert these soils to non-agricultural use because none of these areas are used for agriculture. Although a small area along the City's western boundary, north of the proposed Bailey Avenue Expansion Area, is composed of prime farmland, this area is currently being developed and will therefore be re-designated as urban or built-up land by the Farmland Mapping and Monitoring Program in the future. The other areas designated as prime farmland within the north-central portion of the City are located on Lompoc airport property and would not be impacted by the 2030 General Plan (refer to Figure 4.8-2). Overall, impacts related to agricultural lands conversion within the City Limits and the Wye Residential Expansion Area would be less than significant.

The Bailey Avenue Expansion Area is currently used for agricultural production. In addition, the Bodger seed facility is located in the southern portion of the Expansion Area, south of Ocean Avenue. The entire site is composed of prime soils (approximately 270 acres). In addition, the site contains approximately 260 acres of Prime farmland and 12 acres of unique farmland. The northern half of this Expansion Area is currently under Williamson Act Contract. However, a notice of non-renewal has been filed for the northernmost parcel, which comprises approximately half of the land under contract. Development of the Bailey Avenue Expansion Area in accordance with the 2030 General Plan would result in conversion of important farmland to non-agricultural use. In addition, development in the southern portion of the site would eliminate the active seed facility in this area, which may conflict with General Plan Policy 7.5 of the Land Use Element to protect and enhance the flower industry. Impacts are therefore potentially significant.

The River Expansion Area is currently developed with the 45-acre River Park, which includes a recreational vehicle (RV) campground with 35 campsites and a small human-made fishing pond. The remainder of the site is in open space. Additional development that could occur in this area under the 2030 General Plan would include expansion of the existing RV campground by 126 full hookup RV campsites. The River area is composed of approximately 111 acres of prime soils. In addition, the site contains 91 acres of prime farmland and 1.5 acres of unique farmland. The site is not currently used for agricultural production and is not currently under Williamson Act Contract. However, the River Expansion Area contains some fallow agricultural land. This and undeveloped (open space) portions of the Expansion Area could be feasibly farmed in the future. Because this area contains prime soils which could be feasibly farmed, development of non-agricultural uses would constitute a potentially significant impact.

The Miguelito Canyon expansion area would accommodate up to 25 rural density residences in an area currently composed of open space and scattered residences. The area is not used for agricultural production and is not currently under Williamson Act Contract. However, as shown in Figure 4.8-1, the portions of the site within the proposed Urban Limit Line expansion area contain approximately 65 acres of prime soils. In addition, as shown in Figure 4.8-2 and listed in Table 4.8-2, the site contains approximately 7.5 acres of prime farmland and 11 acres of farmland of local importance. Prime soils are located primarily in the flatter canyons of this expansion area, portions of which could potentially be farmed in the future. Development of non-agricultural uses in these areas would therefore constitute a potentially significant impact.

Compliance with Mitigation Measure LU-3 would reduce impacts within the Bailey Avenue Expansion Area and River Expansion Area to the extent feasible; however this mitigation measure does not necessarily guarantee a net increase in farmland, and therefore impacts would remain significant and unavoidable.

Mitigation Measures - Based upon the analysis presented in Section 4.8 of the FEIR, which is incorporated herein by reference, the following Mitigation Measure is feasible and is made binding through the MMRP. Nevertheless, impacts would remain significant.

- Mitigation Measure LU-3 Purchase of Agricultural Conservation Easements (PACE) Program. The City shall include a new Implementation Measure in the 2030 Conservation/Open Space Element, as follows.

The City shall implement a program that facilitates the establishment and purchase of on- or off-site Agricultural Conservation Easements for prime farmland and/or important farmland converted within the Expansion Areas, at a ratio of 1:1 (acreage conserved: acreage impacted). A coordinator at the City shall oversee and monitor the program, which will involve property owners, developers, the City, and potentially a conservation organization such as The Land Trust for Santa Barbara County. Implementation of a PACE program shall be coordinated with similar efforts of Santa Barbara County.

Reference - FEIR pages 4.8-23 through 4.8-27.

6.4 Transportation and Circulation

6.4.1 Significant Impact TC-1. Development facilitated by the 2030 General Plan would result in deficiencies to the local circulation system based on recommended level of service standards. Mitigation options are available to address all projected deficiencies for intersections within the City. However, the traffic increase at the Ocean Avenue/A Street intersection would exceed City thresholds, and feasible mitigation is not available. Therefore, the impact at that location would be Class I, *significant and unavoidable*.

Finding - The City hereby finds that all feasible changes or alterations have been required in, or incorporated into, the project that will avoid or substantially lessen the significant environmental effects on the environment. However, despite such measures, the impacts will still be significant. The City finds that there are no additional feasible mitigation measures which might avoid or reduce the significant environmental effects of the project to a level that is less than significant because specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the FEIR.

Nevertheless, these unavoidable significant effects are considered acceptable when balanced against the overriding benefits of the Project, as set forth in the Statement of Overriding Considerations. [Public Resources Code Section 21081(a)(3), CEQA Guidelines Section 15091(a)(3)]

Facts in Support of Finding - Development facilitated by the draft 2030 General Plan would increase traffic on the City of Lompoc roadway system. Increases in traffic would affect both intersections and roadway capacities. Impacts to intersections and roadway capacities resulting from estimated General Plan buildout under the draft 2030 General Plan are discussed below. It should be noted, however, that full buildout is not likely to occur as this scenario assumes development of every vacant parcel in the City.

Year 2030 Intersections Levels of Service. Levels of service (LOS) were calculated for the key City intersections assuming the full build-out scenario traffic volumes and the programmed improvement to Central Avenue and traffic signal timing described in Section 4.14 of the FEIR. The following eleven (11) intersections are forecast to operate at levels of service that do not meet the City's LOS C operating standard at build-out of the General Plan in year 2030:

- *V Street/North Avenue (A.M. and P.M.)*
- *V Street/College Avenue (A.M. and P.M.)*
- *V Street/Laurel Avenue (A.M. and P.M.)*
- *V Street/Ocean Avenue-SR 246 (A.M. and P.M.)*
- *O Street/North Avenue (P.M.)*
- *O Street/Pine Avenue (P.M.)*
- *H Street/Central Avenue (P.M.)*
- *D Street/North Avenue (P.M.)*
- *A Street/North Avenue (P.M.)*
- *A Street/Ocean Avenue (P.M.)*
- *SR 1-12th Street /Ocean Avenue-SR 246 (P.M.)*

The intersections of H Street/Central Avenue, A Street/Ocean Avenue, and 12th Street–S.R. 1/Ocean Avenue–S.R. 246 do not meet City LOS standards but do meet the SBCAG CMP standard of LOS D. The results of the traffic modeling for General Plan buildout indicate all of the segments would operate at LOS C or better except for the V Street segments. The V Street segments would operate at an unacceptable LOS (LOS D or worse) in the year 2030 scenario. However, with the implementation of mitigation measures TC-1(a), TC-1(b), and TC-1(c), the LOS at the V Street segments would improve to LOS C or better.

Implementation of mitigation measures TC-1(a) through TC-1(k) would reduce impacts to a less than significant level for all intersections except the A Street/Ocean Avenue intersection. Although Mitigation Measure TC-1(j) could reduce impacts to a less than significant level for the A Street/Ocean Avenue intersection, it is not considered a feasible mitigation measure due to the high costs associated with the improvements. As such, buildout of the draft 2030 General Plan would have an unavoidably significant impact to the A Street/Ocean Avenue intersections. It should be noted that the intersections of H Street/Central Avenue and A Street/Ocean Avenue are in the SBCAG CMP and meet the CMP intersection minimum level of service criteria of LOS D.

Because the intersections of H Street/Central Avenue, A Street/Ocean Avenue, and 12th Street/Ocean Avenue are located on State routes under the jurisdiction of Caltrans, the City of Lompoc does not have direct control over whether recommended improvements at these

intersections are implemented. These improvements would need to be coordinated with Caltrans. If any of the improvements identified in measures TC-1(a) through TC-1(k) are determined to be unacceptable, the City could consider adopting an LOS D policy in the draft Circulation Element.

Mitigation Measures - Based upon the analysis presented in Section 4.13 of the FEIR, which is incorporated herein by reference, the following Mitigation Measures are feasible and are made binding through the MMRP. Nevertheless, impacts would remain significant.

- Mitigation Measure TC-1(a) V Street/North Avenue. This intersection is forecast to operate at LOS F at buildout of the 2030 General Plan. A portion of the traffic added to this intersection would be generated by buildout of the Bailey Avenue Expansion Area, located along Bailey Avenue. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.
 - Install a traffic signal and restripe northbound and southbound approaches to include left-turn lanes.
- Mitigation Measure TC-1(b) V Street/College Avenue. This intersection is forecast to operate at LOS F at buildout of the 2030 General Plan. A portion of the traffic added to this intersection would be generated by buildout of the Bailey Avenue Expansion Area, located along Bailey Avenue. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.
 - Install a traffic signal and restripe northbound and southbound approaches to include left-turn lanes.
- Mitigation Measure TC-1(c) V Street/Laurel Avenue. This intersection is forecast to operate at LOS D/E at buildout of the 2030 General Plan. A portion of the traffic added to this intersection would be generated by buildout of the Bailey Avenue Expansion Area, located along Bailey Avenue. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.
 - Install a traffic signal.
- Mitigation Measure TC-1(d) V Street/Ocean Avenue. This intersection is forecast to operate at LOS E/D at buildout of the 2030 General Plan. A portion of the traffic added to this intersection would be generated by buildout of the Bailey Avenue Expansion Area, located along Bailey Avenue. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.
 - Install a traffic signal.
- Mitigation Measure TC-1(e) O Street/North Avenue. This intersection is forecast to operate at LOS E during the P.M. peak hour at buildout of the 2030 General Plan. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.
 - Add a right-turn lane to the westbound approach by restriping the roadway.

- Mitigation Measure TC-1(f) O Street/Pine Avenue. This intersection is forecast to operate at LOS D during the P.M. peak hour at buildout of the 2030 General Plan. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.
 - Add right-turn lanes to all intersection approaches by restriping the roadways.

- Mitigation Measure TC-1(g) H Street/Central Avenue. This intersection is forecast to operate at LOS D during the P.M. peak hour at buildout of the 2030 General Plan. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.
 - Add a second left-turn lane to the southbound intersection approach and modify the existing traffic signal. This improvement would require the acquisition of right-of-way (ROW). The intersection is in the SBCAG CMP and would meet the minimum level of service criteria of LOS D under buildout conditions.

- Mitigation Measure TC-1(h) D Street/North Avenue. This intersection is forecast to operate at LOS E during the P.M. peak hour at buildout of the 2030 General Plan. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.
 - Add right-turn lanes to all intersection approaches by restriping the roadways.

- Mitigation Measure TC-1(i) A Street/North Avenue. This intersection is forecast to operate at LOS D during the P.M. peak hour at buildout of the 2030 General Plan. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.
 - Add a right-turn lane to the eastbound intersection approach by restriping the roadway.

- Mitigation Measure TC-1(j) A Street/Ocean Avenue. This intersection is forecast to operate at LOS D during the P.M. peak hour at buildout of the 2030 General Plan. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.
 - Add a right-turn lane to the westbound intersection approach. This mitigation measure will require acquisition of ROW and widening of the roadway. Because of existing development on the northeast corner of the intersection this mitigation may not be feasible. The intersection is in the SBCAG CMP and would meet the minimum level of service criteria of LOS D under buildout conditions.

- Mitigation Measure TC-1(k) 12th Street-S.R. 1/Ocean Avenue-S.R. 246. This intersection is forecast to operate at LOS D during the P.M. peak hour at build-out of the 2030 General Plan. In order to achieve an acceptable LOS (LOS C), the improvement described below has been identified for this intersection.

- Add a through lane to the northbound intersection approach, convert the existing shared left-turn/through lane to an exclusive left-turn lane and modify the existing traffic signal. This mitigation measure may require acquisition of ROW and will require widening of the roadway.

Reference – FEIR pages 4.13-19 through 4.13-43.

7.0 FINDINGS REGARDING GROWTH INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires that an EIR:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.”

It is the purpose of the 2030 General Plan to accommodate the orderly economic and population growth in the City of Lompoc. Therefore, by its nature, the General Plan is intended to reduce the potential for uncontrolled growth and associated environmental impacts. Annexations would require review and approval by the Santa Barbara Local Agency Formation Commission (LAFCo), and that agency would specifically consider the potential for growth-inducing impacts in its decision-making process. Nevertheless, plan adoption could indirectly induce both population and economic growth in the City, although the level of growth would depend upon a variety of factors, including the local economy and associated demand for housing in the area. Based on the projections of the 2030 General Plan Update, it is not anticipated that additional regional transportation facilities would be required beyond those already identified in the RTP. Thus, development under the 2030 General Plan is not expected to be growth-inducing from this perspective.

Finding - The City hereby finds that the 2030 General Plan does not result in any significant growth inducing impacts.

Facts in Support of Finding –

Population. As discussed in Section 4.10, *Population and Housing*, of the FEIR, growth facilitated by buildout of the General Plan exceeds the Santa Barbara County Association of Governments (SBCAG) 2030 population forecast for Lompoc. However, SBCAG and SBCAPCD population estimates are periodically updated based on General Plan Updates, at which time any inconsistencies between regional planning documents and the population growth anticipated under the 2030 General Plan would be rectified. In addition, the maximum growth facilitated by the General Plan is unlikely to occur since it would require maximum development of every vacant and underdeveloped parcel in the City as well as development of all identified Expansion Areas.

Employment. Maximum development facilitated by the 2030 General Plan would add about 3,462 jobs, using a standard figure of one employee per 500 square feet. This increase in jobs would represent growth of about 25.4% over the current level of employment in the City. This projected increase in employment would not exceed SBCAG’s 2030 employment forecast of 17,955 jobs (refer to Table 4.10-2 in Section 4.10, *Population and Housing*).

Removal of Obstacles to Growth. The 2030 General Plan would facilitate the potential future development of expansion areas outside of the existing City Limits (the Bailey Avenue,

River, Miguelito Canyon, and the Wye Residential Expansion Areas). Subject to approval of annexations, development would occur beyond the existing City Limits and would require the extension of roadways or infrastructure into areas that are not already served. However, as discussed in Section 4.8, *Land Use and Agriculture*, expansion into the identified Expansion Areas may be consistent with LAFCo's *Standards for Annexation to Cities*, as well as their *Policies Encouraging Orderly Urban Development and Preservation of Open Space* and *Policies Encouraging Conservation of Prime Agricultural Lands and Open Space Areas*. However, as noted in Section 4.8, a final determination of consistency with LAFCo policies must be made by LAFCo. Proposed policies in the 2030 Land Use Element would reduce impacts to the extent feasible, since they promote a compact urban form and cooperation with LAFCo.

Under SBCAG's Regional Transportation Plan (RTP), regional transportation facilities are identified based on the growth projections included in the various general plans of the cities within the County. The transportation projects identified in the RTP for the Lompoc area are thus specifically intended to address cumulative growth within the region.

Reference: FEIR pages 5-1 through 5-3.

8.0 FINDINGS REGARDING PROJECT ALTERNATIVES

Because the Project will cause unavoidable significant environmental effects, the City must consider the feasibility of any environmentally superior alternatives to the project, evaluating whether these alternatives could avoid or substantially lessen the unavoidable significant environmental effects while achieving most of the project objectives. The Project would result in significant impacts in the following areas: Air Quality; Cultural Resources; Land Use/Agriculture; and Transportation/Circulation.

In evaluating and subsequently rejecting the alternatives, the City has examined the objectives of the project and weighed the ability of the various alternatives to meet those objectives. The decision-makers believe that the Project best meets these objectives with the least environmental impact. The specific objectives associated with the 2030 General Plan Update are as follows:

- 1) Respond to changes that have occurred since initial Plan adoption and subsequent amendment of some, but not all, of the Plan elements;
- 2) Refine/update the provisions of the General Plan on a comprehensive basis in recognition of the changes that have occurred and the new opportunities that are now available as a result of these changes;
- 3) Integrate the General Plan elements at a policy level into a cohesive document;
- 4) Identify potential annexation areas where incorporation into the City at some time during the period to 2030 may be appropriate;
- 5) Address geographic areas within the City and within annexation areas that have distinct planning issues, constraints, and opportunities;
- 6) Comply with the State housing mandates and the requirement for an updated Housing Element to be submitted to the Department of Housing and Community Development;

- 7) Annex unincorporated areas into the City to create logical and orderly urban boundaries for planned development that are contiguous to existing urban development and all necessary public services and utilities;
- 8) Protect and enhance the quality of life of Lompoc residents through the creation and maintenance of affordable, attractive, and well-served residential and mixed-use neighborhoods; and
- 9) Provide and maintain high-quality parkland and other public facilities and services within the City.

The Revised 2030 General Plan Update (Project) is similar to the originally proposed Project and differs only in that the Revised Project would alter the boundaries of the River Area and Miguelito Canyon Expansion Area and would revise zoning and land use designations on specific parcels within the City Limits to achieve consistency between the General Plan Land Use Element and Zoning Map. These changes would not substantially alter the overall development potential in the areas or the City as a whole beyond levels described in the FEIR. The environmental effects of the Project were evaluated in Section 4 of the Final EIR, as supplemented by the EIR Addendum. Consequently, the evaluation of the proposed Project in Section 4 of the Final EIR discusses the full range of potential impacts that would be associated with the Revised Project.

The Revised 2030 General Plan Update (Project) is superior to the five alternative development scenarios that were evaluated in the EIR for the reasons discussed below. When compared to the Project, all five Alternative Projects are infeasible.

The following alternatives were addressed in the FEIR:

- Alternative 1: No Project (No Further Development)
- Alternative 2: No Project (1997 General Plan Buildout)
- Alternative 3: High Growth Alternative
- Alternative 4: Moderate Growth Alternative
- Alternative 5: Low Growth Alternative

Alternative 1: No Project/No Further Development

Description: This version of the “no project” alternative assumes that no further residential or non-residential development would occur in Lompoc and that environmental conditions would not change. No new roadway infrastructure improvements, parks, or other City facilities would be constructed. It is assumed that the current population (approximately 42,957) would not change, though it should be recognized that the City cannot in reality control whether or not population growth occurs. Absent additional housing, any population growth in the City would be accommodated through increasing the number of persons per household. It should be noted that this is a purely hypothetical alternative that is not realistic given that even if a General Plan update is not adopted, property owners in Lompoc would retain the development rights they have under the current General Plan.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make this alternative infeasible. [Public Resources Code Section 21081(a)(3), CEQA Guidelines Section 15091(a)(3)].

Facts in Support of Finding: Implementation of this alternative would not result in any physical changes as it would not accommodate any new development. As such, it would not

have any of the potentially adverse effects associated with new development. This alternative would reduce the magnitude of impacts associated with implementation of the 2030 General Plan. This alternative would not, on the other hand, result in any of the anticipated improvements to the aesthetic character of the community, nor would it add amenities for which the community has expressed a desire. As this alternative would facilitate no changes to the local circulation system, it would not address impacts relating to regional traffic growth, which the City does not control, nor would it add bike lanes, pedestrian, facilities, or other circulation system improvements. The failure to facilitate the construction of additional housing and non-residential development could potentially result in overcrowded conditions within the existing housing stock and decreased job opportunities and/or retail shopping opportunities for local residents. This is a purely hypothetical alternative that is not realistic given that even if a General Plan update is not adopted, property owners in Lompoc would retain the development rights they have under the current General Plan. In addition, this alternative would not meet RHNA requirements or housing needs identified in the City's Housing Element. Under this alternative, none of the project objectives would be met. Therefore, this alternative is not considered feasible (from either a legal or practical standpoint).

Reference: FEIR Section 6.1.

Alternative 2: No Project (1997 General Plan Buildout)

Description: This No Project Alternative assumes that the proposed 2030 General Plan is not implemented, and that development facilitated by the 1997 General Plan, including private development and planned infrastructure improvements, would occur. The overall amount of development anticipated to occur under the 1997 General Plan is roughly equivalent to what could be facilitated under the proposed 2030 General Plan within the existing City Limits. For the most part, proposed land use designations within the City Limits are similar to those contained in the 1997 General Plan. However, the 2030 General Plan would change where and how development may occur in certain locations, and identifies four potential expansion areas. These and other key differences are outlined below:

- The 2030 General Plan identifies four potential expansion areas to accommodate new development. Development in these areas represents the most substantial additions to growth that was envisioned in the 1997 General Plan, and would facilitate the development of up to 2,915 residences and 228,700 square feet of commercial space. This level of development is not accounted for in the current General Plan, and is not included in the No Project Alternative.
- The 2030 General Plan includes the addition of the H Street Corridor Infill area within the Overlay Designations. The purpose of this Overlay Designation in the proposed 2030 General Plan is to encourage infill development along the H Street Corridor. Buildout potential would include 333 multi-family residential units in addition to infill commercial development. This development is not accounted for in the current General Plan, and is not included in the No Project Alternative.
- The 2030 General Plan expands the Mixed Use designation to include increased densities and higher floor area ratios (FAR).
- The 2030 General Plan expands the Old Town Commercial designation to allow for additional floor area and increased densities for residential uses.

In addition, the 1997 General Plan calls for extension of Central Avenue from A Street to Highway 246 and connection of Rucker Road to the extension. The proposed 2030 General Plan excludes this additional infrastructure. The No Project (1997 General Plan

Buildout) Alternative would therefore differ from the proposed 2030 General Plan in its extension of these roadways.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make this alternative infeasible. [Public Resources Code Section 21081(a)(3), CEQA Guidelines Section 15091(a)(3)].

Facts in Support of Finding: Overall, environmental impacts associated with this alternative would be reduced when compared to those of the proposed 2030 General Plan Update because less residential development would occur. However, this alternative does not avoid the Class I traffic impact identified in the EIR and would exacerbate congested conditions at the H Street/Central Avenue intersection. Under the No Project (1997 General Plan Buildout) Alternative, infrastructure improvements that would be facilitated by the 2030 General Plan would not occur. As a result, the relatively large increases in traffic on Central Avenue would further exacerbate anticipated deficiencies at the H Street/Central Avenue intersection. This alternative would result in greater impacts to this intersection than the proposed 2030 General Plan. In addition, the Central Avenue extension would introduce new impacts related to ground disturbance west of A Street at Central Avenue, particularly due to the construction of a new bridge over the Santa Ynez River. This alternative would therefore result in greater impacts to biological and cultural resources, geology, and hydrology and water quality in this area than the proposed 2030 General Plan. Furthermore, most of the project objectives (1, 2, 4, 6, 7, 8, and 9, listed above) would not be met under this alternative. Therefore, this alternative is not considered feasible.

Reference: FEIR Section 6.2.

Alternative 3: High Growth Alternative

Description: Under this alternative, development facilitated by the 2030 General Plan within the existing City Limits, including the H Street Corridor Infill area, and development of three of the four identified expansion areas (including Bailey Avenue, River and Miguelito Canyon) would be the same as the originally proposed project. However, the 10-acre Wye Expansion Area would be designated General Commercial (GC) rather than Low Density Residential (LDR). This alternative would therefore accommodate up to 120,000 square feet of commercial space in this area rather than 46 low-density residential units. Overall site disturbance would be similar; however, the type of development envisioned would change. Residential buildout of this alternative would be reduced by 46 units, with an associated population reduction of approximately 144 residents, when compared to the proposed 2030 General Plan.

Because the only difference between the proposed 2030 General Plan and the High Growth Alternative is the development potential of the Wye Expansion Area, the EIR analysis focuses on impacts in this area. Impacts associated with development within the existing City Limits and development of the other three identified Expansion Areas would be similar to the proposed 2030 General Plan.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make this alternative environmentally inferior to the proposed Project. [Public Resources Code Section 21081(a)(3), CEQA Guidelines Section 15091(a)(3)].

Facts in Support of Finding: The High Growth alternative could incrementally reduce per capita based impacts (including population growth, public services, recreation and utilities)

and would result in similar site disturbance related impacts (including construction-related air quality and noise, biological resources, cultural resources, geology and hydrology) by eliminating residential uses in this area proposed in the 2030 General Plan. However, none of the Class I impacts identified in the EIR for the proposed 2030 General Plan Update would be avoided. On the contrary, impacts to aesthetics, operational air quality and odors, operational noise, hazardous materials, land use compatibility and transportation would be greater under this alternative. In particular, this alternative would increase traffic volumes on the H Street and Ocean Avenue Corridors, which would exacerbate congested conditions at the H Street/Central Avenue and A Street/Ocean Avenue intersections. Therefore, this alternative is considered environmentally inferior to the proposed 2030 General Plan.

Reference: FEIR Section 6.3.

Alternative 4: Moderate Growth Alternative

Description: Under this alternative, the Bailey Avenue Expansion Area would be removed from consideration for annexation to the City of Lompoc. Under the proposed 2030 General Plan, this Expansion Area is envisioned for development of up to 2,184 single-family residences, 534 multi-family residences, and 228,700 square feet of commercial uses on an approximately 270-acre site. Under this alternative, this potential development would be eliminated and the Bailey Avenue Expansion Area would remain in its current agricultural use.

Development facilitated by the 2030 General Plan within the existing City Limits, including the H Street Corridor Infill area, and the other three identified Expansion Areas (River, Miguelito Canyon, and Wye Residential) would not change under this alternative compared to the original project evaluated in the EIR. Because the only difference between the proposed 2030 General Plan and the High Growth Alternative is the development potential of the Bailey Avenue Expansion Area, the EIR analysis focuses on impacts in this area. Impacts associated with development within the existing City Limits and development of the other three identified Expansion Areas would be similar to the proposed 2030 General Plan, since this alternative would not change development potential in these areas.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make this alternative infeasible. [Public Resources Code Section 21081(a)(3), CEQA Guidelines Section 15091(a)(3)].

Facts in Support of Finding: The Moderate Growth alternative would eliminate development in the Bailey Avenue Expansion Area and would therefore reduce direct ground disturbance impacts in this area as well as reduce all per capita based impacts associated with the Specific Plan. Impacts related to aesthetics, hazards, land use and agriculture would also be reduced. However, none of the Class I impacts identified in the EIR for the proposed 2030 General Plan Update would be avoided. In addition, water quality and agricultural land use compatibility impacts may be greater under this alternative, due to the continued agricultural use of the Bailey Avenue Expansion Area. Furthermore, the Moderate Growth Alternative would not satisfy the City's objective to provide additional housing to the same extent as the proposed project. In addition, because development in the Bailey Avenue Expansion Area would enable development of neighborhoods consisting entirely of new housing, the desire for which has been expressed by the public and which cannot be accommodated by infill development sites, this alternative would not satisfy the City's objective to "protect and enhance the quality of life of Lompoc residents through the creation and maintenance of affordable, attractive, and well-served residential and mixed use

neighborhoods” to the same extent as the proposed project. Therefore, this alternative is not considered feasible.

Reference: FEIR Section 6.4.

Alternative 5: Low Growth Alternative

Description: Under this alternative, development facilitated by the 2030 General Plan within the existing City Limits, including the H Street Corridor Infill Area, would occur as currently proposed. However, the four identified Expansion Areas (Bailey Avenue, River, Miguelito Canyon and Wye Residential) would be eliminated from consideration for annexation to the City. Elimination of these four expansion areas would reduce total General Plan buildout by 2,915 total residential units (including 2,255 single-family and 660 multi-family units) and 228,700 square feet of commercial space. Based on a citywide average of 2.88 persons per unit, this reduction in residential development would result in 8,395 fewer residents when compared to the proposed 2030 General Plan buildout.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make this alternative infeasible. [Public Resources Code Section 21081(a)(3), CEQA Guidelines Section 15091(a)(3)].

Facts in Support of Finding: The Low Growth alternative would eliminate development in the four identified Expansion Areas and would therefore reduce direct ground disturbance impacts as well as reduce all per capita based impacts (including air quality, population growth, public services, recreation, transportation and utilities). Impacts related to aesthetics and hazards, and potential impacts related to LAFCo policy consistency would be eliminated. However, this alternative would not avoid the Class I impacts related to air quality, historic resources, or traffic that were identified in the EIR for the proposed 2030 General Plan Update. In addition, this alternative would not meet several of the proposed project objectives. As described under Impact LU-2 in Section 4.8, *Land Use and Agriculture*, of the Draft EIR, each of the four expansion areas is generally consistent with LAFCo policies regarding logical urban boundaries. In addition, because development in the Bailey Avenue, Miguelito Canyon, and Wye Residential Expansion Areas would enable development of neighborhoods consisting entirely of new housing, the desire for which has been expressed by the public and which cannot be accommodated by infill development sites, the Low Growth alternative would provide fewer opportunities to create additional affordable, attractive, and well-served residential and mixed-use neighborhoods in the City. Without consideration of the potential expansion areas, Objectives #4, 7, and 8 (above) would not be met. Therefore, this alternative is not considered feasible.

Reference: FEIR Section 6.5.

9.0 FINDINGS REGARDING THE MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081.6 of the Public Resources Code requires that when making findings required by Section 21081(a) of the Public Resources Code, the Lead Agency approving a project shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval, in order to ensure compliance with project implementation and to mitigate or avoid significant effects on the environment. The City hereby finds that:

- 1) A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Project, and the mitigation measures therein are made a condition of project approval. The MMRP is

incorporated herein by reference and is considered part of the record of proceedings for the Revised Project.

- 2) The MMRP designates responsibility and anticipated timing for the implementation of mitigation. The City's Planning Manager will serve as the overall MMRP coordinator, and will be primarily responsible for ensuring that all Project mitigation measures are complied with.
- 3) The MMRP prepared for the Project has been adopted concurrently with these Findings. The MMRP meets the requirements of Section 21021.6 of the Public Resources Code. The City will use the MMRP to track compliance with Project mitigation measures. The MMRP will remain available for public review during the compliance period.

10.0 OTHER FINDINGS

The City hereby finds as follows:

- 1) The foregoing statements are true and correct;
- 2) The City is the "Lead Agency" for the Project evaluated in the CEQA Documents and independently reviewed and analyzed in the Draft EIR, FEIR, and Addendum for the Project;
- 3) The Notice of Preparation of the Draft EIR was circulated for public review. It requested that responsible agencies respond as to the scope and content of the environmental information germane to that agency's specific responsibilities;
- 4) The public review period for the Draft EIR was for 45 days between October 12, 2009 and November 25, 2009. The Draft EIR and appendices were available for public review during that time. A Notice of Completion and copies of the Draft EIR were sent to the State Clearinghouse, and notices of availability of the Draft EIR were published by the City. The Draft EIR was available for review at the City of Lompoc Planning Division, 100 Civic Center Plaza, Lompoc, California, 93438.
- 5) The public review period for the EIR Addendum was for 45 days between July 28, 2011 and September 12, 2011. The EIR Addendum was available for public review during that time. A Notice of Completion and copies of the Addendum were sent to the State Clearinghouse, and notices of availability of the Addendum were published by the City. The Addendum was available for review at the City of Lompoc Planning Division, 100 Civic Center Plaza, Lompoc, California, 93438.
- 6) The CEQA Documents were completed in compliance with CEQA;
- 7) The CEQA Documents reflect the City's independent judgment;
- 8) The City evaluated comments on environmental issues received from persons who reviewed the Draft EIR and Draft Addendum. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The FEIR and Final Addendum provide adequate, good faith and reasoned responses to the comments. The City reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information to the Draft EIR or Draft Addendum regarding adverse environmental impacts. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the FEIR and Addendum.
- 9) The City finds that the CEQA Documents, as amended, provide objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit all comments made during the public review period;

- 10) The CEQA Documents evaluated the following impacts: (1) aesthetics; (2) air quality; (3) biological resources; (4) cultural resources; (5) geology; (6) hazards and hazardous materials; (7) hydrology and water quality; (8) land use and agriculture; (9) noise; (10) population and housing; (11) public services; (12) recreation; (13) transportation and circulation; and (14) utilities and service systems. Additionally, the CEQA Documents considered, in separate sections, significant irreversible environmental changes and growth inducing impacts of the Project, as well as a reasonable range of project alternatives. All of the significant environmental impacts of the Project were identified in the CEQA Documents;
- 11) The MMRP includes all of the mitigation measures identified in the CEQA Documents and has been designed to ensure compliance during implementation of the Project. The MMRP provides the steps necessary to ensure that the mitigation measures are fully enforceable;
- 12) The MMRP designates responsibility and anticipated timing for the implementation of mitigation; the City's Planning Manager will serve as the MMRP Coordinator;
- 13) In determining whether the Project may have a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21081.5 and 21082.2;
- 14) The impacts of the Project have been analyzed to the extent feasible at the time of certification of the CEQA Documents;
- 15) The City made no decisions related to approval of the Project prior to the initial recommendation of certification of the CEQA Documents by the Planning Commission. The City also did not commit to a definite course of action with respect to the Project prior to the initial consideration of the CEQA Documents by the Planning commission.
- 16) Copies of all the documents incorporated by reference in the CEQA Documents are and have been available upon request at all times at the offices of the City of Lompoc Planning Division, the custodian of record for such documents or other materials;
- 17) The responses to the comments on the Draft EIR, which are contained in the FEIR, clarify and amplify the analysis in the Draft EIR;
- 18) The responses to the comments on the Draft Addendum, which are contained in the Final Addendum, clarify and amplify the analysis in the Draft Addendum;
- 19) Having reviewed the information contained in the CEQA Documents and in the administrative record, the City finds that there is no new significant information regarding adverse environmental impacts of the Project in the FEIR or Final Addendum; and
- 20) Having received, reviewed and considered all information and documents in the CEQA Documents, as well as all other information in the record of proceedings on this matter, these Findings are hereby adopted by the City in its capacity as the CEQA Lead Agency.

11.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The California Environmental Quality Act ("CEQA") and the State CEQA Guidelines provide the following:

- (a) CEQA requires the decision making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social,

technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the FEIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the FEIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Balance of Competing Goals. The City hereby finds it is important to balance competing goals in approving the Project and the environmental documentation of the Project. Not every environmental impact can be avoided fully or mitigated because of the need to satisfy competing concerns to a certain extent.

The City hereby finds and determines that the Project and the supporting environmental documentation provide for a positive balance of the competing goals and that the social, environmental, land-use and other benefits to be obtained by the Project outweigh any remaining environmental impacts.

The City, pursuant to State CEQA Guidelines Section 15093, has balanced the benefits of the Project against the following unavoidable impacts for which no additional feasible mitigation measures exist to reduce the impact to below a level of significance:

- 1) Air quality impacts (inconsistency with the Clean Air Plan);
- 2) Impacts to cultural resources (changes to the character of the Historic District);
- 3) Impacts on agricultural lands (removal of prime soils, conversion of active agricultural land to non-agricultural uses);
- 4) Traffic impacts (deficient level of service at the Ocean Avenue/A Street intersection).

The City has adopted all feasible mitigation measures with respect to these impacts. The City also has examined a range of alternatives, none of which both met most of the project objectives and was environmentally preferable to the Project.

Accordingly, the City adopts the following Statement of Overriding Considerations based on information in the FEIR SCH #2008081032, Addendum thereto, and on other information in the record. The City, pursuant to the CEQA Guidelines, after balancing the specific economic, legal, social, technological, and other benefits of the Project against the unavoidable environmental effects which remain significant and after all feasible mitigation measures and alterations have been incorporated into the Project, and after the project alternatives that will lessen or avoid such significant impacts have been rejected as environmentally inferior or infeasible, determines that the unavoidable adverse environmental effects are acceptable due to the following specific considerations, which are sufficient to outweigh the unavoidable, adverse environmental impacts of the Project:

Social and Economic Benefits. The 2030 General Plan would result in the following social and economic benefits:

- a. Development under the 2030 General Plan will result in both short-term and long-term economic benefits to the City of Lompoc and its residents. The Project will increase contribution to City property taxes, sales tax, transient occupancy tax, and other sources of City revenue. The Project will indirectly provide for a number of jobs relating to construction and operation, and maintenance of new residential and commercial uses and related improvements.
- b. Development in accordance with the 2030 General Plan will provide high quality new housing and non-residential development that will complement the existing housing stock and built environment. In particular, development in the Bailey Avenue, Miguelito Canyon, and Wye Residential Expansion Areas would enable development of neighborhoods consisting entirely of new housing, the desire for which has been expressed by the public and which cannot be accommodated by infill development sites,
- c. The 2030 General Plan encourages the improvement of the general aesthetic character of the community as a whole, and revitalization of the H Street Corridor through well-designed mixed use development.
- d. The 2030 General Plan will provide additional parkland within the City limits for Lompoc residents through annexation of the Bailey Avenue Expansion Area.
- e. The 2030 General Plan will enhance and encourage bicycle, pedestrian, and transit-related travel throughout the City as a result of proposed bike-lanes and circulation improvements.
- f. The 2030 General Plan will annex unincorporated areas into the City to create logical and orderly urban boundaries for planned development that are contiguous to existing urban development and all necessary public services and utilities.

Environmental Benefits. The Project would result in the following environmental benefits:

- a. The 2030 General Plan will provide a comprehensive update to the City's General Plan that reflects current conditions, future goals, and incorporates up-to-date regulatory programs and requirements into policies that will guide future growth and development within the City.
- b. The 2030 General Plan will provide a transition between existing residential land uses within the City Limits and existing agricultural uses on adjacent Santa Barbara County lands. The Project will minimize existing and future land use conflicts by providing a 200-foot agricultural buffer between active agricultural lands and residential uses in the Bailey Avenue Expansion Area.
- c. The 2030 General Plan will result in greater transportation options and mobility, and relieve congestion through proposed roadway improvements.
- d. The 2030 General Plan will enhance protection of the City's aesthetic, agricultural, biological, historical and archaeological resources and reduce impacts on air quality and global climate change through incorporation of new resource protection policies.

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RESOLUTION NO. 763 (13)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC RECOMMENDING THE CITY COUNCIL APPROVE THE REQUESTED GENERAL PLAN AMENDMENT FOR THE CITY OF LOMPOC 2030 GENERAL PLAN UPDATE (GP 07-04)

WHEREAS, the City of Lompoc has initiated a comprehensive update to the City's General Plan in conformance with Government Code Section 65300 (the "Update"), which requires a City to adopt a comprehensive General Plan and update it as needed. City staff and Rincon Consultants, Inc. have conducted workshops and meetings with members of the community and the decision makers to assure public participation in the process; and

WHEREAS, the comprehensive Update has been conducted as a phased project, with Phase 1 including updating the Vision Statement, Land Use, Circulation and Housing Elements, with Phase 2 to include the balance of the Elements which will have a separate environmental review and will be separately considered by the Planning Commission; and

WHEREAS, Phase 1 of the comprehensive Update of the 2030 General Plan was considered by the Planning Commission at duly-noticed public hearings during the summer of 2010; forwarded of the City Council in fall of 2010; resulting in certification of the FEIR and adoption of the Housing Element on October 19, 2010 with the balance of the Phase 1 Elements review being returned to the Planning Commission for further consideration; and

WHEREAS, Phase 1 of the comprehensive Update of the 2030 General Plan was considered by the Planning Commission at duly-noticed public hearings during the summer of 2011; forwarded of the City Council in fall of 2011; and

WHEREAS, the Planning Commission recommendations regarding Phase 1 of the comprehensive Update of the 2030 General Plan were considered by the City Council at duly-noticed public hearings during 2012 and 2013 and on May 14, 2013 the City Council provided direction and returned Phase 1 to the Planning Commission for further review and a recommendation; and

WHEREAS, the City of Lompoc as Lead Agency determined the Update to the General Plan is a "Project" under the California Environmental Quality Act (CEQA) and issued a Notice of Preparation (NOP) to interested parties on August 11, 2008; and

WHEREAS, a Final Environmental Impact Report (FEIR 09-01) (SCH NO. 2008081032) was prepared by Rincon Consultants, Inc. in conformance with CEQA and the Environmental Guidelines of the City of Lompoc to study the environmental impacts of the proposed Project and was certified by the City Council on October 19, 2010; and

WHEREAS, an Addendum to FEIR 09-01 was prepared to address additional Greenhouse Gas (GHG) and policy language analysis; the Addendum was circulated through the State Clearinghouse and was available for public review and comment; and

WHEREAS, the Planning Commission has recommended the City Council certify the Addendum to the Final Environmental Impact Report (FEIR 09-01) (SCH NO. 2008081032) for the Project; adopt revised Findings of Fact and Statement of Overriding Considerations and adopt the Mitigation Monitoring and Reporting Program as required by the California Environmental Quality Act (CEQA); and

WHEREAS, at the meeting of October 9, 2013 Planning staff and Mr. Richard Daulton of Rincon Consultants were present and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of October 9, 2013 _____ addressed the Planning Commission regarding the General Plan; and

WHEREAS, Government Code Section 65354 requires that the Planning Commission make a written recommendation to the City Council regarding adoption of, or amendment to, a General Plan.

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

SECTION 1: Based upon the testimony provided at the public hearings, the evidence presented in the staff report and at the public hearings, and due deliberation on the matters presented:

The Planning Commission recommends the City Council adopt the Phase 1 elements of the General Plan Update, specifically:

- 1) the proposed 2030 General Plan Vision Statement, Land Use Element text and Land Use Element Map as amended by attached maps consistent with the City Council's determination regarding the proposed Expansion Areas; and,
- 2) the proposed 2030 General Plan Circulation Element (text and maps) as proposed.

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the Planning Commission meeting of October 9, 2013 by the following vote:

AYES:

NOES:

The above vote by individual Commissioners does not apply to aspects of the General Plan recommendations to which the Commissioner may have a conflict of interest.

Lucille T. Breese, AICP, Secretary

Ron Fink, Chair

Attachment: [Exhibit A – Vision Statement](#)
[Exhibit B – Land Use Element and Map](#)
[Exhibit C – Circulation Element](#)
[Exhibit D – Maps: GP1 – GP25](#)

CITY of LOMPOC

2030 General Plan

I. INTRODUCTION

The Lompoc General Plan represents the City's comprehensive effort to define what makes Lompoc a special place, delineate a vision for its future, and formulate action-oriented programs to achieve that future. The plan functions as a blueprint that defines not only how the City will evolve through 2030, but the steps the community will take to make this vision a reality.

Lompoc is located in the western portion of Santa Barbara County, on the central coast region of California. Lompoc is located along Highway 1 approximately 15 miles west of Highway 101 and the City of Buellton, and eight miles east of the Pacific Ocean. The City's 2007 population is estimated at 42,957 (Department of Finance, 2008). Planning boundaries are shown on Figure I-1.

I.A General Plan Background

The 2030 General Plan Update is being completed in two phases. The Housing, Land Use, and Circulation Element updates and associated Environmental Impact Report (EIR) have been completed as Phase 1. The Conservation, Open Space, Noise, Safety, Parks and Recreation, Urban Design, and Public Services Elements and associated Supplemental EIR will be completed in Phase 2.

Public Outreach Program

The preparation of the 2030 General Plan Land Use, Circulation, and Housing Elements involved coordination with the City Council and Planning Commission, City and consultant staff, and the public at large. The extensive public involvement process for developing the General Plan included:

- ❖ A series of "stakeholder interviews" with City Council/Planning Commission members, neighborhood representatives, Home Owner's Associations (HOA), business and land owners, and members of other interest groups to gain initial input on planning issues affecting the City.

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- ❖ An initial public workshop to introduce the General Plan Update process and obtain input on the issues of concern and preferred approaches to resolving these issues.
- ❖ A public neighborhood meeting to gather input from the community on the direction of the plan and solicit input regarding potential changes to Southside land use designations.
- ❖ A series of three public educational workshops to provide information and receive public input related to issues of paramount importance to the development of General Plan policies, including traffic and circulation, housing, and annexation and infill development.
- ❖ A joint Planning Commission/City Council workshop to review the draft vision document and General Plan land use mix to inform City residents, and solicit feedback and comments.
- ❖ A City Council meeting to select a preferred Land Use Alternative that formed the basis of the Land Use, Circulation, and Housing Elements.
- ❖ An Old Town Market booth providing information about the General Plan update and gathering community input on the General Plan.
- ❖ All information from the public workshops was available on the City website. This included presentations, survey results, staff reports, maps, and minutes. Notebooks containing the material were available at the Planning Counter in City Hall and the City library.
- ❖ A mass mailing was included in the City utility bills of the month of August 2008. This mailer advised the community of progress on preparation of the comprehensive General Plan update.

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Figure I-1 Regional Aerial Map

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Back of foldout

I. INTRODUCTION

I.B Nature and Purpose of the General Plan

The Lompoc General Plan functions as a guide to the type of community that Lompoc citizens desire for their future and provides the means by which that desired future can be achieved. The General Plan is a "constitution" for local decision making that addresses the range of immediate, mid-, and long-term issues with which the community is concerned, including but not limited to environmental sensitivity and preservation, public services, and economic vitality. The Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes the resource limitations and the fragility of the community's natural environment.

According to the State guidelines for the preparation of general plans, the role of the General Plan is to establish a document that will "...act as a 'constitution' for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private" (General Plan Guidelines, 2003). As further mandated by the State, the General Plan must serve to:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development;
- Provide a framework within which the City's Planning Commission and City Council can make land use decisions;
- Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and
- Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City's basic rules, which will guide both environmental protection and land development decisions within the City and surrounding planning area.

State law requires that the General Plan include seven mandatory elements, but allows flexibility in how each local jurisdiction structures these elements. The general contents of the seven state-mandated elements are described on the following page.

I. INTRODUCTION

Mandated General Plan Elements

- ◆ *The **LAND USE ELEMENT** designates the general distribution and intensity of uses of the land for housing, business, industry, open space, public facilities, agriculture, and other categories of public and private use.*
- ◆ *The **CIRCULATION ELEMENT** is correlated with the land use element, and identifies the general location and extent of existing and proposed major thorough-fares, transportation routes, terminals, and other local public utilities and facilities.*
- ◆ *The **HOUSING ELEMENT** is a comprehensive assessment of current and projected housing needs for all economic segments of the community. It embodies policy for providing adequate housing and includes action programs.*
- ◆ *The **CONSERVATION ELEMENT** addresses the conservation, management, and use of natural resources, including water, soils, biological habitats, and mineral deposits.*
- ◆ *The **OPEN SPACE ELEMENT** details programs for conservation of open space, including but not limited to preserving open space for conservation, preservation, and development and use of natural resources, including water, soils, biological resources, mineral deposits, hillside preservation and visual resources, air quality, and cultural resources.*
- ◆ *The **NOISE ELEMENT** identifies and appraises noise problems within the community and forms the basis for land use distribution.*
- ◆ *The **SAFETY ELEMENT** establishes policies and programs to protect the community from risk associated with fire, flood, geologic, and seismic hazards.*

The Lompoc General Plan also includes three elements beyond those required by State law. These include:

- **Parks and Recreation:** This element establishes standards and programs for the maintenance and enhancement of municipal parks, recreational services, and trails.
- **Public Services:** This element establishes policies and programs to ensure that the provision of public services and facilities keep pace with new development and that any present infrastructure adequacies are addressed.

I. INTRODUCTION

- **Urban Design:** This element establishes goals, policies, and objectives relating to the overall design of the community, including specific strategies for the City to follow relating to architectural design, streetscapes/ landscapes, and placement of activity centers.

Though not mandated by State law, these General Plan elements have the same force and effect as the elements required by the State.

I.C Internal General Plan Consistency: Competing Objectives

In addition to providing a comprehensive view of the City's future physical, social, and economic environments, General Plans must be internally consistent. In order to function as a useful statement of local policy, the various components of the General Plan need to "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency" (Government Code, Section 65300.5). The following factors must be considered with respect to internal consistency:

- **Equal Status among General Plan Elements.** All elements of the General Plan have equal legal status. Because no element is legally subordinate to another, the General Plan must resolve potential conflicts between or among the elements through clear language and policy consistency.
- **Consistency between Elements and Within Individual Elements.** All General Plan elements must be consistent with one other. Any individual provision of the General Plan should not require the City to take an action prohibited by another General Plan provision. In addition, the assumptions and vision used to create individual portions of the General Plan need to be uniform and consistent.
- **General Plan Text and Diagram Consistency.** Because General Plan text and diagrams are both integral parts of the General Plan, they must be consistent with each other. Thus, the diagrams of the General Plan are intended to be a graphic reflection of the General Plan text.
- **Competing Objectives.** Although the General Plan must be internally consistent, it is important to recognize that community objectives are sometimes inherently in conflict. Therefore, blind pursuit of one objective may, in some cases, inhibit the achievement of other community objectives. For example, the Lompoc General Plan recognizes the need to minimize water consumption in light of limited water resources. However, to eliminate

I. INTRODUCTION

watering of sites being graded for permitted development or eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the General Plan, decision-makers must strike a balance between competing objectives, recognizing that all objectives cannot be fully implemented all the time.

I.D General Plan Format & Organization

The Lompoc General Plan is being prepared in two phases. Phase 1 is composed of four sections, which include this Introduction and three General Plan elements (Land Use, Circulation, and Housing). Physical change within the City would generally occur under these elements. Phase 2 is composed of the seven remaining General Plan elements (Conservation, Open Space, Noise, Safety, Parks and Recreation, Public Services, and Urban Design). These remaining elements of the General Plan typically contain policies and guidelines to implement goals of the Land Use, Circulation, and Housing Elements. The ten General Plan elements encompass all of the elements required by California General Plan law, as well as several optional elements. The content of each of the 11 General Plan sections is summarized below.

Phase 1

The **Introduction** provides an introduction to the community of Lompoc, the overall General Plan document, and an overview of Lompoc's vision for the future.

The **Land Use Element** details Lompoc's program to manage its physical environment and meet State requirements for the Land Use Element. Land use objectives, general plan approaches, and policies are presented. In addition, the Land Use Element delineates the land use districts presented on the General Plan Land Use Map. The land use districts define acceptable land uses throughout the General Plan study area, as well as allowable development intensities for each defined use.

The **Circulation Element** outlines the City's program to provide mobility within the General Plan study area. This element addresses motor vehicle, public transit, bicycle, and pedestrian circulation, as well as parking issues. A major thrust of this element is to ensure that roadways and transportation facilities support, rather than lead, the type of community which Lompoc wishes to maintain. Thus, environmental considerations have been incorporated into the Circulation Element and recommendations to increase

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the traffic carrying capacity of the area's roadway system were designed to recognize and protect significant environmental features.

The **Housing Element** presents Lompoc's commitment to provide housing opportunities to meet the needs of all economic segments of the community, and to ensure the continued high quality of the City's housing stock. This element contains the following components.

- ***Housing Needs*** – summarizes existing and projected needs for housing for all economic segments of the community, including new construction needs and particularly the needs of such groups as the handicapped, the elderly, large families, female-headed households, and the homeless.
- ***Opportunities for the Creation of New Housing*** – examines the inventory of land that is available to meet identified needs for new housing construction.
- ***Constraints on the Production of Housing*** – explores governmental and non-governmental obstacles that need to be overcome if the City of Lompoc is to meet its housing needs.
- ***Housing Goals, Quantified Objectives, Programs, and Specific Actions*** – outlines the specifics of Lompoc's housing improvement program for the years 2009 to 2014.

Phase 2

The **Conservation Element** describes Lompoc's program to manage its natural environment. The primary objective of this element is to define environmental features within the plan area and provide each feature with an appropriate level of protection. This element meets State requirements for Conservation Elements. Specifically, the Conservation Element covers the following issues:

- *Soils*
- *Creeks and streams*
- *Sensitive biotic habitats*
- *Wildlife*
- *Visual resources*
- *Air quality*
- *Minerals*
- *Water / wastewater*
- *Energy*
- *Cultural resources*
- *Natural features*

The **Open Space Element** details Lompoc's commitment to preserving open space in and around the City through conservation, preservation, development and use of natural

I. INTRODUCTION

resources, including water, soils, biological resources, mineral deposits, and archaeological resources.

The **Noise Element** identifies existing and projected future noise sources and levels throughout the City. It also provides policies and standards to limit noise exposure. The Noise Element meets the requirements of State General Plan law.

The **Safety Element** addresses the relationship between natural hazards and existing and future development. The Safety Element meets State requirements and addresses the following specific topics:

- *Seismically Induced Surface Rupture, Ground Shaking, Ground Failure, Liquefaction*
- *Slope Stability/Landslides*
- *Subsidence and Other Known Geologic Hazards*
- *Flooding*
- *Wildland and Urban Fires*
- *Evacuation Routes*
- *Minimum Road Widths and Clearances Around Structures*
- *Secondary Access Requirements*
- *Identified Hazardous Material Sites*

The **Parks and Recreation Element** identifies recreational needs and establishes policies and programs for the maintenance and enhancement of municipal parks, recreational services, and trails. This is an optional element that is not mandated by State General Plan law.

The **Public Services Element** establishes policies and programs relating to municipal and education services, water, sewer, and storm drain facilities, and technological infrastructure and development. This is an optional element that is not mandated by State General Plan law.

The **Urban Design Element** establishes policies and programs relating to the overall design of the community, including guidelines relating to architectural design, streetscapes/ landscapes, and placement of activity centers. This is an optional element that is not mandated by State General Plan law.

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I.E Community Vision

Lompoc is committed to protecting the unique and positive existing aspects of the community for future generations while accepting the challenges associated with seeking improvement in areas of current concern. Lompoc's vision is of an economically prosperous, compact urban place nestled among natural hillsides with undisturbed ridgelines, adjacent to wide expanses of fertile agricultural land, and straddling the biologically-rich Santa Ynez River. The community protects its rural setting by promoting sustainable use of resources. The city is a safe, healthy, attractive, socially-inviting, and affordable place in which to live, work, gather, and play. The city has a vibrant downtown, varied commercial and industrial opportunities, plentiful parks and recreational amenities, and safe and comfortable neighborhoods. The community maintains an integrated transportation network which facilitates safe and efficient auto, bus, bicycle, air, rail, and pedestrian travel. The city's public services are reliable, convenient, and cost-effective. The City supports and promotes equal opportunity and the maximization of human potential for all racial, ethnic, and economic segments. The city's quality of life is closely guarded by residents mindful of a rich past and enthusiastic about a promising future.

I.F Comparison of California General Plan Requirements to the Organization of the Lompoc General Plan

Table I-1 lists the various issues defined by the California General Plan Guidelines and identifies where these issues are addressed in the Lompoc General Plan.

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**Table I-1
Index to Location of State-Mandated General Plan Issues**

Issues	General Plan Elements									
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Parks & Recreation	Urban Design	Public Services
Land Use										
Distribution of housing, business, industry	●		●							
Distribution of open space	●				●					
Distribution of mineral resources	●			●						
Distribution of recreation facilities	●							●		
Location of educational facilities	●									●
Location of public buildings	●								●	
Location of future solid and liquid waste facilities	●			●						●
Identification of areas subject to flooding				●			●			
Circulation										
Major thoroughfares		●								
Transportation routes		●								
Terminals		●								

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**Table I-1
Index to Location of State-Mandated General Plan Issues**

Issues	General Plan Elements									
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Parks & Recreation	Urban Design	Public Services
Other local public utilities & facilities	●	●								●
Housing										
Preservation of housing			●							
Maintenance of housing			●							
Improvement and conservation of housing			●							
Development of housing			●							
Adequate sites for housing	●		●							
Adequate provision of housing for projected needs			●							
Promotion of equal housing opportunities			●							
Conservation										
Water				●						
Soils				●						
Rivers and other waters				●						
Wildlife				●						



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**Table I-1
Index to Location of State-Mandated General Plan Issues**

Issues	General Plan Elements									
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Parks & Recreation	Urban Design	Public Services
Minerals				●						
Other natural resources				●						
Water program				●						
Reclamation of land and waters				●						
Prevention of pollution of streams and other waters				●						
Regulation of land in stream channels	●			●						
Protection of watersheds				●						
Flood control				●			●			●
<i>Open Space</i>										
Open space for preservation of natural resources	●	●		●						
Open space for managed production of resources	●	●		●						
Open space for outdoor recreation	●	●						●		
Open space for public health and safety	●	●					●			

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Table I-1
Index to Location of State-Mandated General Plan Issues

Issues	General Plan Elements									
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Parks & Recreation	Urban Design	Public Services
Trail-oriented recreational uses	•	•						•		
Noise										
Major noise sources						•				
Existing and projected noise contours						•				
Determination of noise problems						•				
Noise attenuation						•				
Safety										
Seismic hazards							•			
Slope instability and mudslides	•						•			
Subsidence and geologic hazards							•			
Flooding							•			•
Wildland and urban fires				•			•			
Evacuation routes		•					•			
Water supply requirements				•			•			•
Emergency road widths		•					•			
Clearance around structures							•			



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CITY of LOMPOC

2030 General Plan

LAND USE ELEMENT

INTRODUCTION AND AUTHORITY

The Land Use Element is a mandatory element of the General Plan. Section 65302(a) of the Government Code states that the Land Use Element must designate “the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.”

The Land Use Element of the General Plan establishes Lompoc’s vision and fundamental land use philosophy, including directing development to the most suitable locations, and maintaining the environmental, social, physical, economic and public health and vitality of the area. The element therefore focuses on the organization of the community’s physical environment into logical, functional, and visually pleasing patterns that are consistent with local social values. Of primary concern are the type, intensity, location, and character of land uses that will be permitted in the future.

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Lompoc’s land use pattern is well established with major changes to the overall land use pattern not anticipated in this planning period. Future growth will primarily consist of infill development, some build-out of areas at the outer portion of the urban boundary, minor extension of rural residential development, and additional recreational land uses at the edge of the urban area. Nevertheless, as development occurs, the City will continue to face significant challenges. Lompoc’s natural setting, green space and significant environmental features need to be protected and preserved, and at the same time, private property rights must be recognized and respected.

The overall intent of the Land Use Element is to:

- ❖ Direct the amount and location of land uses in conformance with forecasted growth needs, environmental carrying capacities, and the other goals of the General Plan.
- ❖ Within the constraints of these carrying capacities, provide a distribution of land uses that maintains, yet also enhances the environmental, social, physical, and economic well-being of Lompoc.

Specific goals, policies, implementation measures, and definitions of the Land Use Element comprise the balance of this element.

LAND USE ELEMENT

GOALS AND POLICIES

Goal 1

Maintain a compact urban form and growth pattern which provides adequate space to meet housing, employment, business, public health and public service needs.

Policies

Policy 1.1 The General Plan Land Use map in Figure LU-1 is hereby adopted. The General Plan Land Use map establishes the future distribution, extent, and geographic locations of the various land uses within the City of Lompoc. The standards applicable to each of the various use categories are set forth in Table LU-1 below.

Policy 1.2 The City shall maintain a compact urban form by delineating an Urban Limit Line which establishes the ultimate edge of urban development within the City. Refer to Table LU-1 for additional information on the Urban Limit Line.

Policy 1.3 The City shall encourage development of under-developed and vacant land within its boundaries, and shall oppose urbanization of agricultural lands east of the City and west of Bailey Avenue.

Policy 1.4 The City shall encourage Santa Barbara County and the Local Agency Formation Commission to plan urbanization within municipalities in order to protect prime agricultural land outside the Urban Limit Line and to efficiently utilize public infrastructure.

Policy 1.5 The City's Sphere of Influence is depicted on the Land Use Element Map. The Sphere of Influence delineates the probable ultimate physical boundaries and service area of the City. Refer to Table LU-1 for additional information on the Sphere of Influence.

Policy 1.6 Areas identified by the City for potential annexation are depicted on Figure LU-1 as areas where the Urban Limit Line exceeds the City Limit Line. These lands include:

- Expansion Area A: the Bailey Area Specific Plan Area
- Expansion Area B: the River Area
- Expansion Area C: the Miguelito Canyon Area
- Expansion Area D: the Wye Residential Area

Policy 1.7 The City shall encourage infill development to meet City residential and commercial growth needs. The City designates the H Street Corridor Infill area, as particularly suitable to infill development and shall prescribe specific design, zoning standards AND ARCHITECTURAL STANDARDS for this corridor. Additional information on the intent of the H Street Corridor Infill area is provided in Table LU-1.

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MAP LU-1 – Land Use Element Map

Map will be available at the October 9, 2013 Planning Commission Meeting.

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LAND USE ELEMENT

Goal 2

Protect and enhance the quality of life of Lompoc residents through the creation and maintenance of affordable, attractive, and well-served residential and mixed-use neighborhoods.

Policies

Policy 2.1 The City shall require residential developments to provide amenities and features that provide convenient access by pedestrians and bicyclists to commercial areas AND RECREATION AREAS.

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Policy 2.2 The City shall protect residential neighborhoods from encroachment by adverse or incompatible non-residential uses (for example, NEW intensive agriculture or industry) and impacts associated with non-residential uses, including impacts to neighborhood character AND PUBLIC HEALTH.

Policy 2.3 The City shall require provision of permanent buffer or transitional areas as part of new residential development adjacent to areas designated for commercial or industrial uses, except where mixed-use development may be appropriate.

Policy 2.4 The City SHOULD encourage creative and efficient site designs in residential developments which address natural constraints, promote energy efficiency and overall sustainability, protect aesthetic qualities, maintain neighborhood character and improve public health.

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Goal 3

Encourage economic development by providing and maintaining opportunities for a diversity of commercial and industrial enterprises to meet the goods, services, and employment needs of Lompoc City and Valley residents, as well as to attain a balance of employment and housing within the Lompoc Valley.

Policies

Policy 3.1 The City shall ensure that a sufficient and balanced supply of land continues to be available for residential, commercial, and industrial uses, with priority given to under-developed and vacant land within the City boundaries.

Policy 3.2 The City shall encourage mixed-use development in appropriate areas that is accessible to pedestrians and bicyclists to provide opportunities for a jobs and housing balance at the community and neighborhood level. The H Street Corridor Infill Area is designated as an area appropriate for mixed-use development and redevelopment.

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Policy 3.3 The City shall protect existing commercially- and industrially-designated lands to ensure adequate space for non-residential development, to attract new business and employment centers, and to help achieve a jobs to housing balance in the City.

LAND USE ELEMENT

Policy 3.4 The City shall continue to offer incentives for new development that provides a substantial benefit to the community, such as the enhancement of public health, provision of higher-paying jobs, generation of increased transient occupancy taxes, and/or promotion of Lompoc as a visitor destination. Incentives may include City assistance with or pursuit of Community Block Development Grant.

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Policy 3.5 The City shall encourage development and redevelopment of the H Street Corridor Infill Area and Old Town Specific Plan Area to revitalize these areas and provide a diverse and vibrant focal point for business. New commercial and mixed use development should be encouraged, and such new development should incorporate site design and layout that provides an inviting pedestrian-oriented environment in keeping with the Urban Design Element, Old Town Specific Plan, and the H Street Corridor Infill Overlay standards, as applicable, to encourage similar development in these areas. Strategies to revitalize these areas may include the use of redevelopment funds for infrastructure improvements and upgrades to encourage infill development of vacant or underutilized lots.

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Policy 3.6 The unique character of Old Town should be retained, and the City, in its review of expansion and redevelopment of properties within and near Old Town, should encourage projects that further efforts in making Old Town a destination, one that is accessible to pedestrians and cyclists, provides services for residents and visitors alike and that supports unique, independent businesses.

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Policy 3.7 The City shall review and comment on proposals for new commercial or residential development outside of, but in close proximity to, the City limits if such development would have a negative impact on the City's fiscal and public health.

Policy 3.8 The City shall consider using a portion of the Transient Occupancy Tax to promote tourism and the visitor industry in Lompoc.

Goal 4

Provide and maintain high-quality public facilities and services.

Policies

Policy 4.1 The City shall ensure that a sufficient supply of land continues to be available for community facility and institutional uses.

Policy 4.2 The City shall allow development ACCESSIBLE BY PEDESTRIANS only in areas where adequate public facilities and/or services with careful attention to police and fire services will be available at the time of development, SUCH THAT CITY POLICE AND FIRE RESPONSE TIMES ARE WITHIN ESTABLISHED CITY GUIDELINES.

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LAND USE ELEMENT

- Policy 4.3 The City, in cooperation with the Lompoc Unified School District, shall continue to identify adequate school sites on the Land Use Element map.
- Policy 4.4 The City shall ensure that the impact of airport activities on sensitive land uses is minimized and that land uses in the vicinity of the Lompoc Airport are compatible with current and planned airport operations.
- Policy 4.5 The City shall continue to allow places of religious assembly to locate in areas where traffic, parking, and neighborhood conditions permit.
- Policy 4.6 To ensure that requested annexations do not negatively impact City fiscal health, such requests shall be accompanied by a study that analyzes the fiscal impact to the City presented by the annexation. The City shall not approve annexation requests unless it can be demonstrated: 1) that the annexation promotes orderly development commensurate with available resources; 2) that the annexation proposal would result in a positive relationship between city facility and service costs and the revenues generated subsequent to the annexation, 3) that the annexation substantially furthers the City needs for new or expanded parks, open space areas, and/or other public facilities, and 4) ~~not negatively impact City fiscal health.~~ THAT THE ANNEXATION WILL POSITIVELY IMPACT PUBLIC HEALTH THROUGH COMMUNITY DESIGN AND LOCATION OF RESOURCES; AND 5) THAT AN ADEQUATE REVENUE STREAM IS AVAILABLE TO PROVIDE CONTINUING MAINTENANCE OF PARKS, OPEN SPACE AND OTHER AMENITIES PROVIDED IN THE ANNEXED AREA.

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Goal 5

Protect the City's and Lompoc Valley's natural resources.

Policies

- Policy 5.1 The City shall maintain Open Space designations for areas used for the preservation of scenic beauty, natural resources, or outdoor recreation; or the managed production of resources, including groundwater recharge; or the protection of public health & safety. Groundwater recharge areas shall be protected from incompatible uses that would substantially inhibit aquifer recharge or degrade groundwater quality.
- Policy 5.2 The City shall protect prime agricultural lands east of the City and west of ~~THE CITY LIMITS.~~
- Policy 5.3 To help preserve agriculture on a regional basis, the City shall encourage Santa Barbara County to protect the most productive agricultural soils (Class 1 & 2) in the Lompoc Valley and surrounding areas.
- Policy 5.4 Development proposals in the vicinity of natural objects that have unique aesthetic significance shall not be permitted to block, alter, or degrade existing visual quality

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LAND USE ELEMENT

without the provision of suitable visual enhancement. This may include open space, eucalyptus groves, or vegetation that serves as a view corridor or has important visual attributes. Development proposals shall be sited to ensure that these features are retained or replaced to the extent feasible, resulting in minimal view impairment.

Policy 5.5 Plantings that serve to screen views of residential development, or that help to maintain a natural-appearing landscape, shall be retained to the extent feasible. Such plants could be thinned selectively if thinning would improve view corridors, walkability, or protect public health, safety, and welfare. If specific trees are removed, such as eucalyptus trees, replacement trees at the appropriate density (native species when possible) shall be substituted to provide suitable screening while retaining important view corridors.

Policy 5.6 The City shall limit development on slopes of 20% or greater by designating parcels with a substantial portion of the site containing steep slopes as Open Space, Community Facility (particularly parks), Rural Residential or Very Low Density Residential designations.

Policy 5.7 Development on slopes exceeding 20% shall be avoided if other less steep areas are available for building sites on a given property. Any development on slopes exceeding 20% shall minimize grading and avoid interruption of ridgelines. Development on slopes exceeding 20% shall also be subject to Architectural Review by the City to minimize potential aesthetic impacts.

Goal 6

Protect the community against natural and man-made hazards.

Policies

Policy 6.1 The City shall maintain Open Space designations for areas that require special management due to hazardous, safety, or public health considerations.

Policy 6.2 The City shall maintain an Open Space designation for all areas in which topographic, geologic, or soil conditions indicate a significant danger to future occupants.

Policy 6.3 The City shall require that all property owners located within an Airport Safety Area identified in the Santa Barbara County Airport Land Use Plan shall be notified, through property disclosure or other legal notice that runs with the land, that the property is within an officially designated Airport Safety Area.

Goal 7

Protect and encourage agriculture and agricultural-support businesses.

LAND USE ELEMENT

Policies

- Policy 7.1 The City shall assist agricultural-support businesses or value-added agriculture to expand and/or relocate in the Lompoc Valley.
- Policy 7.2 The City shall work with law enforcement agencies from Santa Barbara County to protect agricultural areas from theft and vandalism.
- Policy 7.3 The City shall encourage agricultural education programs conducted by local farming and community garden organizations.
- Policy 7.4 The City shall encourage the use of sustainable agricultural practices, including organic and biodynamic farming and viticulture.
- Policy 7.5 The City shall protect and enhance the agricultural industry, as well as community gardens and other specialty crops that are unique to the region, through careful site design, agricultural buffers, and other design features intended to protect agriculture.
- Policy 7.6 The City shall require provision of permanent buffer areas as part of new residential development adjacent to areas designated for agriculture. Such buffer areas are intended to provide a separation of uses and limit interference with agricultural activities while still providing for public safety. (This policy also pertains to Goals #5 and #6.)
- Policy 7.7 The City shall encourage voluntary community gardens throughout the city, with the permission of the land owner, to enable residents without access to land to grow fresh, affordable food.

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Goal 8:

Provide for quality infill development in developed areas of the City, and encourage high-quality infill projects and redevelopment of under-utilized and blighted areas in the City.

- Policy 8.1 The City shall encourage high-quality, pedestrian and bicyclist friendly infill and redevelopment projects to revitalize the community.
- Policy 8.2 The City shall promote infill development, rehabilitation, and reuse that contributes positively to the surrounding area and assists in meeting neighborhood and other City goals.
- Policy 8.3 The City shall promote revitalization of the Old Town Specific Plan Area through attractive redevelopment of public and private facilities, whenever such projects are undertaken.
- Policy 8.4 The City shall promote revitalization of the H Street Corridor, to serve community needs through attractive redevelopment of public and private properties.
- Policy 8.5 The City shall require commercial, industrial, civic, and institutional development to be designed in ways that minimize conflicts with adjacent homes and neighborhoods.

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LAND USE ELEMENT

- Policy 8.6 The City shall encourage co-location of development and mixed uses within or near public transit facilities to enhance the community's image and convenience.
- Policy 8.7 The City shall require development to be pedestrian-friendly and convenient for transit.
- Policy 8.8 The City shall use design guidelines and standards to ensure that development has ADA compliant sidewalks that connect to nearby services, is at an appropriate scale for the neighborhood, has landscaping, and that the façade shows variations in materials and in architectural features.
- Policy 8.9 The City should strive to eliminate regulatory obstacles and create more flexible development standards for infill development.
- Policy 8.10 The City should strive to provide infrastructure improvements to allow for increased infill development potential.
- Policy 8.11 The City should strive to provide focused incentives and project assistance to assist in infill development in target areas and sites.
- Policy 8.12 The City shall engage the community to ensure new infill development addresses neighborhood concerns and to gain greater acceptance and support for infill development.

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Goal 9:

A community's overall health depends on many factors including the environment in which residents live and work. The City of Lompoc supports an environment to encourage a healthy lifestyle for residents of the community.

Policy 9.1 The City should encourage access to park facilities for all residents with a variety of park types and recreational opportunities.

Policy 9.2 The City should encourage a diverse range of housing opportunities to meet the needs of the community.

Policy 9.3 The City should support and encourage existing business to expand and provide additional employment opportunities to residents.

LAND USE ELEMENT

**Table LU-1
General Plan Land Use Categories and Definitions**

Land Use Definitions	
Residential Land Uses	
<p>RDR* Rural Density Residential</p> <p>* Note: this land use designation only applies to the Miguelito Canyon Expansion Area and will be excluded from this table should the Miguelito Canyon Expansion Area not proceed.</p>	<p>Purpose To provide rural residential areas on the fringe of urban development in the Miguelito Canyon Area at densities which provide the selection of appropriate building sites and protect the area's natural features and resources. To provide residential areas suitable for the development of custom homes in a rural setting.</p> <p>Description Large-lot detached single-family homes on properties with steep hillsides, prominent bluffs, or adjacent to farmland. Appropriate uses include light agricultural activities and single-family detached dwellings.</p> <p>Allowable Building Density¹: 0.2 DU/net acre Anticipated Maximum Population Intensity²: 1 persons/net acre</p>
<p>VLDR Very Low Density Residential</p>	<p>Purpose To provide semi-rural residential areas on the fringe of urban development at densities which protect the area's natural features and resources. To provide residential areas suitable for the development of custom homes in a setting which maximizes privacy.</p> <p>Description Large-lot detached single-family homes on properties with prominent bluffs, steep hillsides, or adjacent to farmland. Appropriate uses include light agricultural activities and single-family detached dwellings.</p> <p>Allowable Building Density¹: 2.2 DU/net acre Anticipated Maximum Population Intensity²: 6 persons/net acre</p>

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LAND USE ELEMENT

**Table LU-1
 General Plan Land Use Categories and Definitions**

<p>LDR Low Density Residential</p> <p>Includes the following sub-categories:</p> <ul style="list-style-type: none"> • LDR-2.5 • LDR-4.6 • LDR-6.2 <p>The number indicated in these sub-categories corresponds to the allowable building density.</p>	<p>Purpose To provide residential areas which promote and encourage a suitable environment for life on a neighborhood basis.</p> <p>Description Residential areas free of physical or natural resource constraints, containing a mixture of housing designs, architectural styles, physical amenities, and recreational opportunities which stimulate a sense of neighborhood identification accessed by local roads and collector streets. Appropriate uses include single family dwellings and mobile homes. The lower density sub-categories (LDR-2.5 and LDR-4.6) apply to the Burton Ranch Specific Plan Area. Additional guidance on development and uses in this sub-categories is provided in the Burton Ranch Specific Plan.</p> <p>Allowable Building Density (LDR-2.5): 2.5 DU/net acre Anticipated Maximum Population Intensity: 7 persons/net acre</p> <p>Allowable Building Density (LDR-4.6): 4.6 DU/net acre Anticipated Maximum Population Intensity: 13 persons/net acre</p> <p>Allowable Building Density (LDR-6.2): 6.2 DU/net acre Anticipated Maximum Population Intensity: 18 persons/net acre</p>
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**Table LU-1
General Plan Land Use Categories and Definitions**

<p>MDR Medium Density Residential</p>	<p>Purpose 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 at various price levels. This category provides a buffer between lower-density detached-housing areas, higher-density multiple-family areas, and commercial areas.</p> <p>Description This 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 mobile homes, townhouses, duplexes, triplexes, four-plexes, and low-rise apartments.</p> <p>Allowable Building Density: 6.2-14.5 DU/net acre Anticipated Maximum Population Intensity: 41 persons/net acre</p>
<p>HDR High Density Residential</p>	<p>Purpose To provide residential areas which offer convenient pedestrian access to commercial services and give local residents the opportunity to live near employment centers. This designation can also stimulate reinvestment in older-established areas which can accommodate higher densities.</p> <p>Description This designation provides the greatest proportion of the community's multiple family housing opportunities and is located near shopping centers and centers of employment. Access is provided by major roadways, arterials, and collectors. Appropriate uses include single-story and multi-story apartment buildings.</p> <p>Allowable Building Density: 14.5-22.0 DU/net acre Anticipated Maximum Population Intensity: 62 persons/net acre</p>

LAND USE ELEMENT

**Table LU-1
 General Plan Land Use Categories and Definitions**

Commercial and Mixed-Use Land Uses	
<p>NC Neighborhood Commercial</p>	<p>Purpose To provide commercial areas which promote a sense of neighborhood identification by satisfying the need for convenient shopping and retail service opportunities on a neighborhood basis. To provide commercial areas adjacent to residential areas which encourage pedestrian travel to meet basic commercial needs.</p> <p>Description Commercial areas which offer shopping and services to satisfy the day-to-day needs of local neighborhoods and work places accessed by local roads and collector streets. Appropriate uses include "mom and pop" food stores, convenience stores, barber or beauty shops, laundromats, cleaners, and shoe repair shops.</p> <p>Allowable Building Density: 0.50 FAR Anticipated Maximum Population Intensity: not applicable</p>
<p>OC Office Commercial</p>	<p>Purpose To provide commercial areas for business, medical, and professional offices outside of the Old Town area which are easily integrated into adjacent residential areas. This category provides a buffer between residential areas and major roadways.</p> <p>Description Commercial areas which offer professional and business services to the City and region accessed by major roadways and arterials. Appropriate uses include professional offices, medical clinics and laboratories, and other commercial facilities which provide services rather than goods.</p> <p>Allowable Building Density: 0.75 FAR Anticipated Maximum Population Intensity: not applicable</p>

**Table LU-1
General Plan Land Use Categories and Definitions**

<p>OTC Old Town Commercial</p>	<p>Purpose To provide pedestrian-oriented commercial areas made up of street-front stores and offices that have a sufficient variety and depth of goods and services to meet the retail, business, and cultural needs of residents of the City and region. To provide limited residential opportunities which are in close proximity to the area's goods, services, and amenities.</p> <p>Description Commercial areas which provide retail and professional business services to City and regional residents accessed by major roadways and arterials in conjunction with Old Town single-level and multi-level parking areas. Development in these areas will be integrated with public and private open spaces designed to enhance the pedestrian experience. Appropriate uses include general retail, non-retail services, and offices. Commercial uses are allowed on all floors of buildings within this land use designation. Residential uses are also allowed as a secondary use in conjunction with on-site commercial uses. Buildings with H Street or Ocean Avenue frontage shall be commercial on the first floor. Residential units are permitted on upper floors of buildings fronting H Street or Ocean Avenue and on all floors of buildings not fronting H Street or Ocean Avenue. Residential access could be on the first floor but in the rear of the building. This category differs from the General Commercial category by emphasizing pedestrian-oriented businesses.</p> <p>Allowable Building Density: 2.0 FAR with up to 50% of floor area available for residential use at 20.0-44.0 DU/net acre</p> <p>Anticipated Maximum Population Intensity: 124 persons/net acre</p>
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LAND USE ELEMENT

**Table LU-1
General Plan Land Use Categories and Definitions**

<p>GC General Commercial</p>	<p>Purpose To provide commercial areas for a wide variety of retail, office, and service-oriented enterprises which meet the needs of residents and visitors. To accommodate commercial uses which operate more effectively outside the other commercial areas of the community.</p> <p>Description Commercial areas characterized by a variety of retail, office, and visitor-oriented businesses that rely upon automobile access rather than pedestrian access. This category provides a wide range of goods and services accessed by high volume roadways. Appropriate uses include destination retail, community and regional shopping centers, visitor-oriented businesses, and automobile oriented business.</p> <p>Allowable Building Density: 0.50 FAR Anticipated Maximum Population Intensity: not applicable</p>
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**Table LU-1
General Plan Land Use Categories and Definitions**

<p>MU Mixed Use</p>	<p>Purpose To provide areas for a mixture of pedestrian-oriented uses (e.g. commercial, residential, civic, cultural, and recreational) where each activity adds to the whole to produce a town center that is economically vibrant and socially inviting.</p> <p>Description Areas which provide a harmonious intermingling of pedestrian-oriented uses to meet the shopping, business, housing, and entertainment needs of City and regional residents accessed by streets, bicycles, and pedestrian ways in conjunction with shared single-level and multi-level parking areas. Appropriate uses include retail shops; business services; residential units; medical offices; and public and quasi-public uses of a recreational, educational, or religious type. . Buildings with H Street or Ocean Avenue frontage shall be commercial on the first floor. Residential units are permitted on upper floors of buildings fronting H Street or Ocean Avenue and on all floors of buildings not fronting H Street or Ocean Avenue. Residential access could be on the first floor but in the rear of the building.</p> <p>Allowable Building Density: All Commercial: 0.75 FAR All Residential: 14.5-44.0 DU/net acre Mixed Use: 1.00 FAR with 25% to 50% of the floor area for residential</p> <p>Anticipated Maximum Population Intensity: All Commercial: not applicable All Residential: 124 persons/net acre Mixed Use: varies</p>
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LAND USE ELEMENT

**Table LU-1
 General Plan Land Use Categories and Definitions**

Industrial Land Uses	
<p>BP Business Park</p>	<p>Purpose To provide areas for clean and attractive planned industrial centers on large, integrated parcels of land upon which all activities are conducted indoors.</p> <p>Description Attractive industrial areas for light manufacturing, research and development activities, storage and distribution facilities, administrative offices, and accessory uses. These areas are accessed by arterials and major roadways. Appropriate uses include aerospace-related activities and services, assembly and repair, industrial services, wholesaling, warehousing (with inside storage only), and administrative facilities. This category differs from the Light Industrial category by including commercial service uses which complement industrial services and operations.</p> <p>Allowable Building Density: 0.75 FAR Anticipated Maximum Population Intensity: Negligible</p>

LAND USE ELEMENT

Table LU-1 General Plan Land Use Categories and Definitions	
I Industrial	<p>Purpose To provide areas for a wide range of industrial uses that may involve outdoor uses.</p> <p>Description Industrial areas which include all uses identified for the Industrial categories as well as manufacturing and distribution activities which require separation from residential areas. This category permits a wide range of industrial activities including manufacturing, assembling, mechanical repair, product storage, wholesale trade, heavy commercial (e.g. lumber yards), and accessory office and services.</p> <p>Allowable Building Density: 0.50 FAR Anticipated Maximum Population Intensity: Negligible</p>

LAND USE ELEMENT

**Table LU-1
 General Plan Land Use Categories and Definitions**

Community Facility, Open Space, and Agriculture Land Uses	
<p>CF Community Facility</p>	<p>Purpose To provide areas to meet the public service, educational, recreational, social, and cultural needs of Valley residents.</p> <p>Description Public and quasi-public service facilities that serve the community. Appropriate uses include governmental administrative offices, educational facilities, public safety facilities, hospitals, parks, libraries, museums, transit facilities, airport facilities, utilities, governmental maintenance yards, correctional facilities, and cemeteries. This designation may be provided on individual parcels. Proposed facilities are designated with a dashed border. The location of proposed facilities is intended to indicate the general area within which the respective Community Facility will be located. The specific size, location, and configuration of the Community Facility site will only be finalized through acquisition of a particular parcel.</p> <p>Allowable Building Density: 1.00 FAR Anticipated Maximum Population Intensity: Negligible</p>

**Table LU-1
General Plan Land Use Categories and Definitions**

<p>OS Open Space</p>	<p>Purpose To provide areas which preserve scenic beauty; conserve natural resources; protect significant biological and cultural resources; provide opportunities for outdoor recreation and the enjoyment of nature; permit the managed production of natural resources; and protect public health and safety.</p> <p>Description Areas in which sensitive natural resource features, community concerns, or site constraints limit development. These areas provide the community with scenic views; provide groundwater recharge; contain biologically-significant habitats and cultural resource sites; provide outdoor recreation opportunities; are suitable for mineral resource extraction; and are subject to flood, wildland fire, noise, , topographic, soil, or safety hazards. Appropriate uses include recreation, trails, utility corridors, flood control facilities, agriculture, and resource extraction activities. This designation may be used on individual parcels to protect onsite resources or public health. Open Space setbacks are provided in the following locations, with minimum widths from the channel margins as noted:</p> <ul style="list-style-type: none"> • 100 Feet: Santa Ynez River • 50 Feet: Salsipuedes, San Miguelito, Sloans Canyon, and Davis Creeks <p>Allowable Building Density: Not Applicable</p> <p>Anticipated Maximum Population Intensity: Negligible</p>
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LAND USE ELEMENT

**Table LU-1
 General Plan Land Use Categories and Definitions**

<p>AG Agriculture</p>	<p>Purpose To provide areas outside the Urban Limit Line for the protection and preservation of agricultural land as well as the long term production of food, fiber, and local specialty crops.</p> <p>Description Cropland and range land which is intended to remain in agricultural use. Land in this category must total at least twenty acres in size (either individual parcels or contiguous parcels). This category includes a wide range of agricultural activities including grazing, cultivation, processing, packing, greenhouses, farm equipment storage, and incidental residential uses.</p> <p>Allowable Building Density: 1 DU/20 acres Anticipated Maximum Population Intensity: Negligible</p>
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**Table LU-1
General Plan Land Use Categories and Definitions**

Overlay Designations

<p>HSC H Street Corridor Infill Area</p>	<p>Purpose To encourage development of vacant or underutilized properties along the H Street Corridor to improve the aesthetics of the area and create an economically vibrant and socially inviting environment. The intent is to provide a combination of economic incentives and policy support for the revitalization of this area and for a more efficient, attractive, and pedestrian-friendly built environment. Another intent is to direct additional commercial and residential mixed uses into this corridor in keeping with economic development and urban infill goals and policies while providing enhanced opportunities for development that incorporates smart growth principals.</p> <p>A common feature in the evolution of communities of all sizes, infill refers to the incremental addition of new, renovated or adapted buildings within existing developed areas. Also older shopping centers and strip commercial areas that have failed provide an opportunity for land recycling. The benefits of infill housing include more efficient use of land, infrastructure and services; increased diversity of housing types especially smaller, more affordable units; and reduced pressure to develop previously unsettled areas that offer important ecological and/or recreational values.</p> <p>Description The H Street corridor provides the greatest opportunity for key infill projects in Lompoc. Large vacant and underutilized parcels have the potential to generate retail, office, and housing in mixed-use style developments along the corridor.</p> <p>Areas which provide a harmonious intermingling of pedestrian-oriented uses to meet the shopping, business, housing, and entertainment needs of City and regional residents with accommodations for access by automobiles, bicycles, and pedestrians alike. Vehicular parking is typically provided on-site with single-level and multi-level parking areas while still adhering to aesthetic considerations and design principles that invite pedestrians and bicyclists. Appropriate uses include retail shops; restaurants, hotels, business services; residential units; medical offices; and public and quasi-public uses of a recreational, educational, or religious type.</p>
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LAND USE ELEMENT

**Table LU-1
General Plan Land Use Categories and Definitions**

<p><i>Southside Residential Overlay SRO</i></p>	<p><i>Purpose: To acknowledge residential units on specific parcels in the Southside of Lompoc which have been identified by City Council, that have been legally established as legal units, regardless of underlying density requirements of the zoning district.</i></p>

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East Ocean Avenue Corridor Infill Area¶
(from F Street east to the City Limit Line)¶
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West Ocean Avenue Corridor Infill Area¶
(from K Street west to the City Limit Line)¶
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The entry to the City is along this route and provides a transition from the rural area surrounding the City into the Old Town Commercial area. It is intended that future development along this route be of a high architectural standard.¶

Description:¶
The Ocean Avenue Corridor has a residential type character (small scale and single story) at the outskirts of the corridor moving into a more commercial appearance as Old Town is approached. New development should maintain a small scale appearance on the street front with larger bulk to the rear of the lots. Appropriate uses would include retail shops, business service, and office uses.¶

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**Table LU-1
General Plan Land Use Categories and Definitions**

<p>P Proposed Park</p>	<p>Purpose To identify proposed sites for the creation of public parks which address existing or anticipated community needs for active and passive recreation opportunities.</p> <p>Description Areas intended for the establishment of public park and recreational facilities to serve neighborhood, community, and regional needs of existing and future Lompoc Valley residents and visitors. Areas with this designation must have the potential to fulfill needs identified in the Parks and Recreation Element. Proposed sites are designated with dashed lines. The location of a proposed site is intended to indicate the general area where the proposed park will be located. The specific size, location, and configuration of the park site will only be finalized upon acquisition of one or more parcels.</p>
<p>S Proposed School</p>	<p>Purpose To provide proposed sites for the creation of public schools which address anticipated educational needs of the community.</p> <p>Description Areas intended for the establishment of public educational facilities to serve Lompoc Valley residents. Proposed sites are designated with dashed lines. The location of a proposed site is intended to indicate the general area where the proposed educational facility will be located. The specific size, location, and configuration of the educational facility site will only be finalized upon acquisition of one or more parcels.</p>

LAND USE ELEMENT

**Table LU-1
 General Plan Land Use Categories and Definitions**

Boundary Lines	
<p>ULL Urban Limit Line</p>	<p>Purpose The Urban Limit Line defines the ultimate edge of urban development within the City of Lompoc in order to: protect the natural features, scenic hillsides, and agricultural economy of the community; protect the health, safety, and welfare of community residents by directing development away from areas with hazards; and ensure that delivery of public services is provided in an efficient and cost-effective manner.</p> <p>Description Areas inside the Urban Limit Line are suitable for the development of residential, commercial, industrial, mixed-use, and community facility land uses. Open space and recreational activities are suitable uses inside and outside of the Urban Limit Line. Agricultural activities are permitted inside the Urban Limit Line as an interim use, pending urbanization. Long-term agricultural activities shall be outside of the Urban Limit Line. Urban development inside and adjacent to the Urban Limit Line shall be designed to incorporate buffer areas with trails or design features which serve to demarcate the urban edge of the community. Buffer areas should be at least 200 feet wide.</p>
<p>SOI Sphere of Influence</p>	<p>Description The probable ultimate physical boundaries and service area of the City, as determined by the Santa Barbara County Local Agency Formation Commission (in accordance with GC Section 56076). The existing Sphere of Influence is shown on the Land Use Element Map for informational purposes only.</p>

Notes:

DU = Dwelling Unit. The DU/net acre describes the number of DU's permitted on an acre of land less the area required for streets and public right-of-way. The densities identified for the VLDR and LDR categories represent the maximum allowable densities in the respective areas. No minimum density is intended to apply to these categories. Densities which are less than those designated may be appropriate in some areas due to hazards, resources, or the need to achieve land use compatibility. In the MDR and HDR categories, the range sets forth both a minimum and a maximum allowable density in order to ensure a sufficient land supply.
 FAR = Floor Area Ratio. The FAR indicates the maximum intensity of development of a parcel. The FAR is expressed as the ratio of building space to land area. For the purposes of this document, building space is defined as enclosed gross leasable space.

Average population density indicates the expected number of persons per net acre living within residential areas. It is calculated by multiplying the maximum allowable dwelling units per net acre by the average citywide household size (2.88 according to 2000 census).

IMPLEMENTATION MEASURES

- Measure 1 The City shall amend the mixed-use development standards in the Zoning Ordinance to provide more effective incentives for mixed-use development. [Policy 3.2]
- Measure 2 The City shall amend the Zoning Ordinance to establish standards for the location of child care centers in all appropriate non-residential zones of the city. [Policies 3.1, 3.2]
- Measure 3 ~~*The City shall require future development in the Bailey Avenue Corridor (as shown on Figure LU-1) to coordinate installation of infrastructure; continuance of the existing, unbroken 200-foot buffer along the Bailey Avenue Corridor from North Avenue to Olive Avenue; and shall encourage interconnectivity, pedestrian and vehicular, between any future developments during the development review process.*~~
- Measure 4 The City shall amend the Zoning Ordinance to allow neighborhood gardens in the Open Space Zone and in recreational areas of residential developments. [Policy 7.4, 7.7]
- Measure 5 The City shall assist the Lompoc Unified School District, Allan Hancock College, and local farming organizations acquire funding or resources for the creation of a student experimental farm. [Policies 7.3 and 7.4]
- Measure 6 The City shall contact private land trusts involved in the protection of agricultural land to pursue long-term protection of agricultural land within the Study Area. [Policies 5.4, 7.1, and 8.1]
- Measure 7 The City shall continue to support the downtown farmer's market. [Policy 7.4]
- Measure 8 The City shall amend the Zoning Code to incorporate Hillside Development Standards for development on parcels containing a substantial portion of slopes of 20% or greater. These Standards may include:
- Location of structures to avoid slopes of 20% or more where feasible;
 - Where avoidance is infeasible, conformance to the natural topography of the site;
 - Use of imaginative and innovative building techniques and building designs compatible with natural hillside surroundings, including the use of stepped foundations;
 - Grading limitations and erosion control techniques; and
 - Avoidance of ridgeline development and vegetative screening to reduce visibility. [Policies 5.6 and 5.7]
- Measure 9 The City shall amend the Zoning Ordinance to require Architectural Review for all structural development on slopes of 20% or greater. The process shall be designed to:

Deleted: A Specific Plan shall be prepared to ensure the coordinated development of the Bailey Avenue Corridor, as shown on the map entitled "Bailey Avenue Corridor Boundaries", prior to approval of any tentative subdivision maps or development plans in the Bailey Avenue Corridor.

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LAND USE ELEMENT

- a. Evaluate possible building site and design alternatives that better meet the goals and policies of the General Plan.
- b. Ensure consistency with Hillside Development Standards (refer to Implementation Measure 7). [Policies 5.6 and 5.7]

Measure 10 The City shall establish development standards that pertain to the H Street Corridor Infill Overlay Area and shall set forth zoning standards that promote revitalization of this area. The City may identify corridor-specific public improvement projects and establish a funding mechanism and priority system for such improvements. The City may also consider changes to allowable and conditional uses for properties within the overlay area. Concurrent with the establishment of new development standards and uses, the City should consider if there still is a need for inclusion of the Planned Commercial District in the Zoning Ordinance and if such a need is not found, the remaining properties within the Planned Commercial Development District should be rezoned to the appropriate Commercial or Mixed Use zoning. The City should also amend its architectural review guidelines to include additional guidance for this overlay area. [Policy 1.7]

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Measure 11 The City shall update development standards in the Zoning Ordinance to reflect changes to allowable building density and other changes that have been made as part of the General Plan update process.

Measure 12 The City shall support new development or redevelopment projects in the H Street Corridor Infill Area by expediting permit processing and review when such projects are in keeping with standards and guidelines set forth for this area. [Policy 1.7]

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Measure 13 The City shall amend the Zoning Ordinance to explicitly allow wine tasting rooms and winery-related facilities in appropriate commercial and industrial districts. [Policy 3.8]

Measure 14 The City shall convene a task force of community business leaders that will establish an economic development committee and prepare an economic development plan to further explore opportunities and constraints to economic development. The economic development committee shall provide periodic reports to the City Council.

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Measure 15 The City shall update the Old Town Specific Plan to incorporate new policy guidance provided in this element. The update of the Old Town Specific Plan shall also incorporate any changes to allowable density and residential component of mixed use developments to conform to guidance in this element.

Measure 16 The City shall update the design guidelines for the H Street Corridor Infill Area and the Old Town Specific Plan Area to include new or revised development standards.

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Measure 17 The City shall investigate establishing a fair share funding mechanism for public improvements along the H Street Corridor Infill Area to provide aesthetic and infrastructure improvements.

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Measure 18 The City should conduct an annexation study to identify potential lands for additional future industrial and manufacturing uses.

Infill Development Implementation Measures

LAND USE ELEMENT

- Measure 19 The City should identify the market forces that attract the development community to infill areas through preparation of an economic analysis.
- Measure 20 The City should revise City plans and ordinances to support infill development goals.
- Measure 21 The City should develop an overlay district for infill properties along H Street. Work with Council to refine/define infill overlay boundaries.
- Measure 22 The City should develop a results oriented plan to revitalize H Street. This can be accomplished through preparation of a specific plan, corridor plan, or strategic plan.
- Measure 23 The City should develop strategies to improve the urban form of the H Street Corridor. Require new development to place buildings adjacent to H Street with parking areas behind.
- Measure 24 The City should develop incentives to promote quality in-fill and explore other ways Lompoc can assist in providing compatible in-fill development. Sample incentives include:
- a. Allow the residential component of a project to be developed first in order to create customers for the retail component.
 - b. Relax parking requirements for infill projects in the Old Town and along H Street and Ocean Avenue in order to attract investment. This incentive can be tied to a ‘sunset’ in order to encourage immediate investment.
 - c. Allow on-street parking to count toward the project’s parking requirement.
 - d. Provide density bonuses for projects that include senior housing or workforce housing.
- Measure 25 The City should identify the circumstances where single use or mixed-use projects must be sensitive to the character and scale of surrounding neighborhoods.
- Measure 26 The City should use landscape techniques such as buffers, building scale, and other features to provide a soft edge transition to existing development for both residential and non-residential in-fill projects.
- Measure 27 The City shall solicit input from area residents, property owners, and organizations in the review of infill projects to ensure environmental, social, physical, economic and public health concerns are integrated into local land use planning.

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CITY of LOMPOC

2030 General Plan

CIRCULATION ELEMENT

INTRODUCTION AND AUTHORITY

The Circulation Element is required by the Government Code [Section 65302(b)], which states that the Circulation Element must include “the general location and extent of existing and proposed major thoroughfares, transportation route, terminals, and... facilities, all correlated with the land use element of the plan.”

The Circulation Element of the Lompoc General Plan addresses broad issues of physical mobility - how goods and people move about into, out of, and within the community. Meeting the City’s transportation needs is one of the most pervasive issues of the General Plan, and is related to land use, community design, air quality, energy consumption, public health and City infrastructure. Moreover, circulation issues are not simply local concerns, but require coordination with regional, state, and federal agencies, as well as adjacent communities.

The overall intent of the Circulation Element is to achieve and maintain a balanced, safe, and problem-free transportation system that:

- ❖ Provides easy and convenient access to all areas of the community
- ❖ Improves present traffic flows while maintaining Lompoc's rural, small town sense of place
- ❖ Protects major environmental features
- ❖ Reduces dependence on single occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities
- ❖ Considers the movement of people and vehicles in the design and operation of transportation systems
- ❖ Recognizes the special mobility needs of seniors, youth, and persons with disabilities
- ❖ Preserves a sense of comfort and well-being throughout the community by minimizing the intrusiveness of commercial/business park and regional traffic on neighborhood streets and quality of life

Performance Objectives and Planned Improvements

The City shall maintain intersection traffic levels of service (LOS) at LOS C or better throughout the City, with the exception of intersections monitored in accordance with the Congestion Management Program (CMP) administered by the Santa Barbara County Association of Governments (SBCAG). CMP intersections shall maintain a LOS in accordance with the most recent CMP standards (at LOS D or better), when it can be demonstrated that all feasible mitigation measures have been applied to the project and LOS C, with said mitigation, cannot be achieved. The standards are based on the actual function of these roadways. The CMP intersection standard reflects the fact that these intersections are subject to regional influences beyond Lompoc’s control.

CIRCULATION ELEMENT

Lompoc will continue to require new developments to mitigate their traffic impacts, either through construction of circulation improvements, reduction in demand for vehicular travel, or payment of mitigation fees, which are to be based on the projected costs for planned system improvements and each new development's proportional share of the total traffic affecting the location where the improvement is planned. Planned improvements will be necessary to mitigate traffic impacts associated with proposed developments so that an acceptable level of service can be maintained. The mitigation requirement will continue to be proportional to the impact created by each new development and will recognize a fee credit to developers who construct portions of ultimate capacity enhancement improvements.

Specific goals, policies, implementation measures, and definitions of the Circulation Element comprise the balance of this element.

GOALS AND POLICIES

Goal 1

Maximize the efficiency, quality, and safety of a multi-modal circulation system which provides for the movement of people, goods, and services to serve the internal circulation needs of the City, while also addressing through-travel needs.

Policies

- Policy 1.1 The City shall use the Roadway Designations map, Bikeway Routes map, and Truck Routes map in establishing the location and design of roadways, bikeways, and truck routes, respectively.
- Policy 1.2 The City shall maintain intersection traffic levels of service (LOS) at LOS C or better throughout the City, with the exception of intersections monitored in accordance with the Congestion Management Program (CMP) administered by the Santa Barbara County Association of Governments (SBCAG). CMP intersections shall maintain a LOS in accordance with the most recent CMP standards (at LOS D or better), when it can be demonstrated that all feasible mitigation measures have been applied to the project and LOS C, with said mitigation, cannot be achieved.
- Policy 1.3 The City shall assure that all improvements to the multi-modal circulation system necessitated by new development are proportionately financed by the project sponsor.
- Policy 1.4 The City shall only allow development in areas where adequate multi-modal circulation facilities and/or services, as defined in Policy 1.2, will be available at the time of development.
- Policy 1.5 The City shall maximize movement of through-traffic on expressways and arterials by encouraging efficient utilization of existing roadway capacity, and when necessary providing additional transportation capacity. For arterials, consideration shall also be given to planned or future pedestrian and bicyclist facilities so that vehicular improvements are not at the expense of facilities and safety of these other modes of transportation.
- Policy 1.6 The City shall continue to require private roadways to be constructed and maintained to City standards.
- Policy 1.7 The City shall vacate or reduce under-utilized rights-of-way, where appropriate, while retaining access to utilities.
- Policy 1.8 The City shall require an adequate supply of private and public off-street parking to meet the needs of residents and visitors to the City [refer to Section 8851 of the Lompoc Zoning Ordinance (Schedule of Off-Street Parking Requirements)].
- Policy 1.9 The City shall ensure that developers of new commercial and mixed use areas provide adequate and convenient pedestrian access ways and bike ways into adjacent residential neighborhoods.

CIRCULATION ELEMENT

- Policy 1.10 The City shall control access along expressways and arterials by limiting the number of intersections and driveways entering and exiting these high traffic roadways and by requiring that any development of new private driveways along such roadways does not introduce significant traffic conflicts.
- Policy 1.11 To avoid the creation of new traffic flow hazards, the City SHALL require that future roads and improvements to existing roads be designed to minimize conflicting traffic movements such as overlapping use of turn lanes, curbside parking, and frequent stops.
- Policy 1.12 The City shall improve mobility and access for disabled persons.

Goal 2

Minimize the public's exposure to circulation-related noise and safety hazards.

Policies

- Policy 2.1 The City's truck routes shall be designated along corridors that minimize traffic-generated noise upon noise sensitive land uses (refer to Figure C-2).
- Policy 2.2 The City shall encourage regulatory agencies to designate routes away from urban and environmentally-sensitive areas for transportation of hazardous and explosive materials.
- Policy 2.3 The City shall ensure that approaches to intersection crosswalks and all adjacent street corners are illuminated by requiring all new commercial, entertainment, school and other pedestrian generating uses to provide lighting for pedestrians, for review and consideration by the City as part of the development review process.
- Policy 2.4 The City should encourage the provision of high-visibility signage, crosswalks and curb ramps along major access routes to all schools. For newly proposed schools, the City shall work with the school district to ensure the provision of complete sidewalks, high-visibility signage and crosswalks, curb ramps and marked bike paths as part of development.
- Policy 2.5 As part of the development review process, the City shall require a system of sidewalks and multi-modal transportation pathways for all new development to provide a safe environment for pedestrians and promote pedestrian and bicycle use.
- Policy 2.6 The City shall consider the extent of vehicular through-traffic on local streets in new residential neighborhoods and should encourage the minimization of such through-traffic.

MAP C-1 – Roadway Designations

Map will be available at the October 9, 2013 Planning Commission Meeting.

MAP C-2 – Truck Routes

Map will be available at the October 9, 2013 Planning Commission Meeting.

MAP C-3 – Bikeway Routes

Map will be available at the October 9, 2013 Planning Commission Meeting.

CIRCULATION ELEMENT

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Goal 3

Maximize the use and convenience of alternative transportation modes to reduce reliance on automobile use and reduce the associated vehicular traffic-related emissions.

Policies

- Policy 3.1 The City shall provide and maintain a safe and convenient circulation system that encourages walking and that seeks to provide a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers such as shopping areas, schools, and recreation.
- Policy 3.2 The City shall provide and maintain a safe and convenient circulation system that encourages bicycle travel.
- Policy 3.3 The City shall encourage programs and strategies including site design features that provide for ridesharing and transit use.
- Policy 3.4 The City shall provide safe and convenient transit service which strives to meet the needs of the transportation-disadvantaged including young, elderly, disabled, and low-income individuals. Such transit service should provide frequent, reliable and efficient service, with service hours that meet the needs of riders to maintain and increase the viability of public transit as an alternative to driving for Lompoc residents and commuting workers. The City should encourage local transportation services to accommodate the needs of bicycle commuters.
- Policy 3.5 The City shall encourage regional transportation services to accommodate the needs of bicyclists, commuters and ridesharing.
- Policy 3.6 The City shall facilitate the provision of lockers and secure enclosed long term parking areas for bicycles at appropriate places throughout the City and at multi-modal stations to extend the range of the bicycle commuter.
- Policy 3.7 The City shall continue to support transit including the COLT bus system and shall work cooperatively with appropriate jurisdictions and agencies to encourage the augmentation of roadway and transit facilities, which address local and regional travel needs.
- Policy 3.8 The City shall require, during the development review process, the dedication of land and/or construction of appropriate facilities to ensure a safe and efficient public transportation system.
- Policy 3.9 The City should encourage efforts by local employers to offer telecommuting and other work schedule modifications which reduce vehicular use.
- Policy 3.10 The City should require developers to provide bus shelters in high-usage locations, for example, in multi-family developments and within commercial areas. The City shall consider the need for bus shelters and other transit facilities in City-sponsored redevelopment projects.

CIRCULATION ELEMENT

- Policy 3.11 The City shall require the construction of bus turnouts adjacent to new developments in locations which improve transit service, safety, and efficiency.
- Policy 3.12 The City shall require the inclusion of facilities that promote alternative modes of transportation, including marked bicycle lanes and connections, pedestrian and hiking trails, park and ride lots, and facilities for public transit into new development as well as existing development.
- Policy 3.13 The City shall require safe and effective connectivity between adjacent neighborhoods for new development and encourage measures that increase connectivity for existing neighborhoods, where necessary and appropriate.

Goal 4

Protect and enhance the visual quality of Lompoc's circulation system.

Policies

- Policy 4.1 The City shall consider allowing narrower widths for roadways in hillside areas to minimize the amount of grading where safety, visibility, turn radii for emergency and service vehicles, emergency ingress/egress, and traffic conditions permit.
- Policy 4.2 The City should maintain, and enhance where feasible, existing street trees, and shall encourage placement of new street trees in a manner that does not block pedestrian traffic or impair visibility of cross traffic in street frontage improvement projects.
- Policy 4.3 The following shall apply in the Old Town Specific Plan Area: The City should support new pedestrian crosswalks that incorporate features (for example, pavers or stamped, stained concrete) that enhance the aesthetics of the streetscape and pedestrian experience, while increasing visibility of the crosswalk and pedestrian safety. Lighting and signage for pedestrian crossings shall be provided by decorative fixtures as set forth in the applicable design guidelines.
- Policy 4.4 The City shall encourage design of on-street parking in existing areas and new development to include decorative components that improve the appearance of the streetscape. The City shall require adherence to high aesthetic standards for on-street parking in the H-Street Corridor Infill and the Ocean Avenue Corridor Infill area in accordance with applicable design guidelines.
- POLICY 4.5 Above ground utility cabinets shall be placed so they do not obstruct visibility of cross traffic.

IMPLEMENTATION MEASURES

- Measure 1 As part of the development review process, the City shall identify and require the paving of incomplete street widths and alleys where necessary to remove safety hazards. [Policies 2.3, 3.1, 3.2 and 3.4]
- Measure 2 The City shall identify locations where sidewalks and ramps are missing, or are in disrepair, and shall prioritize construction and repair of identified locations. Property owners shall be responsible for funding the construction of missing sidewalks and ramps in conjunction with new development. [Policies 1.1, 2.3 and 3.1]
- Measure 3 The City shall amend the Zoning Ordinance to require the provision of adequate bicycle facilities in development projects. [Policies 1.1, 1.2, 1.3, 3.2 and 3.4]
- Measure 4 As part of the development review process, the City shall integrate bicycle lanes or separate bikeways into street projects located along planned bicycle routes. [Policies 1.1, 1.2, 1.3 and 3.2]
- Measure 5 The City shall continue efforts to develop a pedestrian and bicycle trail system which connects major park and wildlife areas within the Lompoc Valley. Segments completed and designated for future development are depicted on Figure C-3 and on trails maps contained in the Parks and Recreation Element. [Policies 3.1 and 3.2]
- Measure 6 The City shall encourage Federal, state, and regional agencies to widen Robinson Bridge on SR 246. The City shall encourage the assurance of safe bicycle and pedestrian use as part of the widening Project [Policies 1.1, 1.2, 1.4, 2.3, 3.1 and 3.4]
- Measure 7 The City shall amend the Zoning Ordinance to allow park and ride facilities. [Policies 1.1, 3.2 and 3.4]
- Measure 8 The City shall review, and update as necessary, the Standard Requirements for the Design and Construction of Subdivisions and Special Developments regarding improvements in the public right-of-way (e.g. roads, bikeways, and sidewalks). [Policies 1.1, 1.2, 1.4, 2.3 and 4.3]
- Measure 9 The City shall limit on-street parking where feasible on certain roadways which are designated as bicycle routes in order to create new bicycle lanes and encourage bicycle travel. [Policies 1.1, 1.2 and 3.2]
- Measure 10 The City shall pursue funding from Federal, state, and regional agencies for the development of park-and-ride lots near major arterial roadways in the southeast and northern areas of the City. [Policies 1.1, 3.4 and 3.5]
- Measure 11 The City shall ensure that safe and convenient pedestrian and bicycle access is provided to the Allan Hancock College site. [Policies 1.1, 1.2, 1.3, 1.4, 3.1 and 3.2].
- Measure 12 The City shall examine and, if necessary, amend the Development Impact Fee Resolutions to ensure that transportation improvement necessitated by projects generating additional peak-hour trips are provided and improvements to bicycle lanes are funded. [Policies 2.3, 3.2 and 3.4]

CIRCULATION ELEMENT

- Measure 13 The City shall pursue funding from Federal, State, and regional agencies for funding maintenance of the City’s transportation system.
- Measure 14 The City shall explore and implement traffic calming techniques to enhance pedestrian safety in the Old Town pedestrian-oriented business district and other places of high volume pedestrian uses.
- Measure 15 The City shall identify and evaluate potential local revenue sources and viable state and federal funding sources for financing roadway system projects, and development of transit, pedestrian, and bicycle facility projects.
- Measure 16 The City shall maintain and update as necessary a Bikeway Master Plan. This Master Plan shall include a discussion of strategies to encourage bicycle use, increase bike lane connectivity throughout the city and specify the locations of bicycle amenities which would facilitate bicycle use.
- Measure 17 To accommodate the projected buildout traffic demands, Central Avenue shall be widened to its full planned width from “O” Street to “V” Street to allow for the required intersection improvements.
- Measure 18 The City shall assess traffic mitigation fees that are charged to new development to determine if these are adequate to help provide roadway, bikeway, and pedestrian improvements necessitated by such development. If deemed insufficient, the City should revise the traffic mitigation fee structure to provide for such improvements.
- Measure 19 The City shall require a Transportation Demand Management Plan as part of a project proposal for all new, or expanding, non-residential discretionary projects over 100,000 square feet. The plan shall be active throughout the life of the project. The plan shall be site specific for the proposed development, including:
- An analysis of the expected travel behavior of employees and visitors to the site.
 - A description of the existing transportation/circulation system in the project vicinity.
 - A description of all feasible strategies that would be incorporated into the project to support on-site trip reduction efforts. Feasible trip reduction strategies may include:
 - Targets for an increase in average vehicle ridership for employees;
 - Incentives for carpooling, transit ridership, and/or bicycling for employees and/or customers. Such incentives may include reduced work hours to coincide with transit schedules, employer-provided bus passes, and direct monetary compensation for transit ridership;
 - Accommodating local shuttle and regional transit systems;
 - Providing transit shelters.
 - Providing secure storage lockers for bicycles at a ratio of one locker per ten employees.
 - Establishing a park-and-ride lot consisting of no less than twenty spaces to serve the development.

CIRCULATION ELEMENT

- Measure 20 The City should work with City of Lompoc Transit (COLT) to increase ridership by examining improvements to bussing area coverage and schedules such as modification or simplification of routes serving Lompoc, extension of service later into the evening and night, and need for additional COLT bus stops.
- Measure 21 The City shall research the feasibility of funding incentives and mechanisms that provide reduced transit fares.
- Measure 22 The City should ensure that facilities for pedestrians and bicyclists are incorporated into plans to widen the Robinson Bridge (Highway 246 crossing of the Santa Ynez River) and that appropriate crossings or other facilities for bicyclists and pedestrians are provided at the intersection of Highway 1, Burton Mesa Road, and Purisima Road. The City should also consider over- or under-crossings as part of future development in the Wye Expansion Area to provide better connectivity between residential development on the east side of Highway 1 and Allan Hancock College.
- Measure 23 The City shall encourage Federal, State, and Regional agencies to widen State Route 246 east of the City Limits.
- MEASURE 24 Utility projects (communications, electrical, and water utility) shall be designed so that they do not obstruct driver’s visibility of cross traffic.

CIRCULATION ELEMENT

**Table C-1
 Circulation Element Definitions**

Roadways	
Expressways	<p>Purpose To provide for the highest proportion of regional travel by connecting urbanized areas with major activity and employment centers in the County.</p> <p>Description High speed/high capacity roadways which have limited access and at-grade or grade-separated intersections. Expressways are divided roadways with a minimum right-of-way width of 110 feet and at least four auto-lanes.</p>
Major Arterial	<p>Purpose To provide for the highest proportion of travel between and within the communities of the Lompoc Valley by linking Expressways to Minor Arterials, Collector Streets, and Local Streets.</p> <p>Description Medium speed/high capacity roadways with controlled access. Major Arterials, with the exception of Central Avenue, are divided and undivided roadways with a right-of-way width of at least 100 feet and two or four auto-lanes. Central Avenue shall be a divided limited-access roadway with a right-of-way width of at least 110 feet and four auto-lanes.</p>
Minor Arterials	<p>Purpose To provide for travel between and within the communities of the Lompoc Valley by linking Major Arterials to Collector Streets and Local Streets.</p> <p>Description Medium and high speed, medium capacity roadways with controlled roadway access. Minor Arterials are undivided roadways with right-of-way width of at least 80 feet and two auto-lanes.</p>

CIRCULATION ELEMENT

**Table C-1
 Circulation Element Definitions**

<p>Collector Streets</p>	<p>Purpose To provide for relatively-short distance travel between and within neighborhoods by linking Major and Minor Arterials to Local Streets.</p> <p>Description Low-speed/low volume, undivided, two-lane roadways. Driveway access from individual parcels may be discouraged. Collector Streets have a right-of-way width of at least 64 feet.</p>
<p>Local Streets</p>	<p>Purpose To provide for short distance travel, to discourage through traffic, and to provide direct roadway access to abutting land uses and driveways.</p> <p>Description Low speed/low volume, undivided, two-lane roadways. Driveway access from individual parcels is common. Local Streets have a right-of-way width of at least 60 feet. However, the right-of-way width may be reduced to 56 feet for cul de-sacs less than 350 feet long.</p>
<p>Rural Road</p>	<p>Purpose To provide for both agricultural vehicles and urban vehicular travel, to act as a buffer between agricultural and urban land uses, to discourage through traffic, to provide direct roadway access to abutting residential land uses and driveways, and to join with the City’s existing circulation system.</p> <p>Description Low speed/low volume, undivided, two-lane roadways. Driveway access from individual parcels should be minimal and may be discouraged.</p>

CIRCULATION ELEMENT

**Table C-1
 Circulation Element Definitions**

Bikeways	
Bikeways	<p>Purpose To provide safe and convenient routes which encourage bicycle travel throughout the City and Lompoc Valley for work, school, shopping, and recreation.</p> <p>Description</p> <ul style="list-style-type: none"> • Class I - Bike Path: Routes which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. Cross-flows by motor vehicles are minimized. • Class II - Bike Lane: Routes which provide a right-of-way within the paved area of a roadway, designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Cross-flows by pedestrians and motor vehicles are permitted; motor vehicle parking may be permitted. • Class III - Bike Route: Routes which provide a right-of-way within the paved area of a roadway, designated by signs or markings on the pavement. The route is shared with pedestrians and motor vehicles. <p>City bikeways shall be designed in accordance with Caltrans standards.</p>
Truck Routes	
Truck Routes	<p>Purpose To provide safe and convenient transportation corridors for the movement of commercial and industrial goods necessary to meet the needs of businesses throughout the region while protecting the health, safety, and serenity of Lompoc residents.</p> <p>Description Routes along Expressways, Arterials, and portions of Collector Streets to provide convenient access to truck-dependent commercial and industrial land uses.</p>

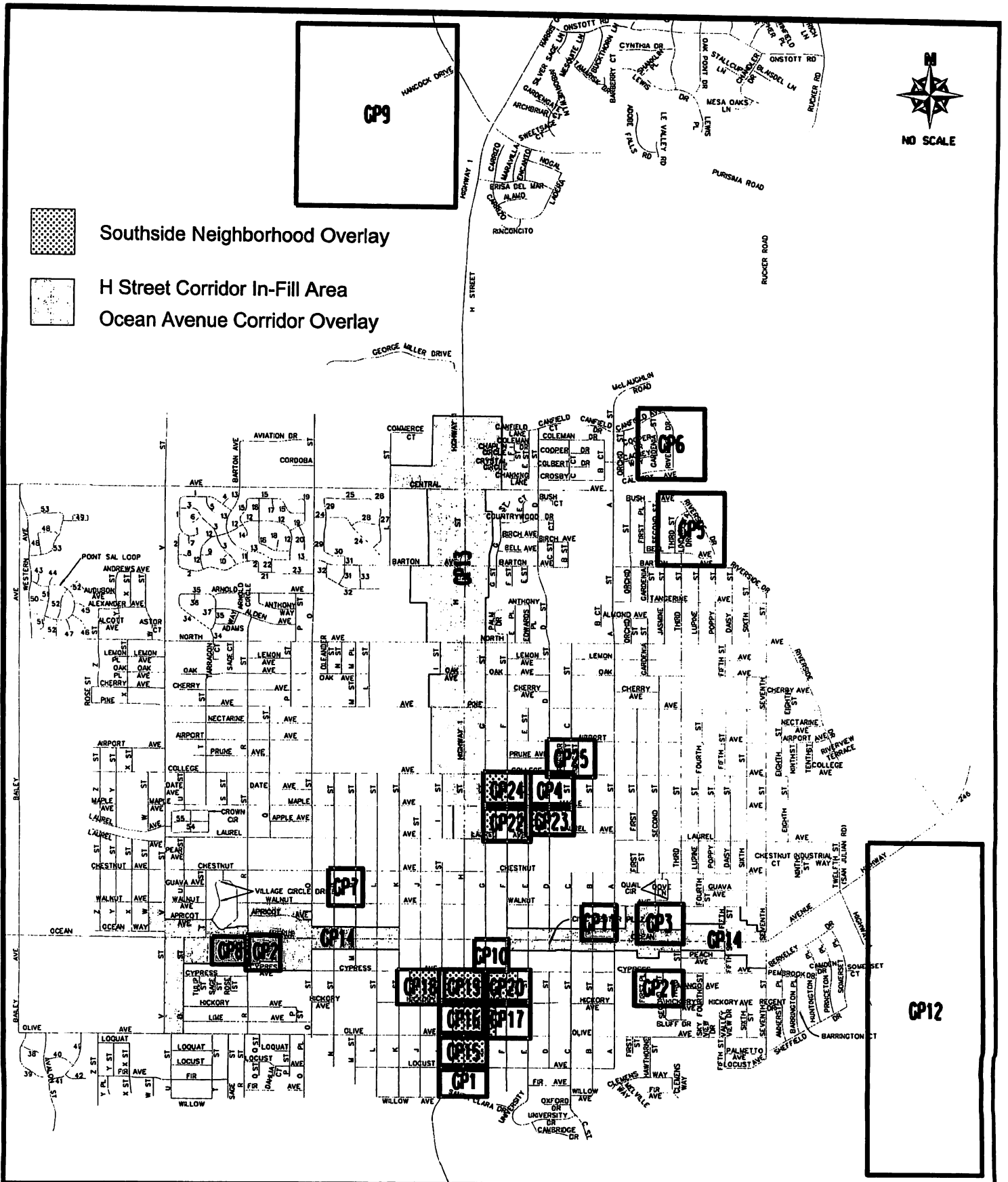
CIRCULATION ELEMENT

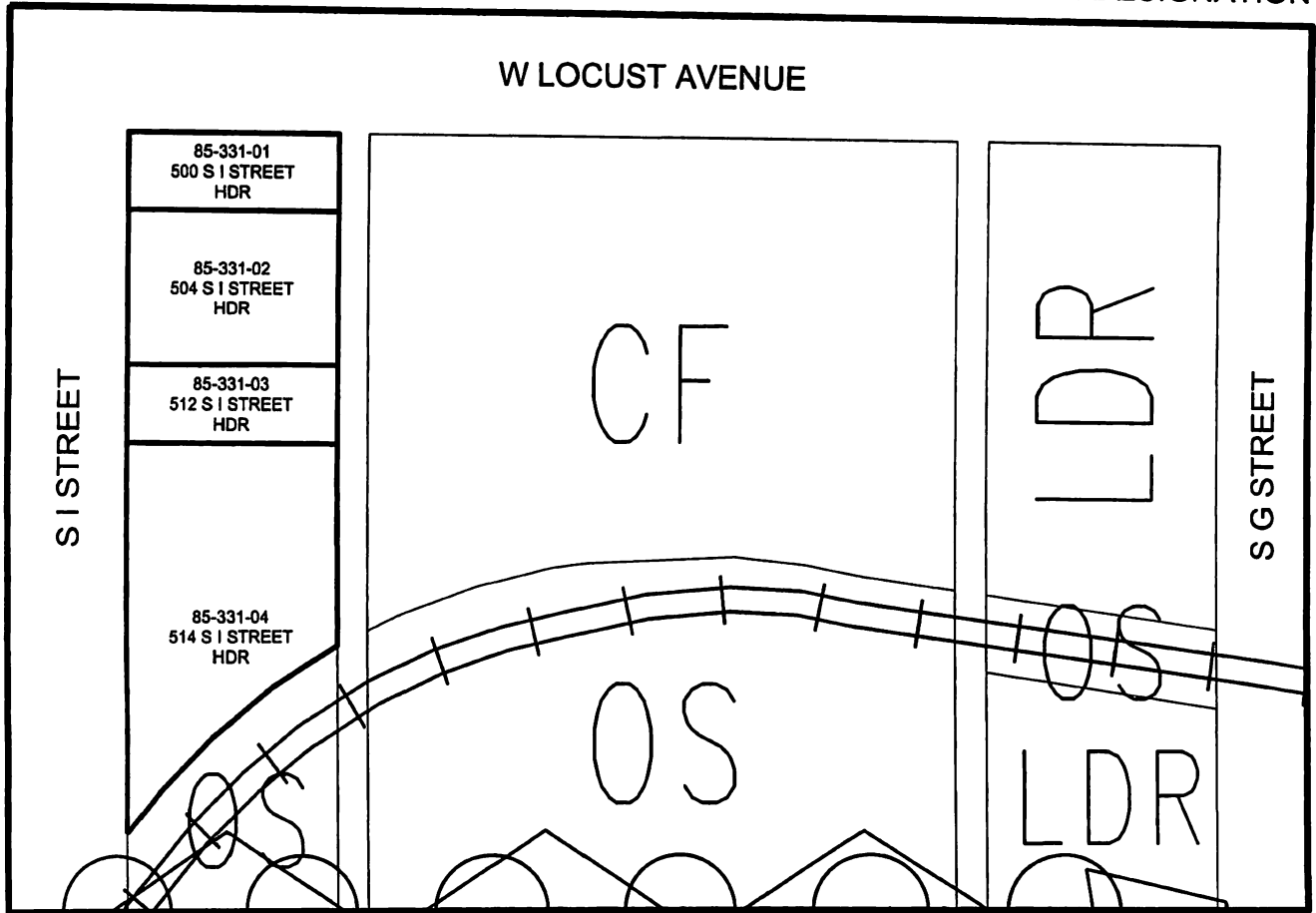
**Table C-2
 Roadway Classification Cross Reference**

SBCAG Designation	Lompoc Designation	Example Roadways
---	Expressway	Lompoc-Casmalia
Other Principal Arterial	Major Arterial	Ocean Avenue, Central Avenue, H Street
Minor Arterial	Minor Arterial	A Street, West College Avenue
Collector	Collector	Chestnut Avenue
Local Road	Local Street	Berkeley Drive

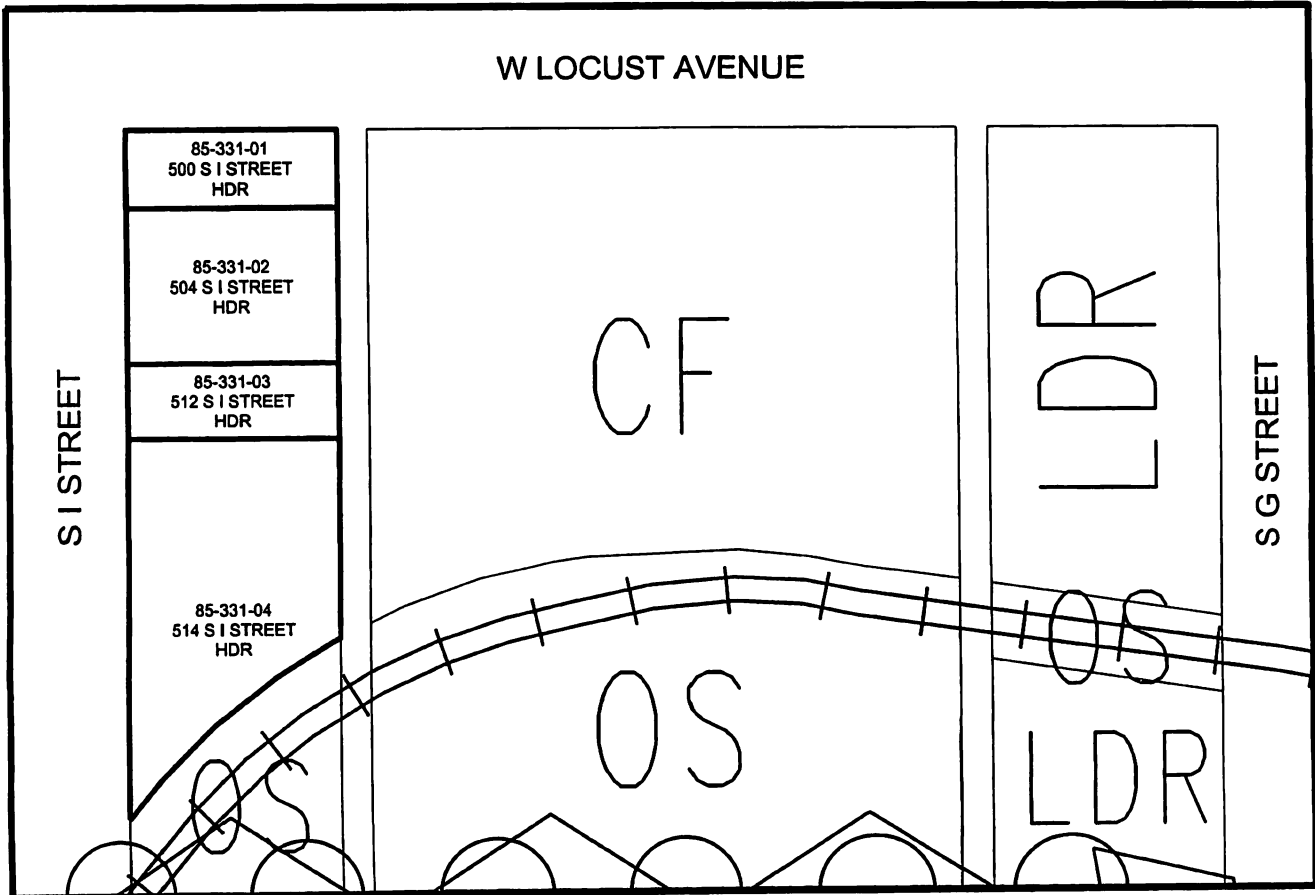
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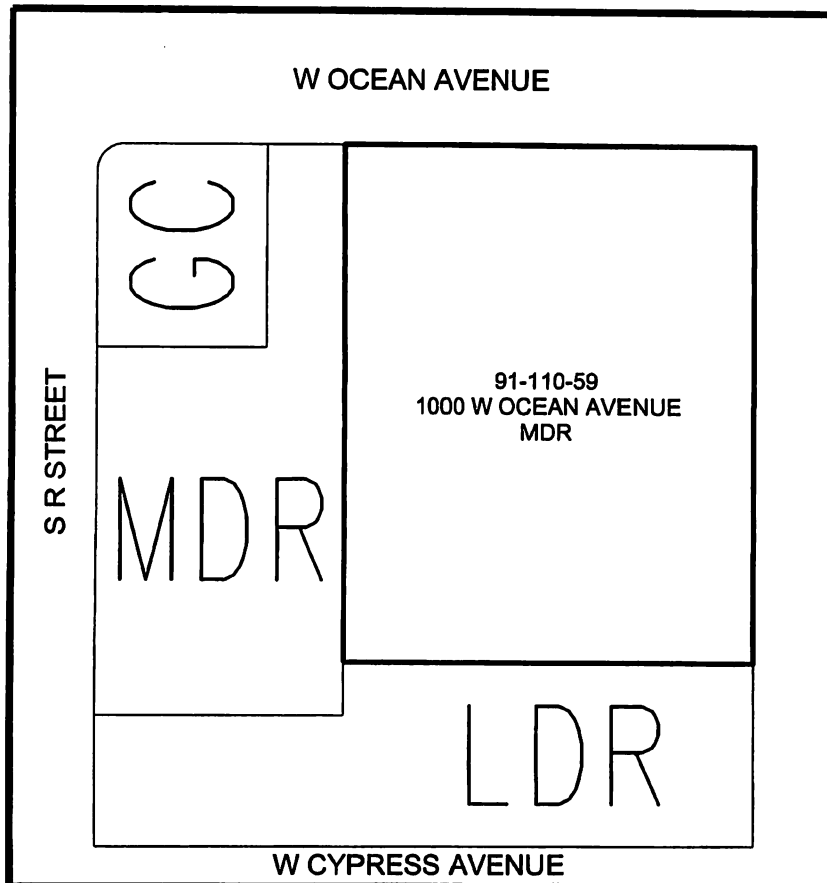
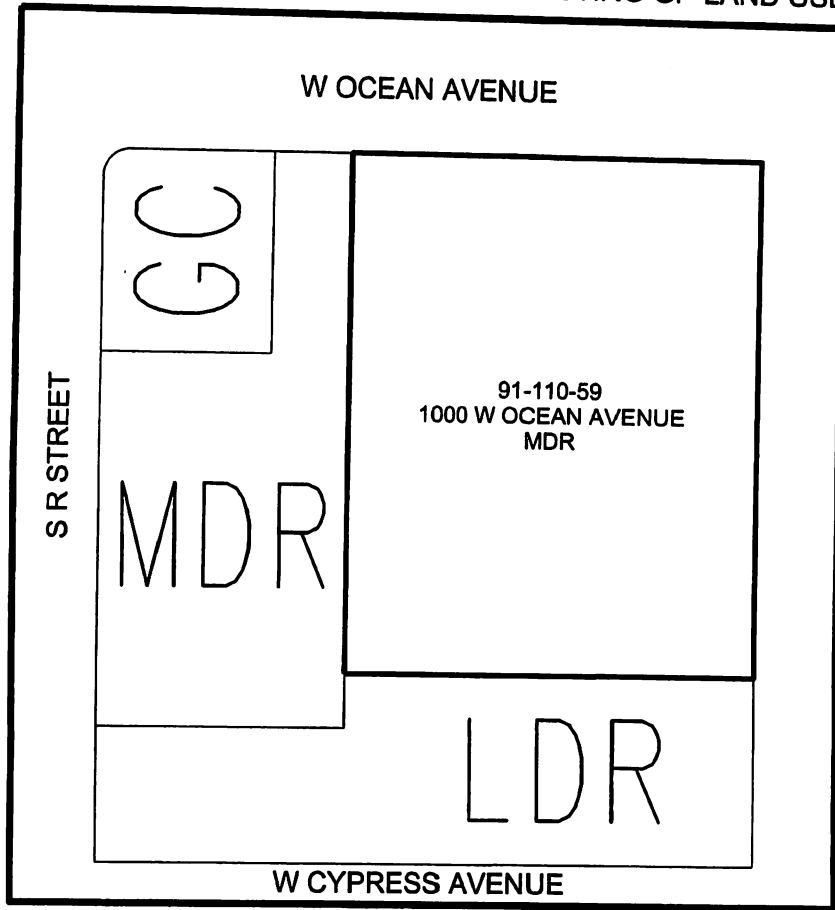
PROPOSED GENERAL PLAN LAND USE ELEMENT MAP CHANGES OCTOBER 2013

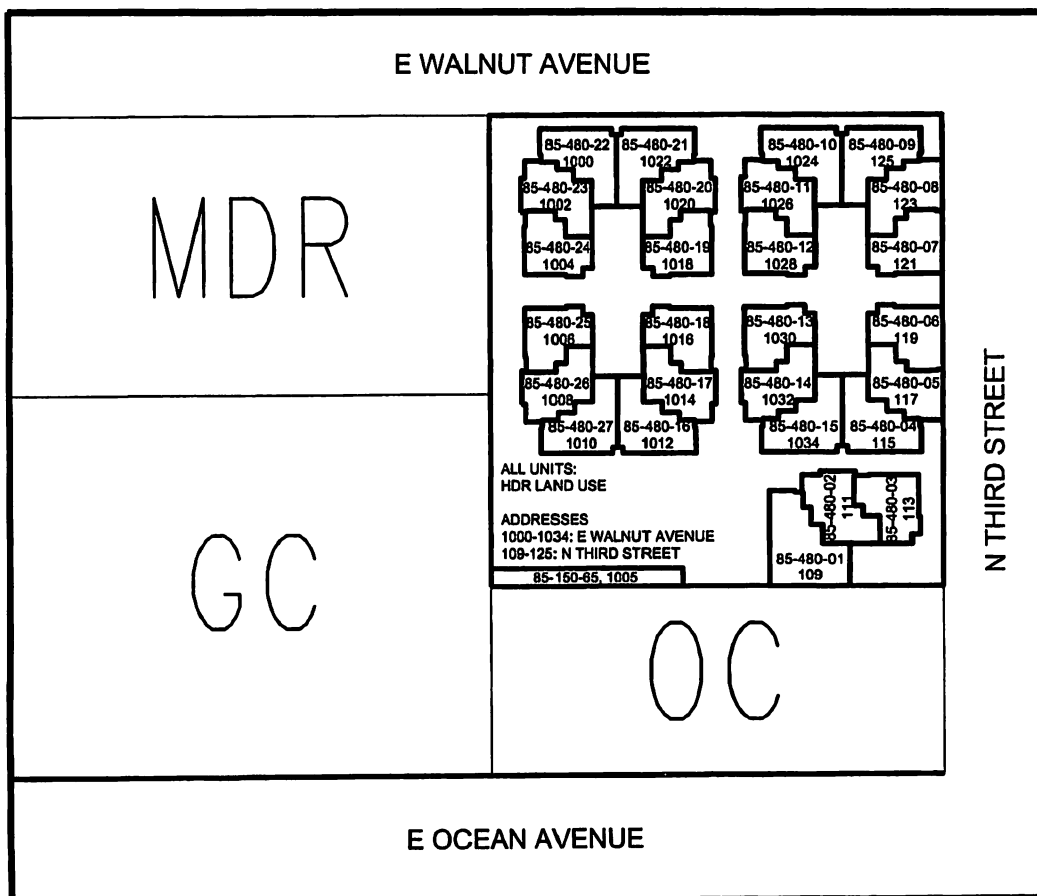
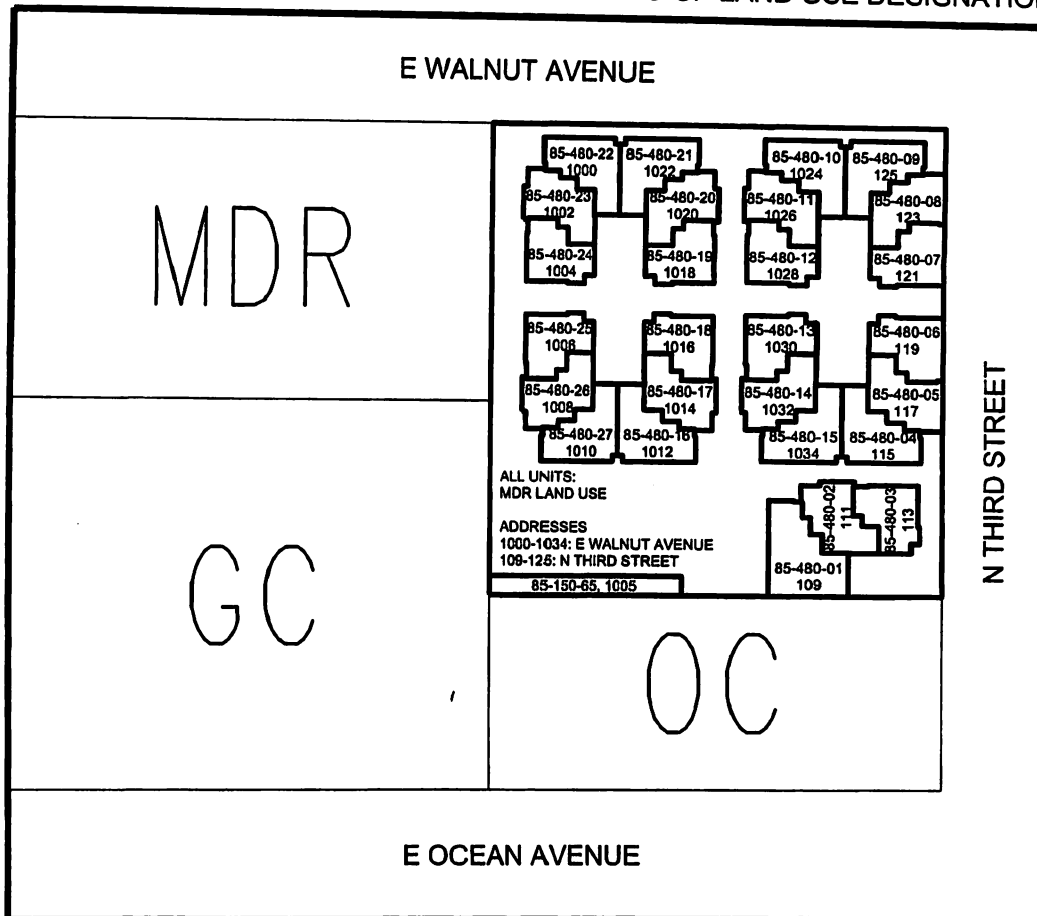


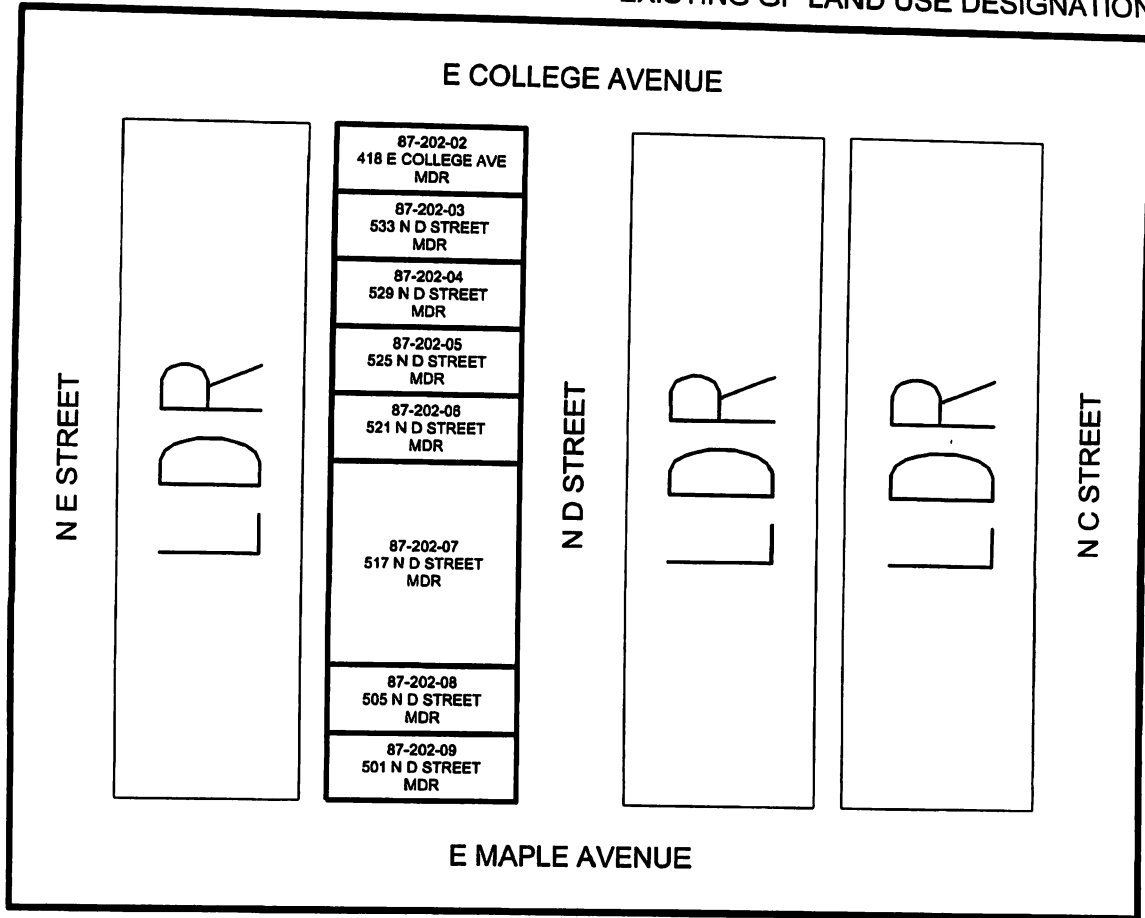


PROPOSED GP LAND USE DESIGNATION

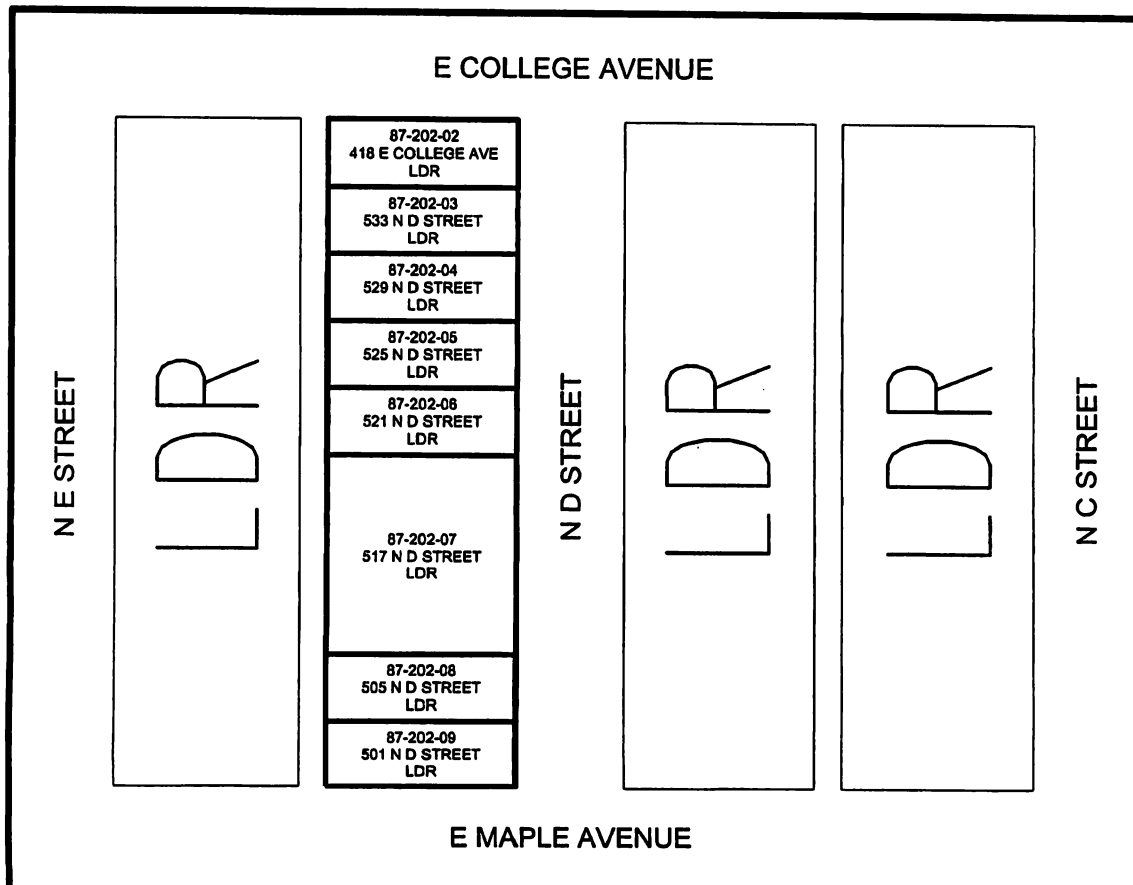


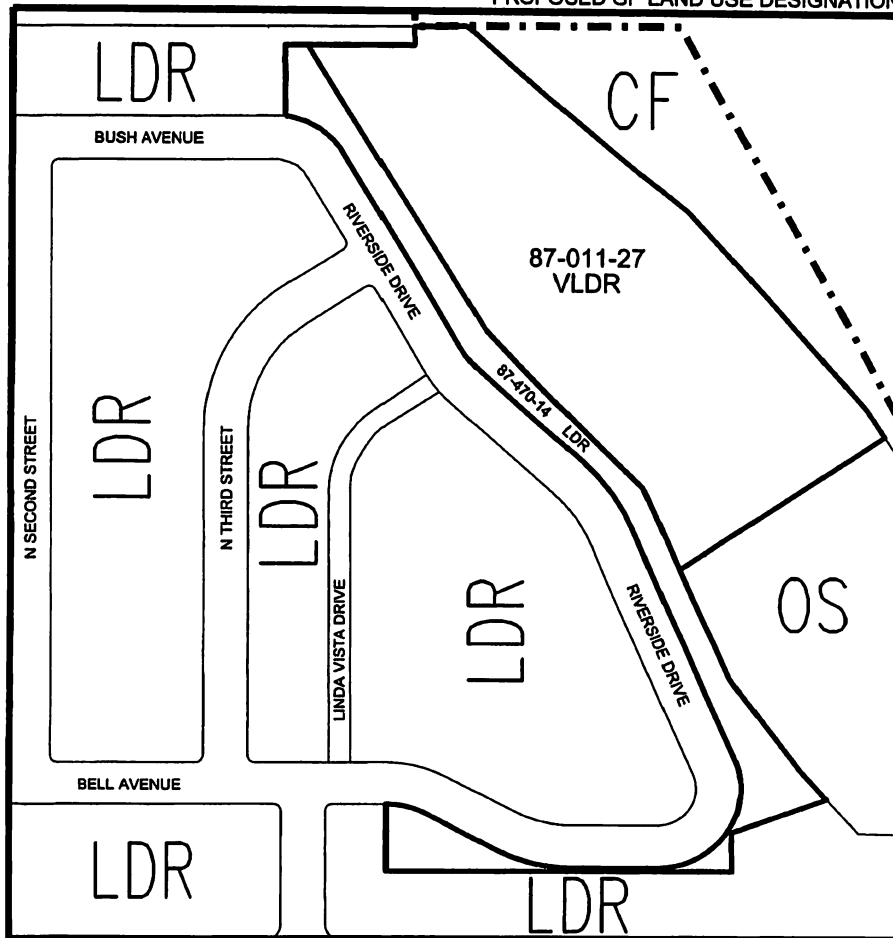
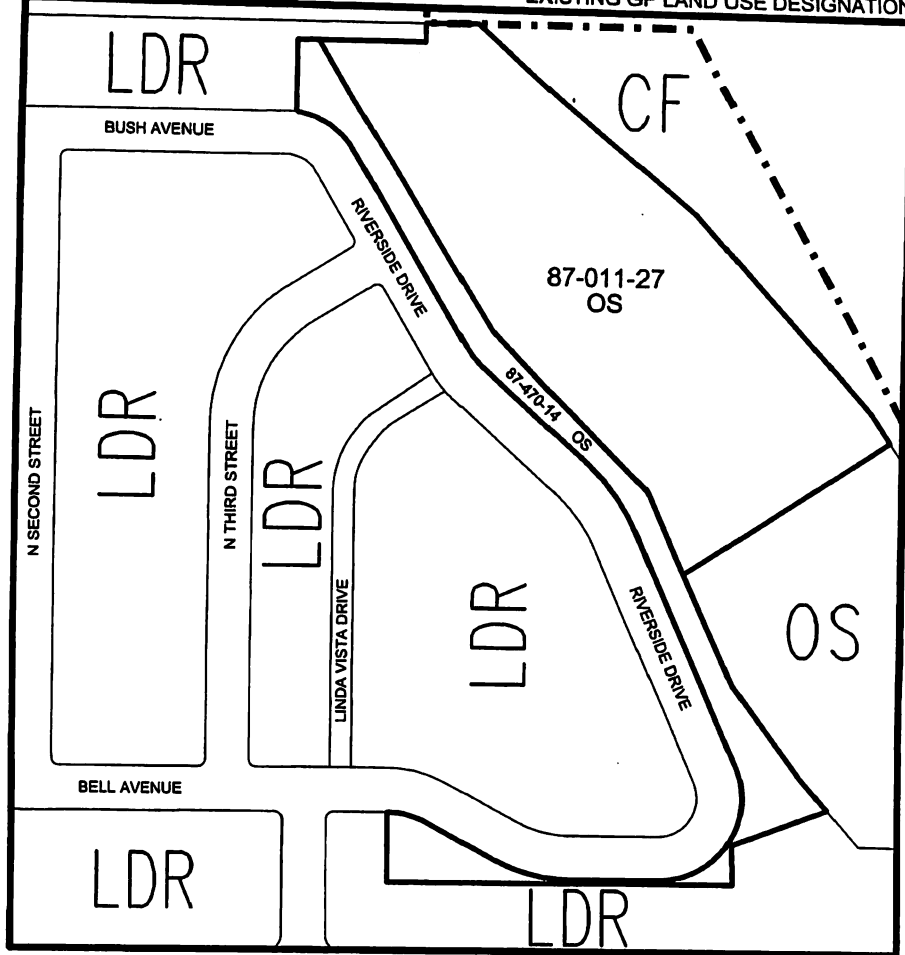


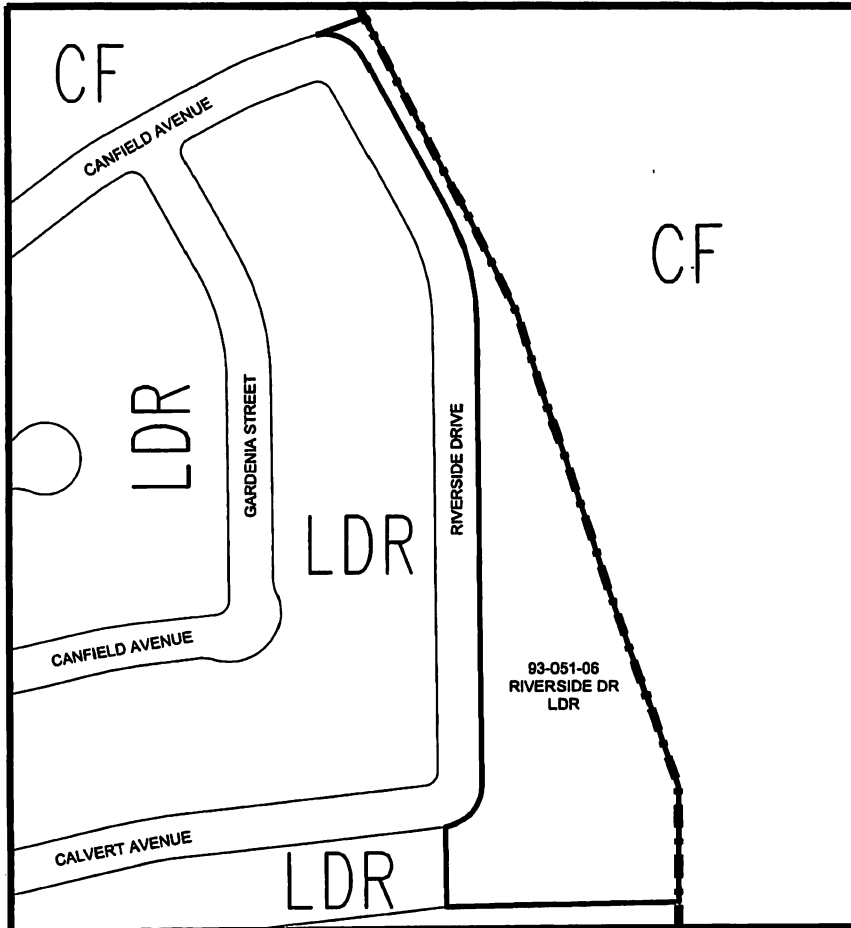
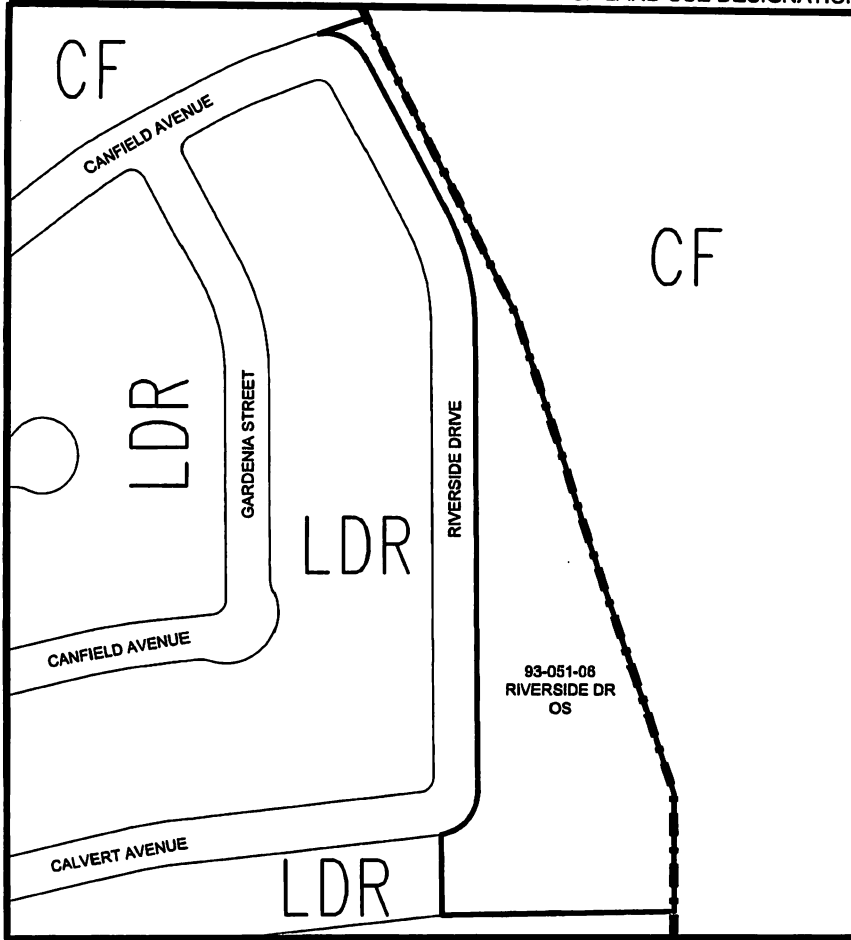


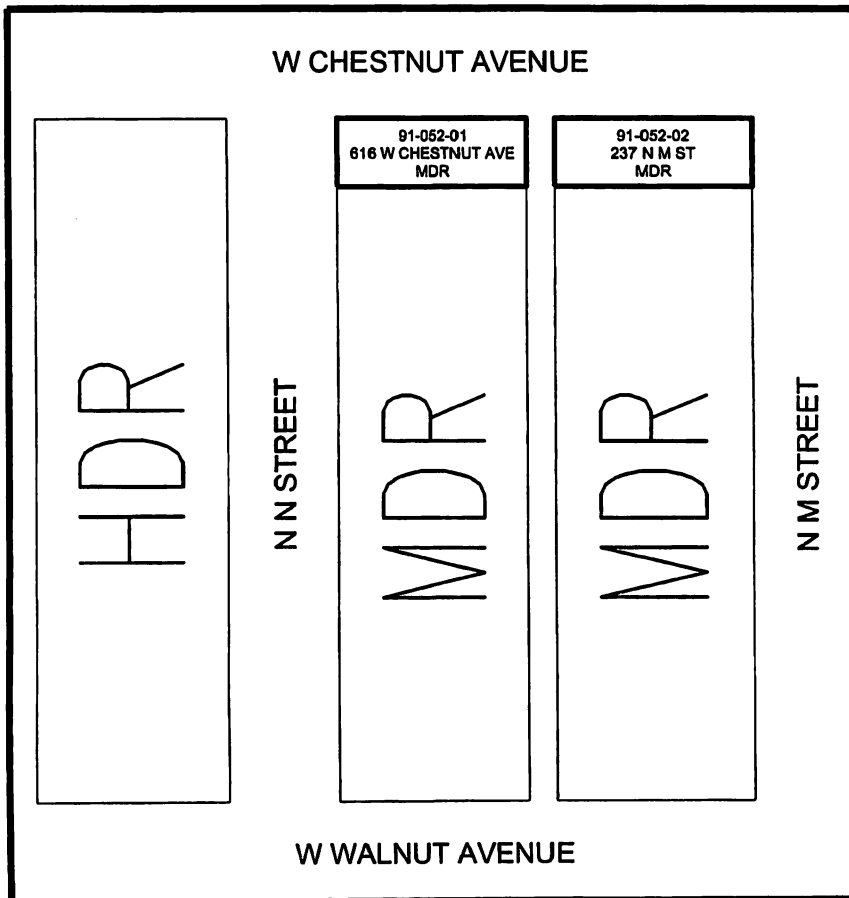
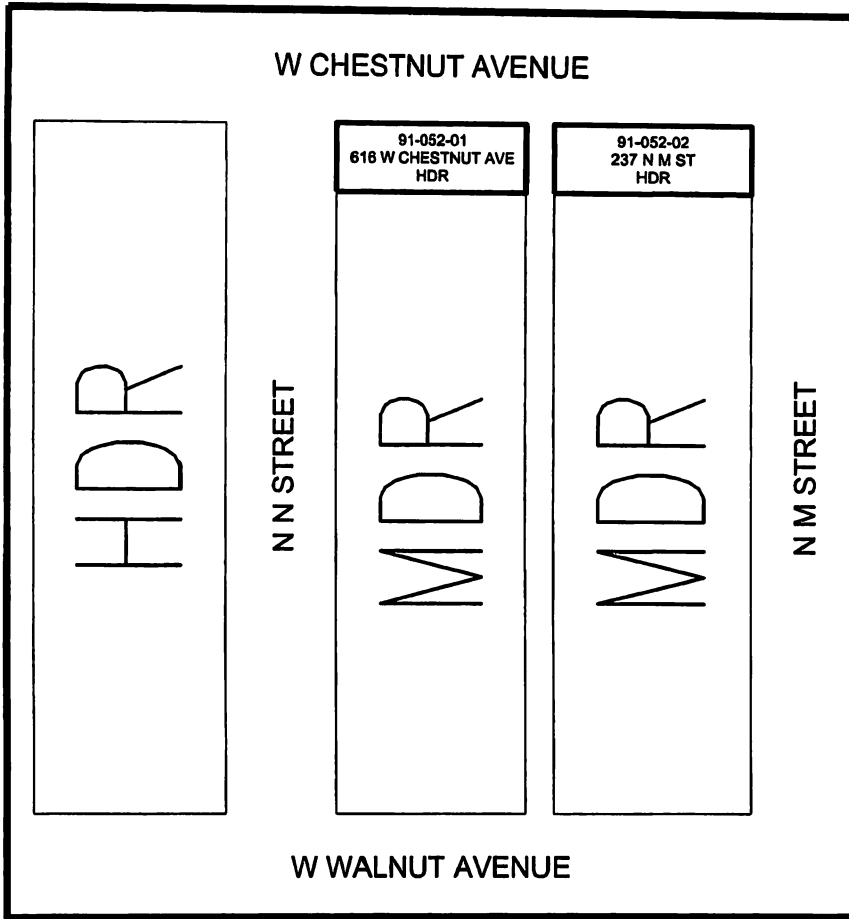


PROPOSED GP LAND USE DESIGNATION



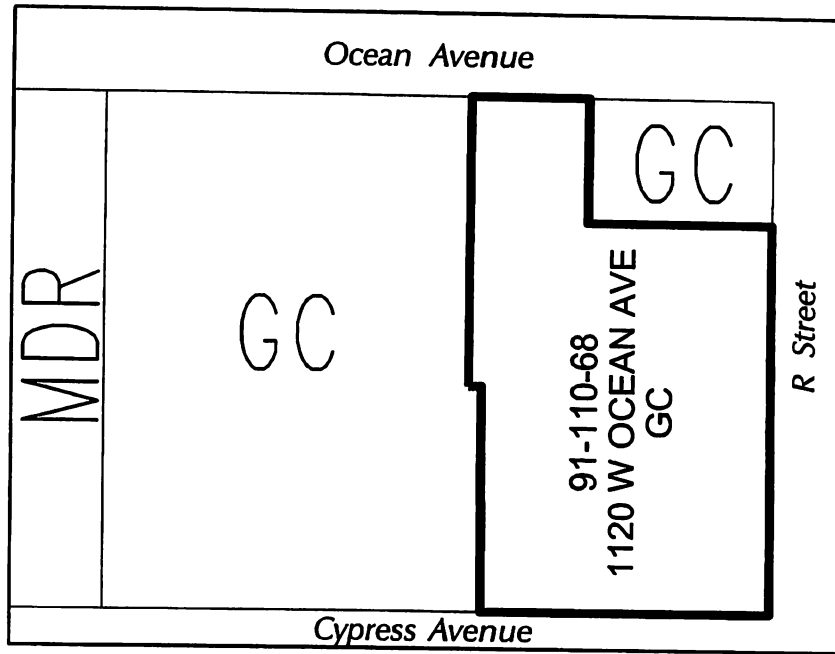




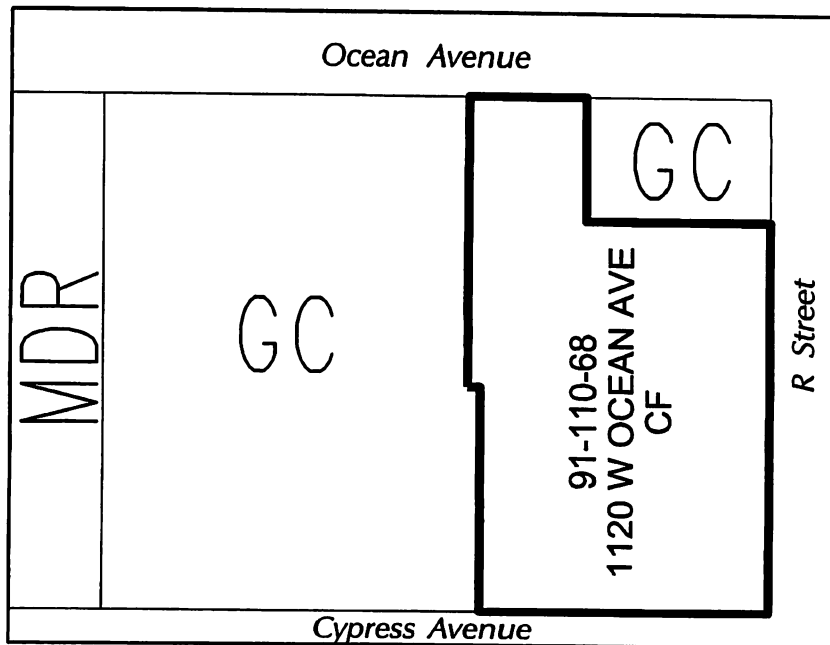


GENERAL PLAN AMENDMENT

EXISTING



PROPOSED



CF: Community Facility
GC: General Commercial
MDR: Medium Density Residential

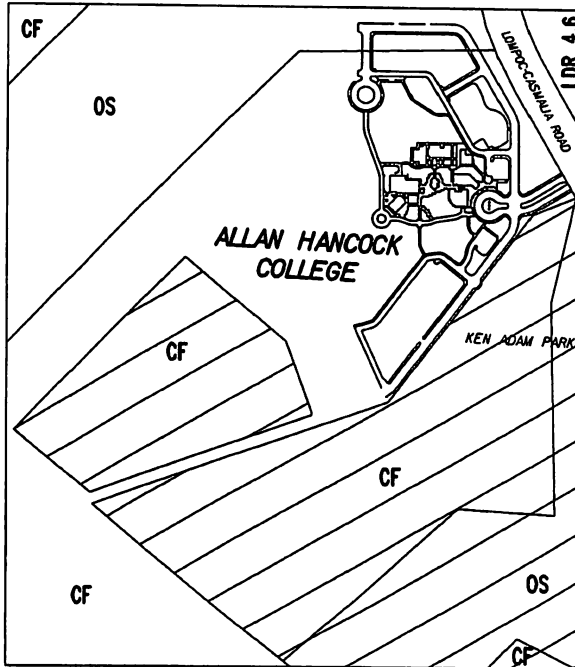


GP 07-04

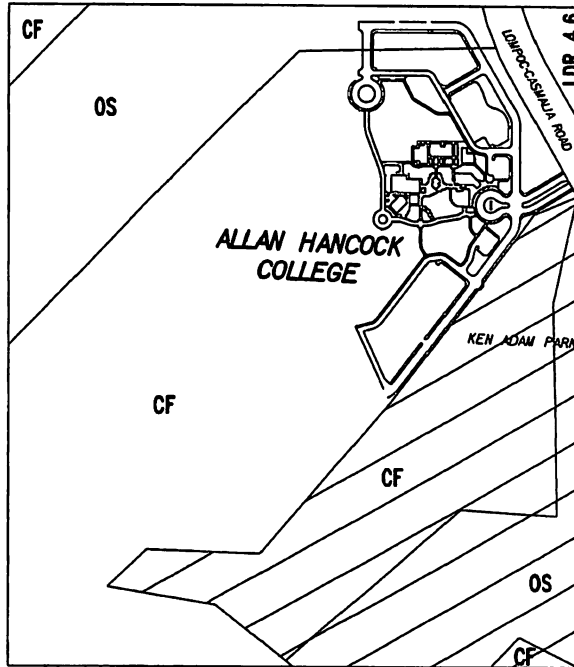
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GENERAL PLAN AMENDMENT

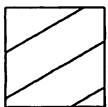
EXISTING



PROPOSED



CF: Community Facility
LDR4.6: Low Density Residential 4.6 Units Per Acre
OS: Open Space



Park Overlay



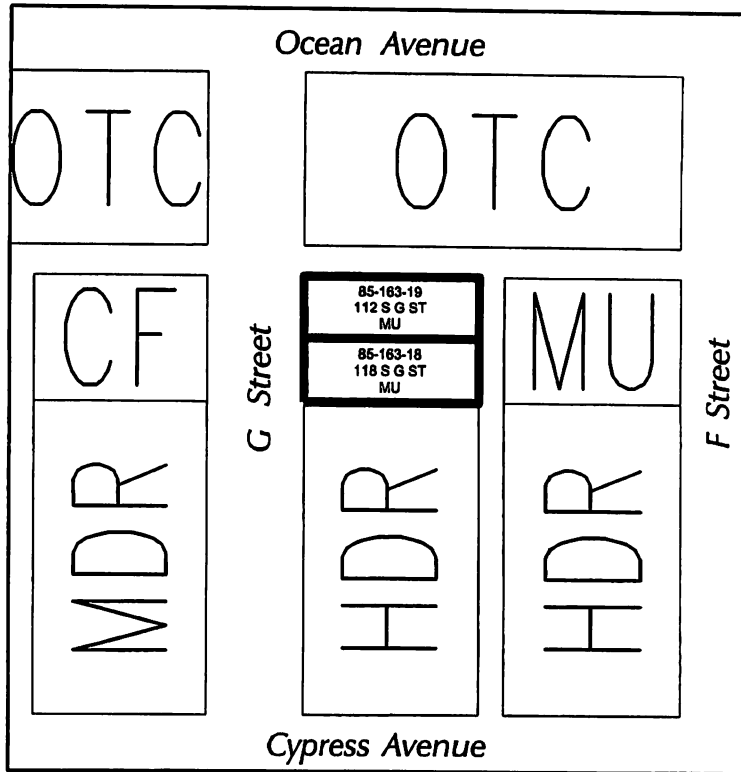
NORTH

GP 07-04

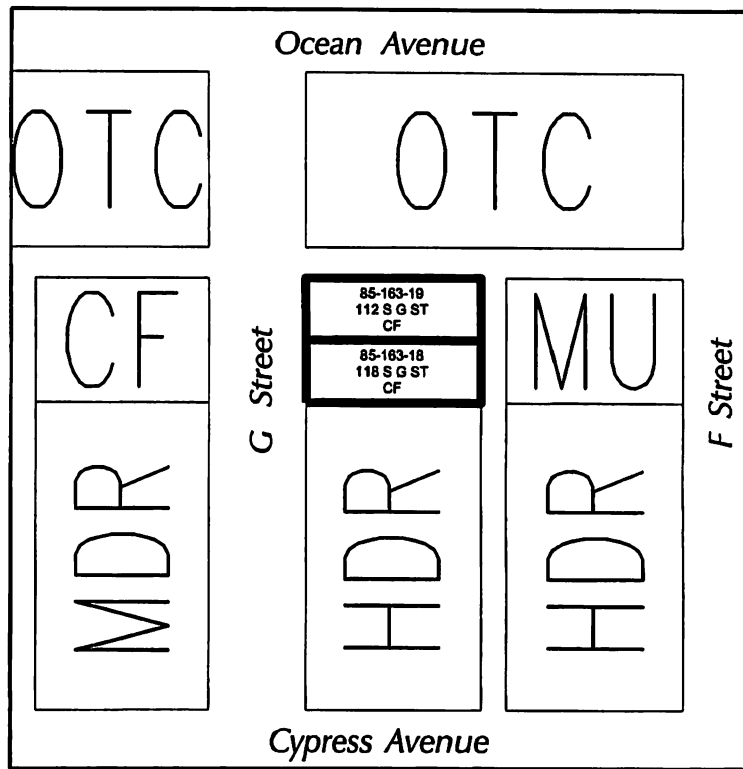
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GENERAL PLAN AMENDMENT

EXISTING



PROPOSED



- CF: Community Facility
- HDR: High Density Residential
- MDR: Medium Density Residential
- MU: Mixed Use
- OTC: Old Town Commercial

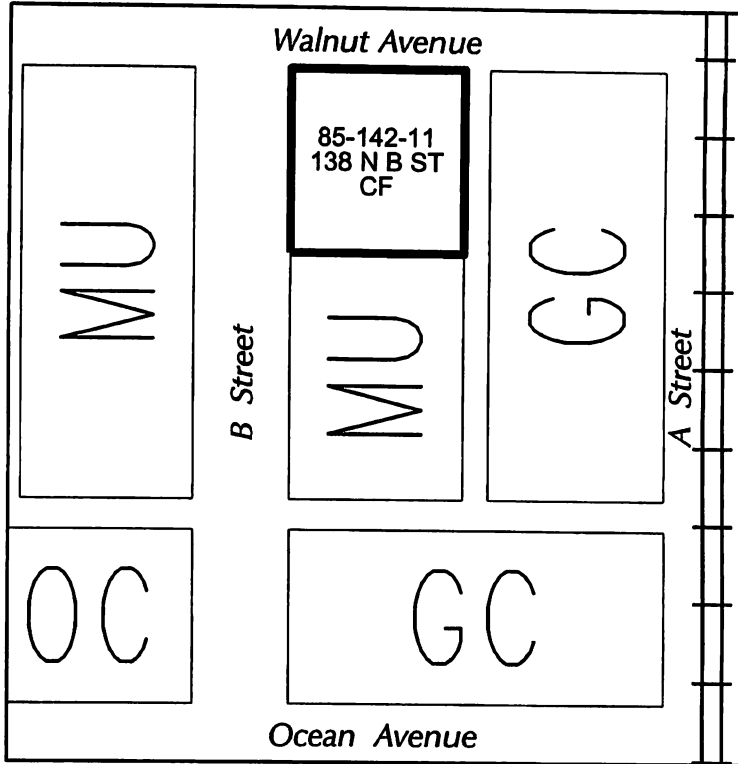


GP 07-04

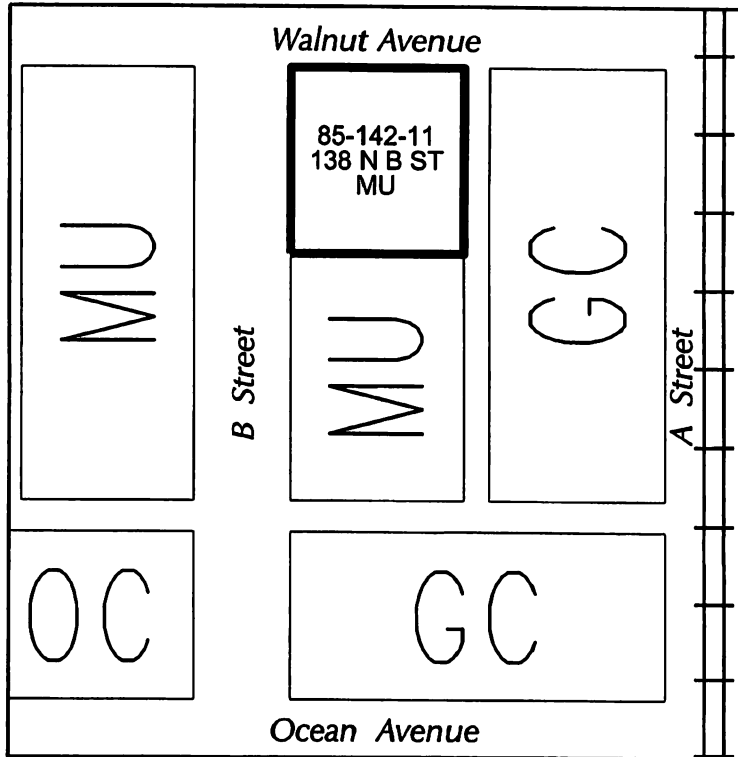
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GENERAL PLAN AMENDMENT

EXISTING



PROPOSED



- CF: Community Facility
- GC: General Commercial
- MU: Mixed Use
- OC: Office Commercial

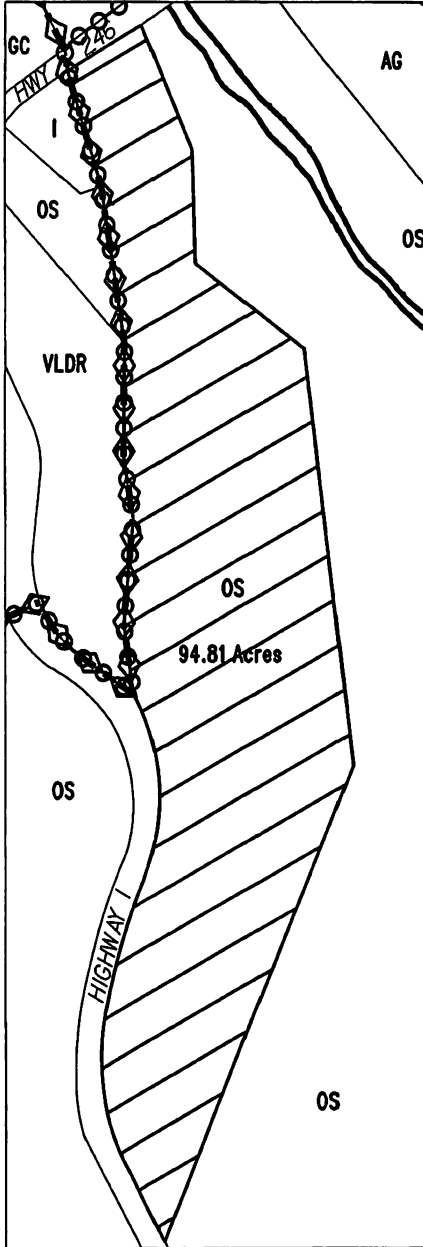
GP 07-04



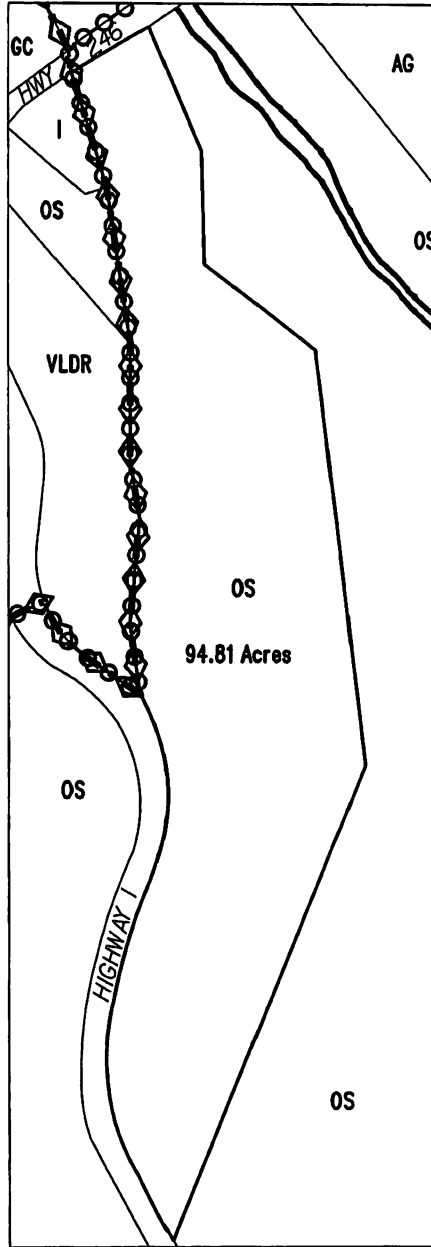
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GENERAL PLAN AMENDMENT

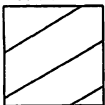
EXISTING



PROPOSED



- AG: Agriculture
- GC: General Commercial
- I: Industrial
- OS: Open Space
- VLDR: Very Low Density Residential



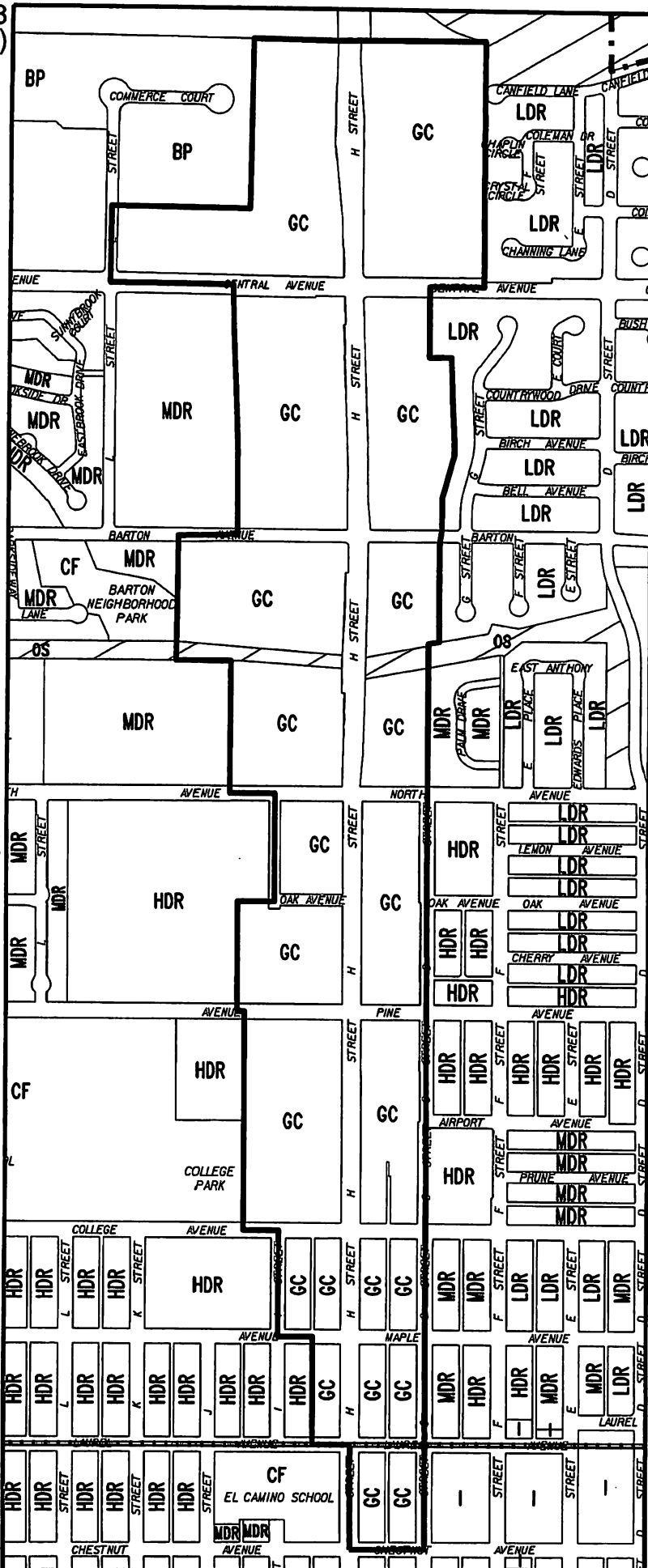
Park Overlay



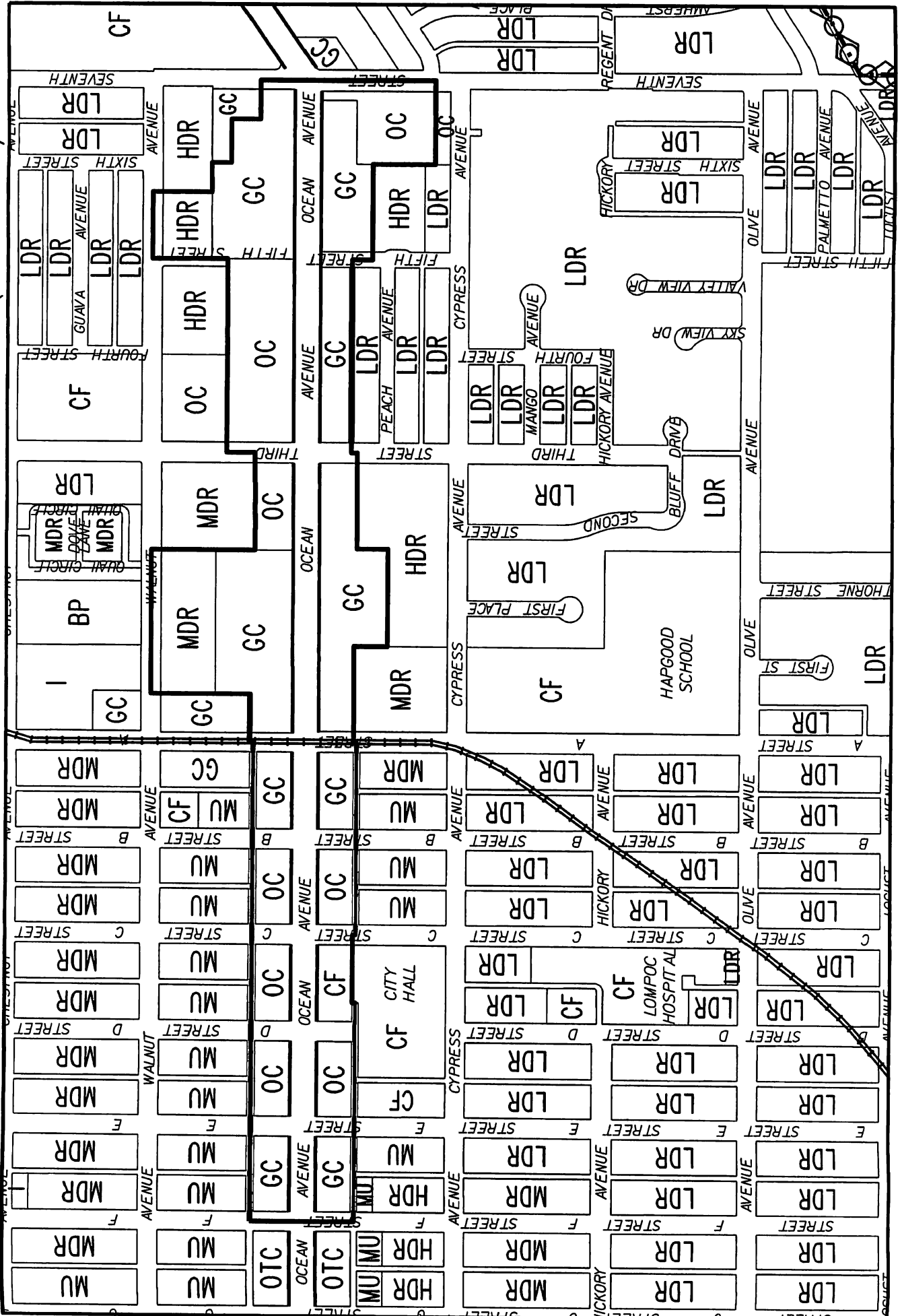
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GP 07-04

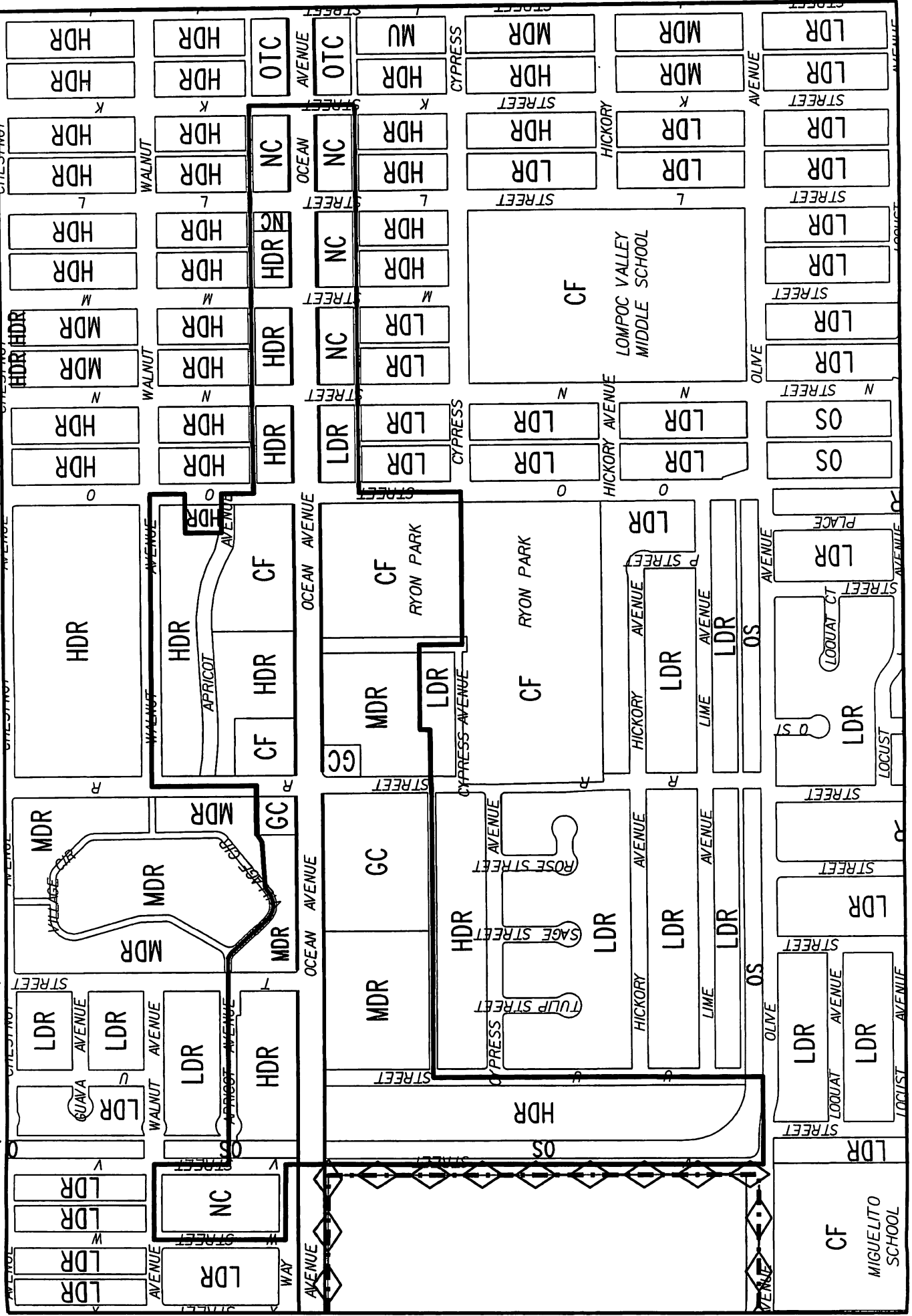
PROPOSED H STREET CORRIDOR IN-FILL AREA - GP 07-04

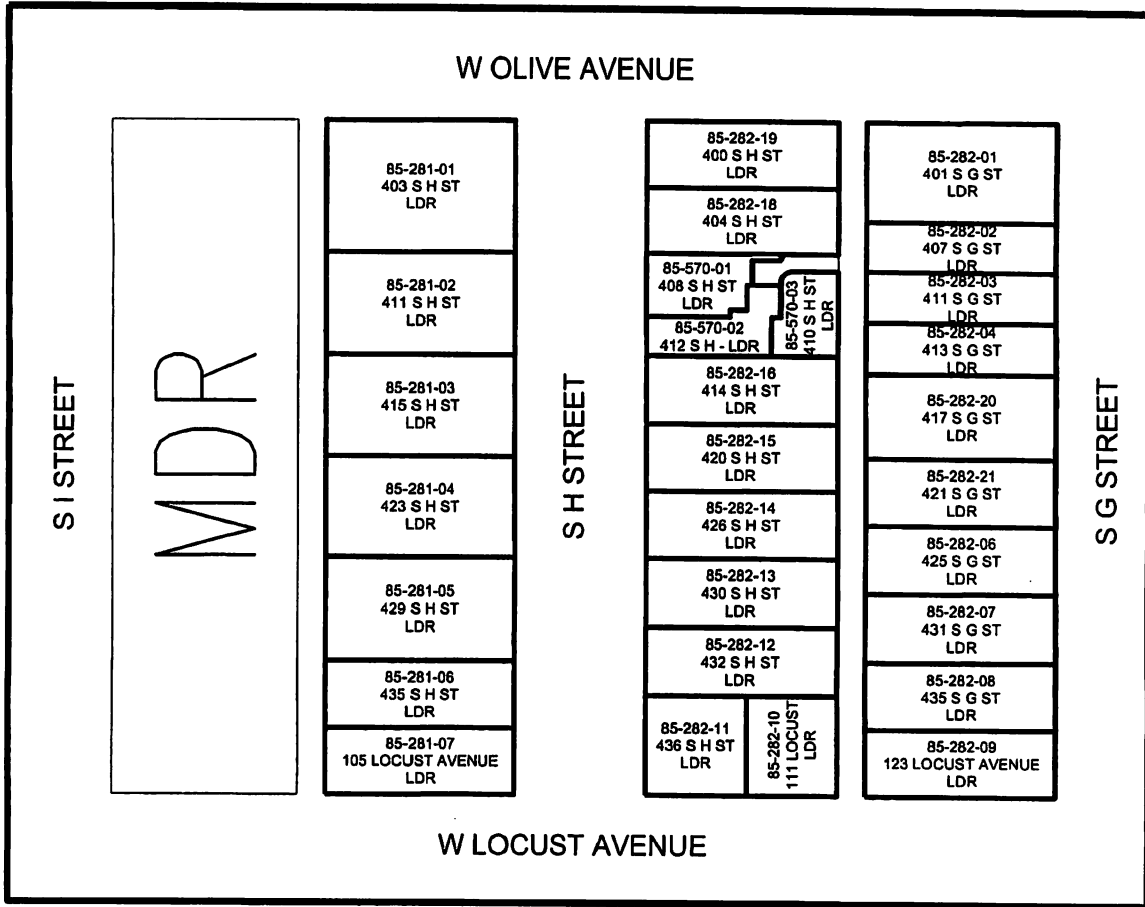


GP MAP 14A (ZC MAP 22A) PROPOSED OCEAN AVE CORRIDOR OVERLAY (EAST AREA) - GP 07-04

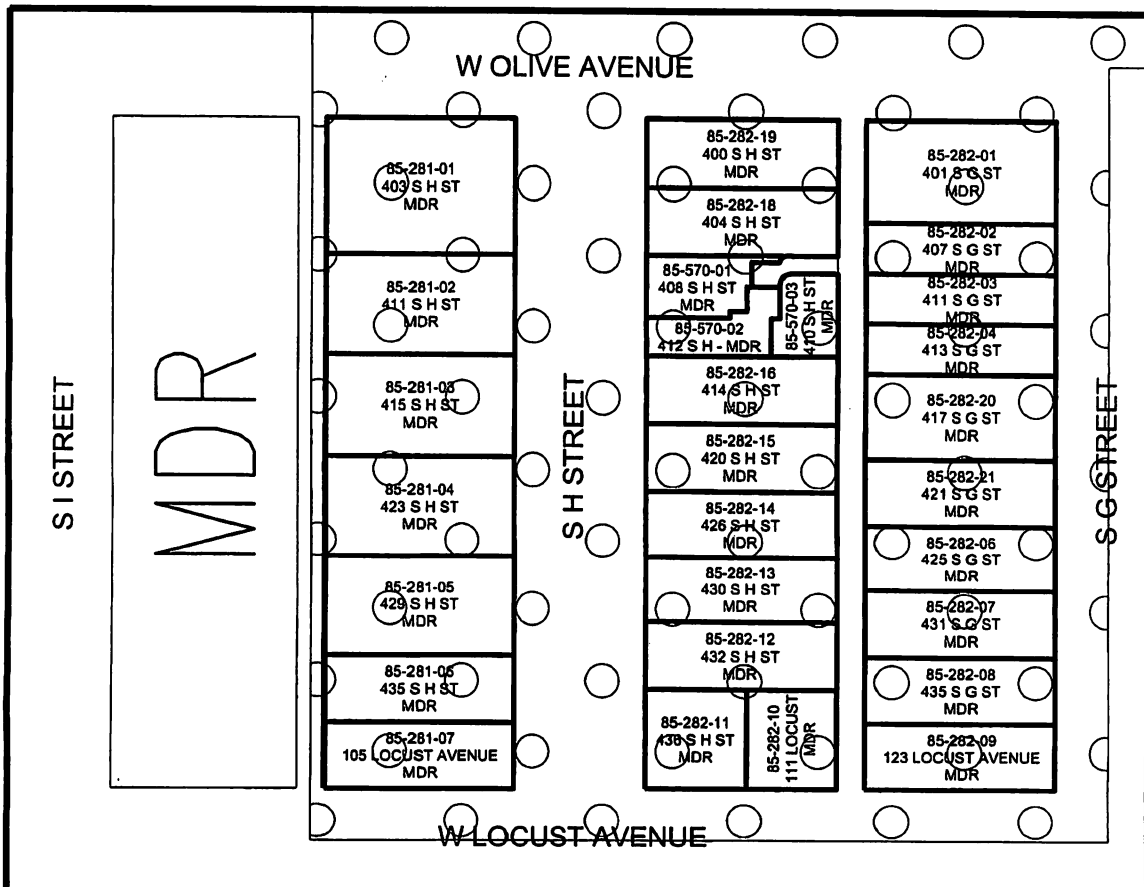


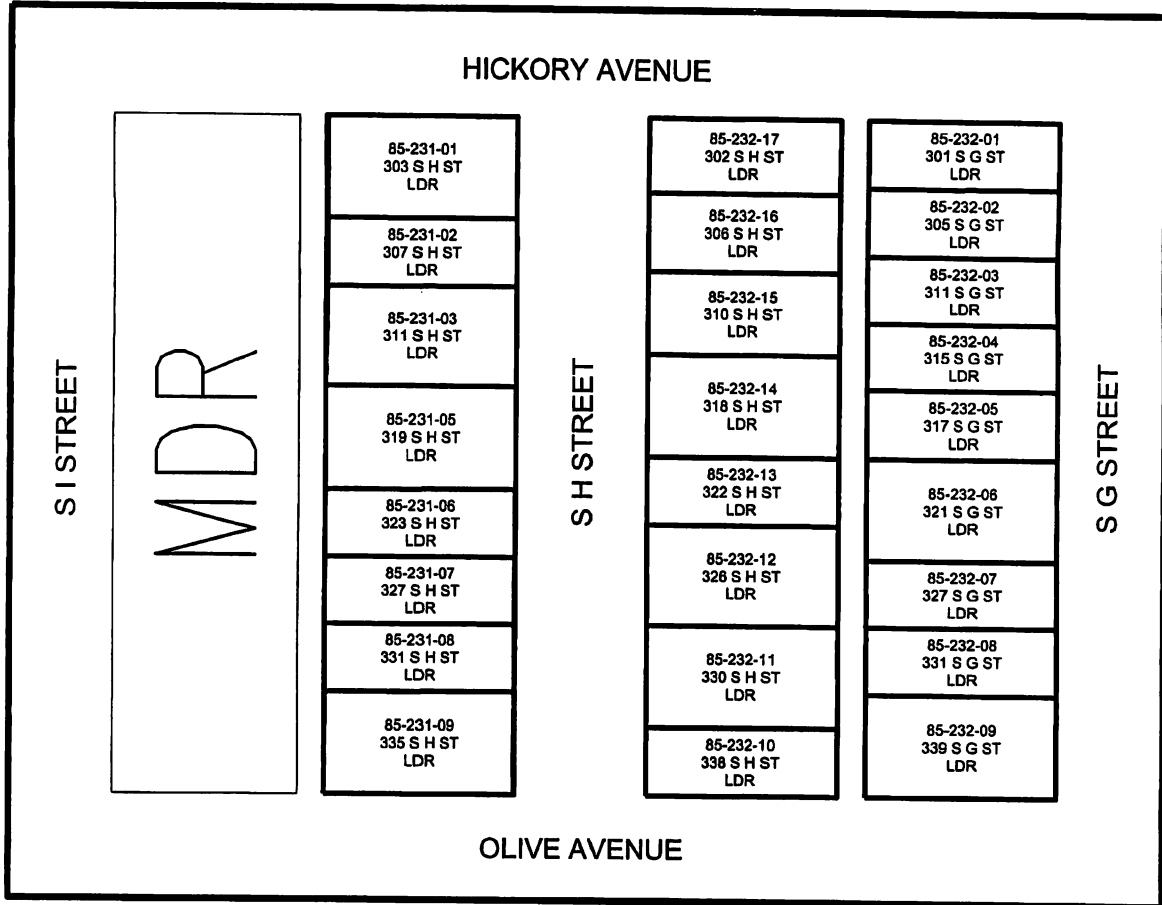
GP MAP 14B (ZC MAP 22B) PROPOSED OCEAN AVE CORRIDOR OVERLAY (WEST AREA) - GP 07-04



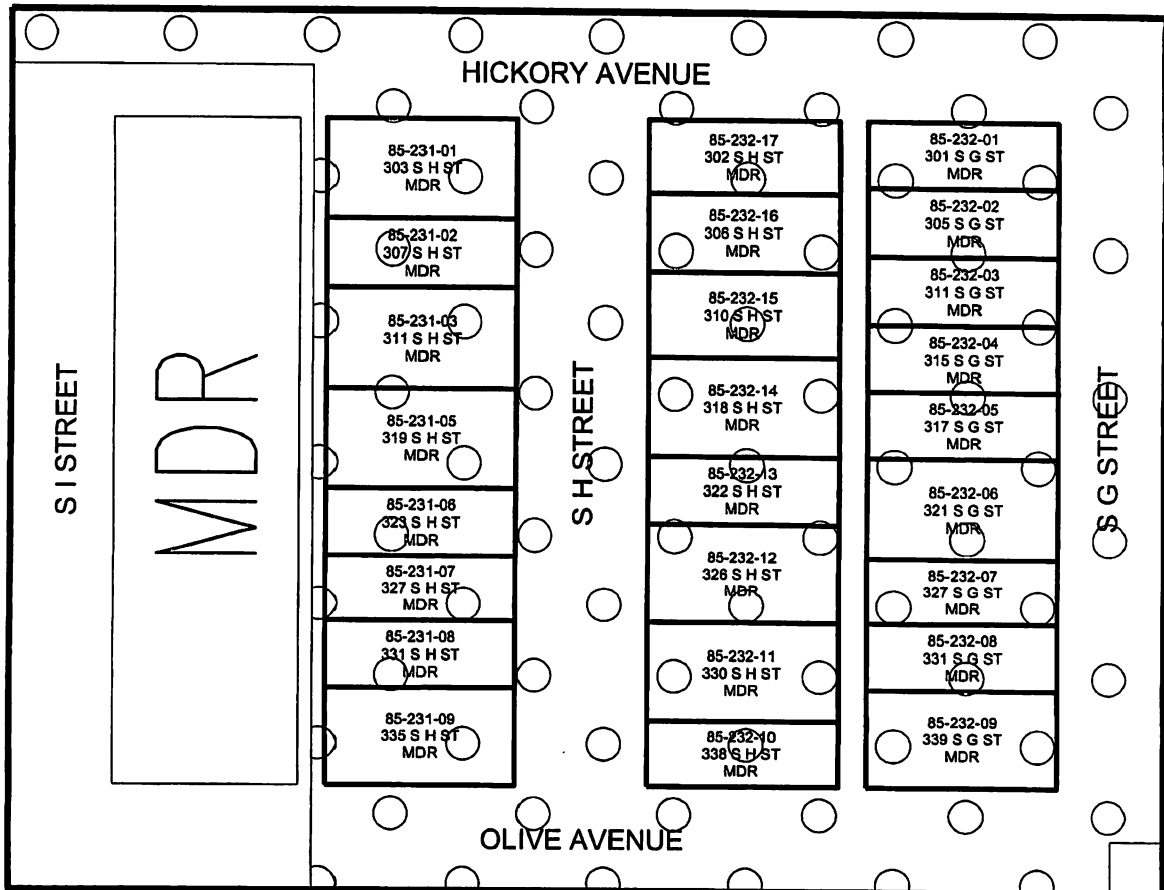


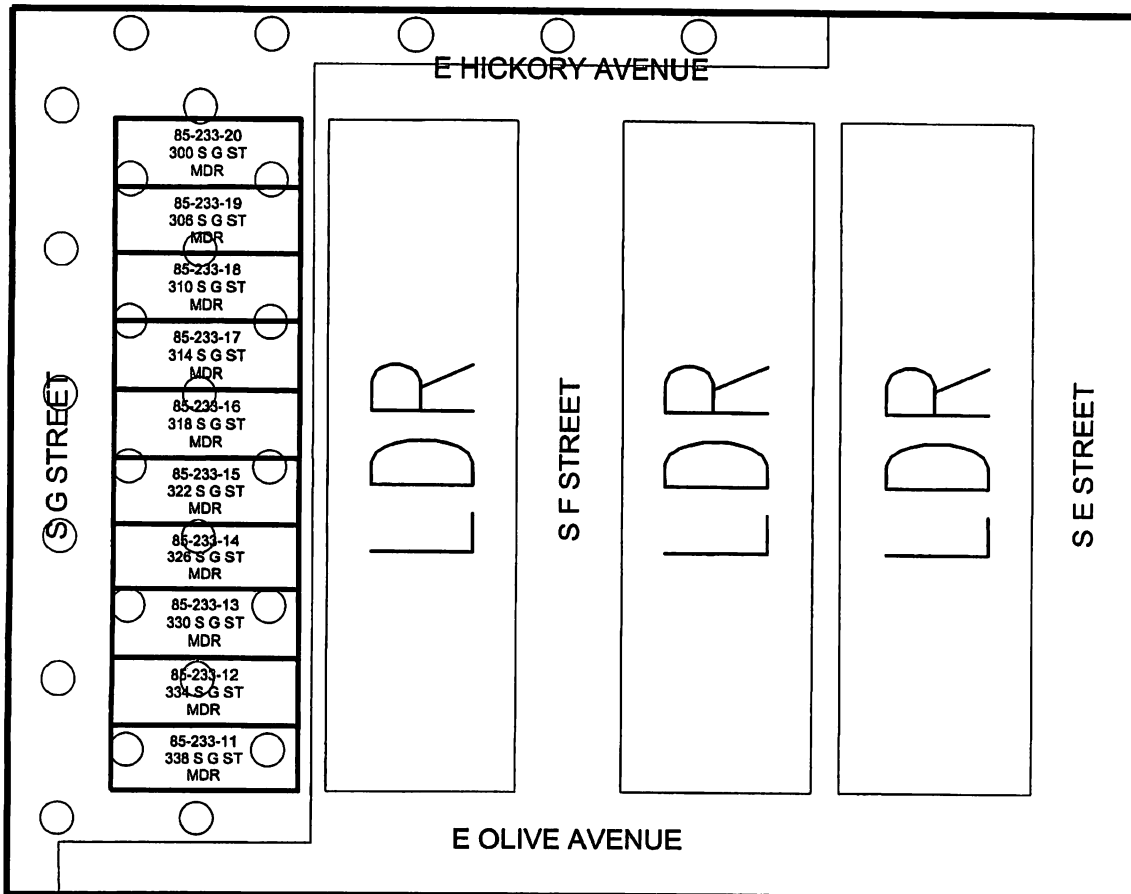
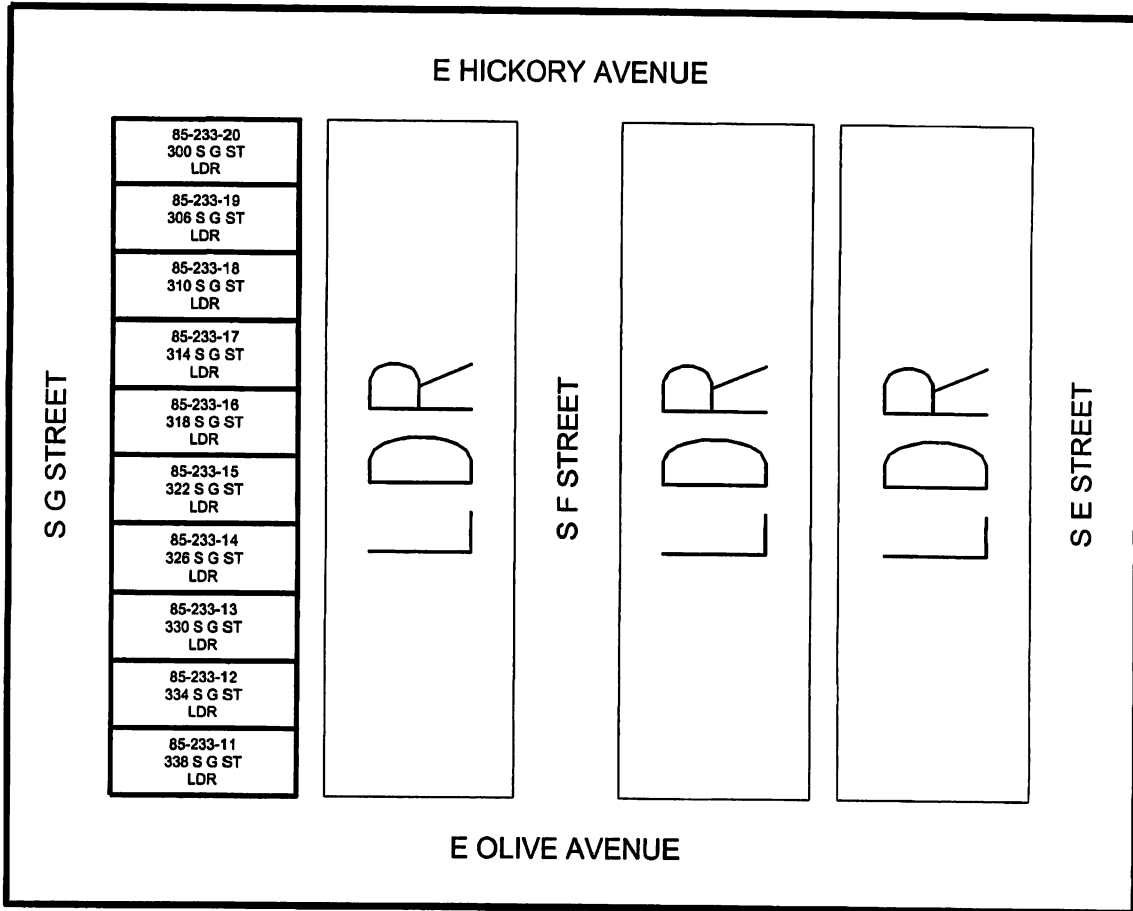
PROPOSED GP LAND USE DESIGNATION

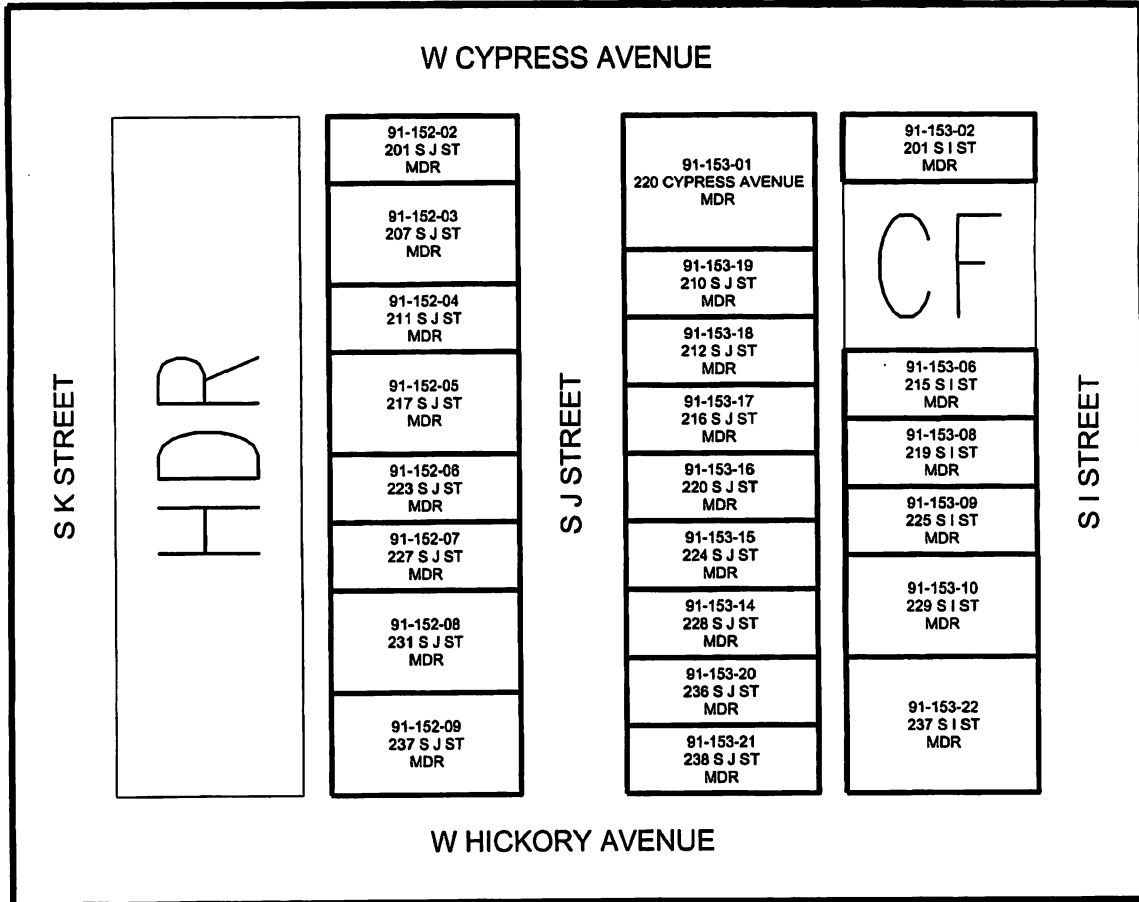




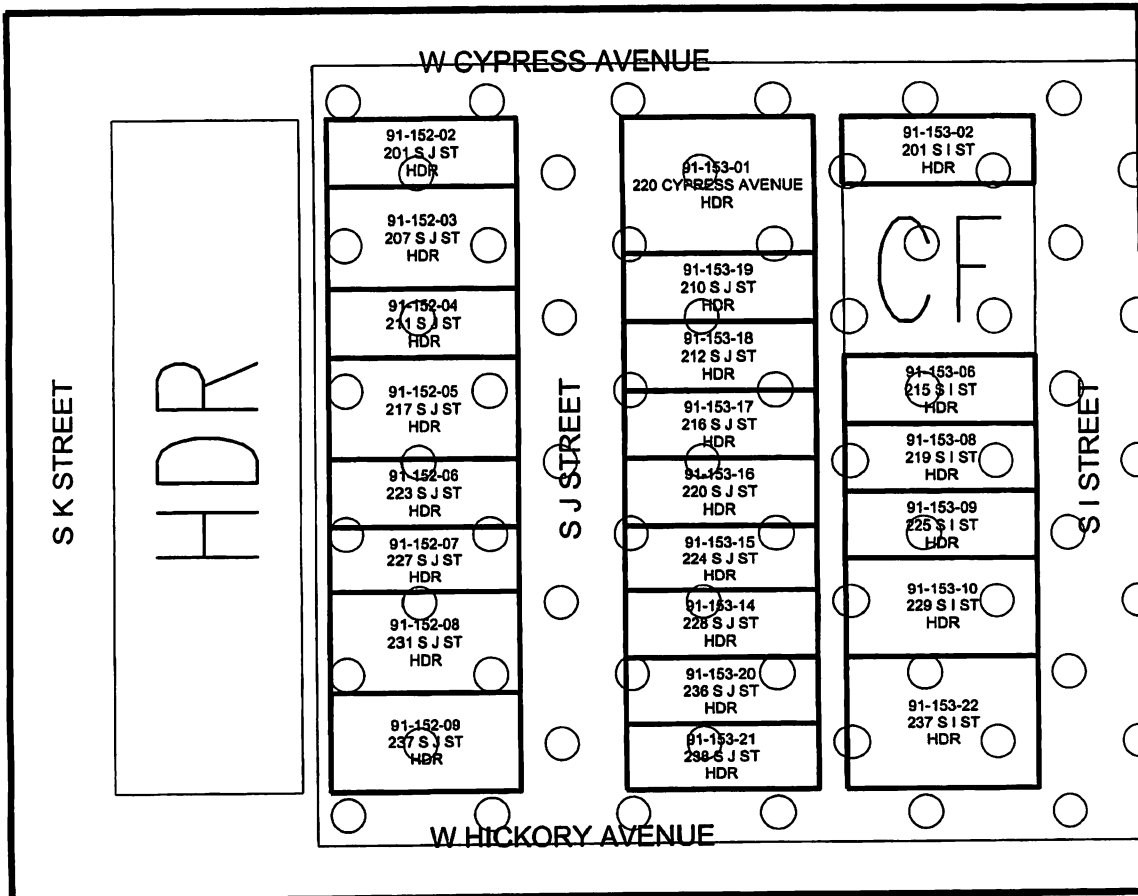
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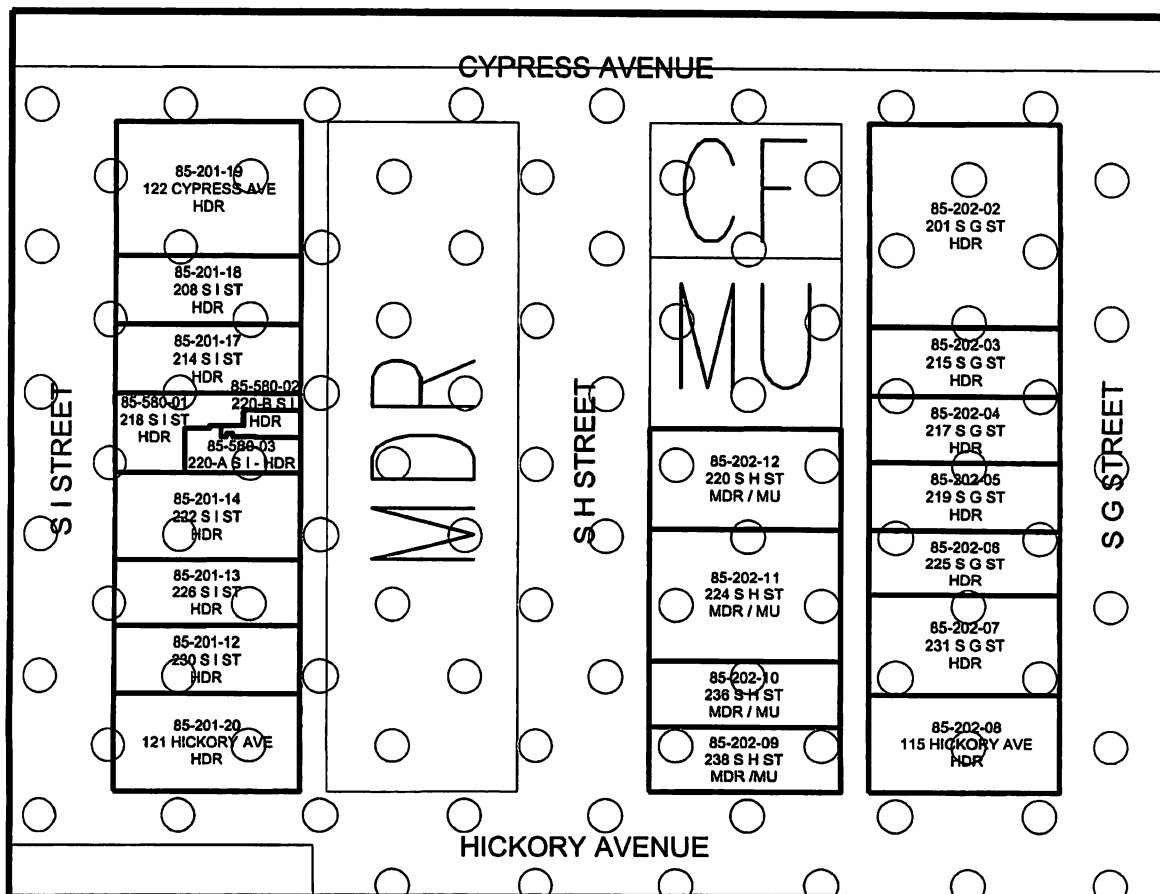
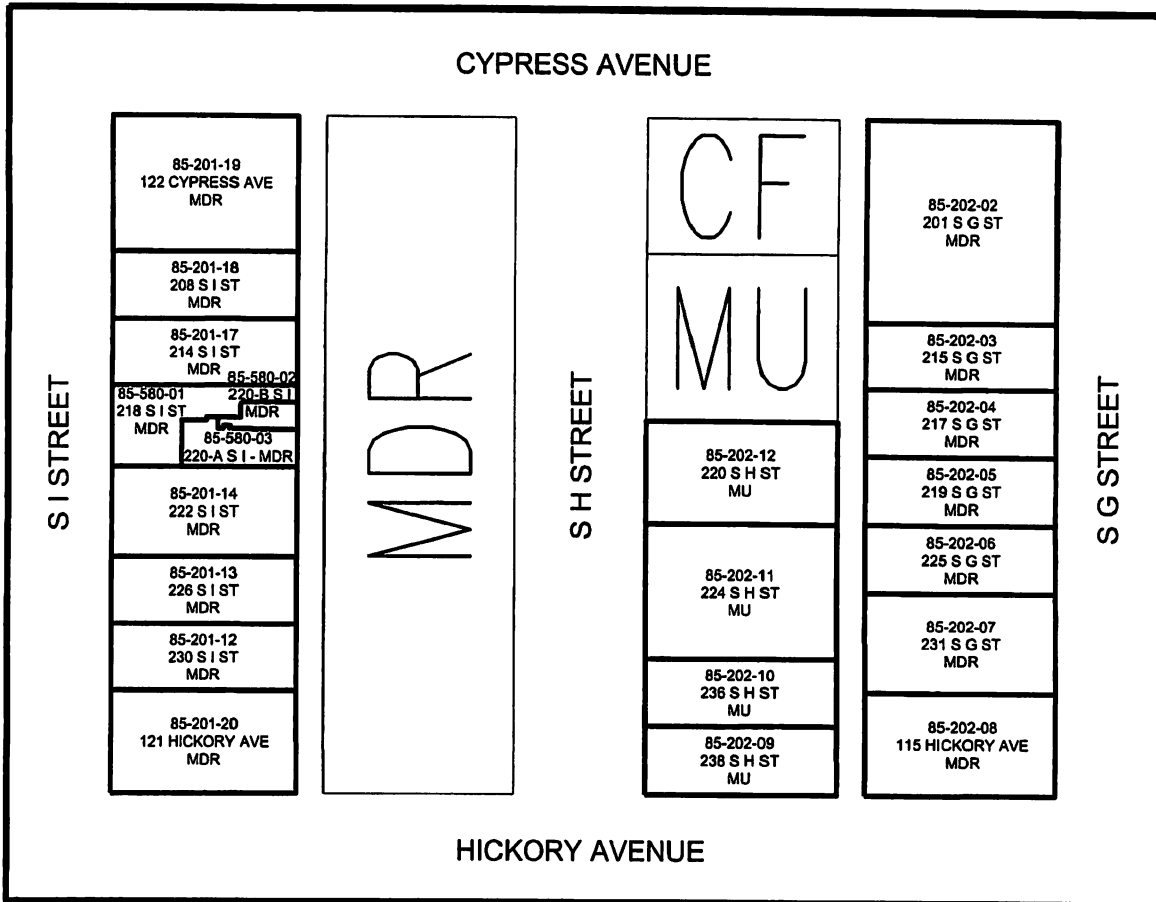


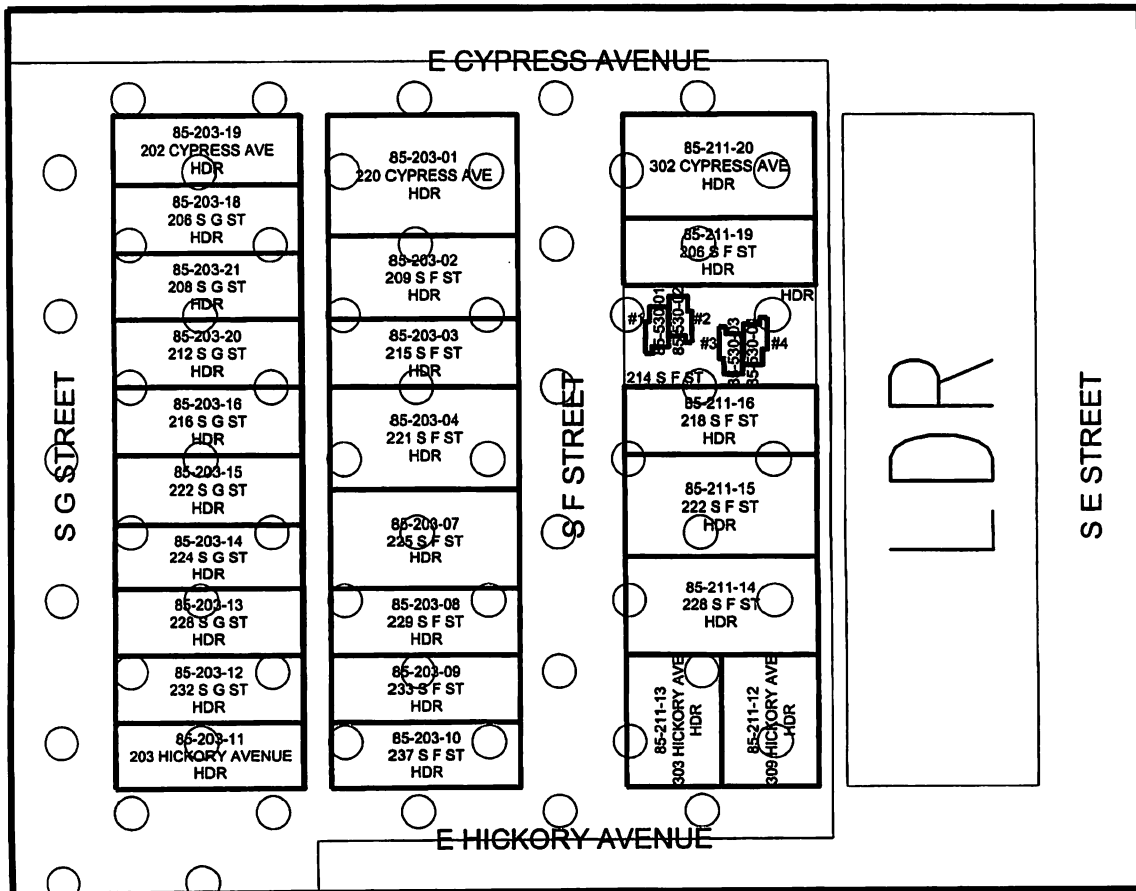
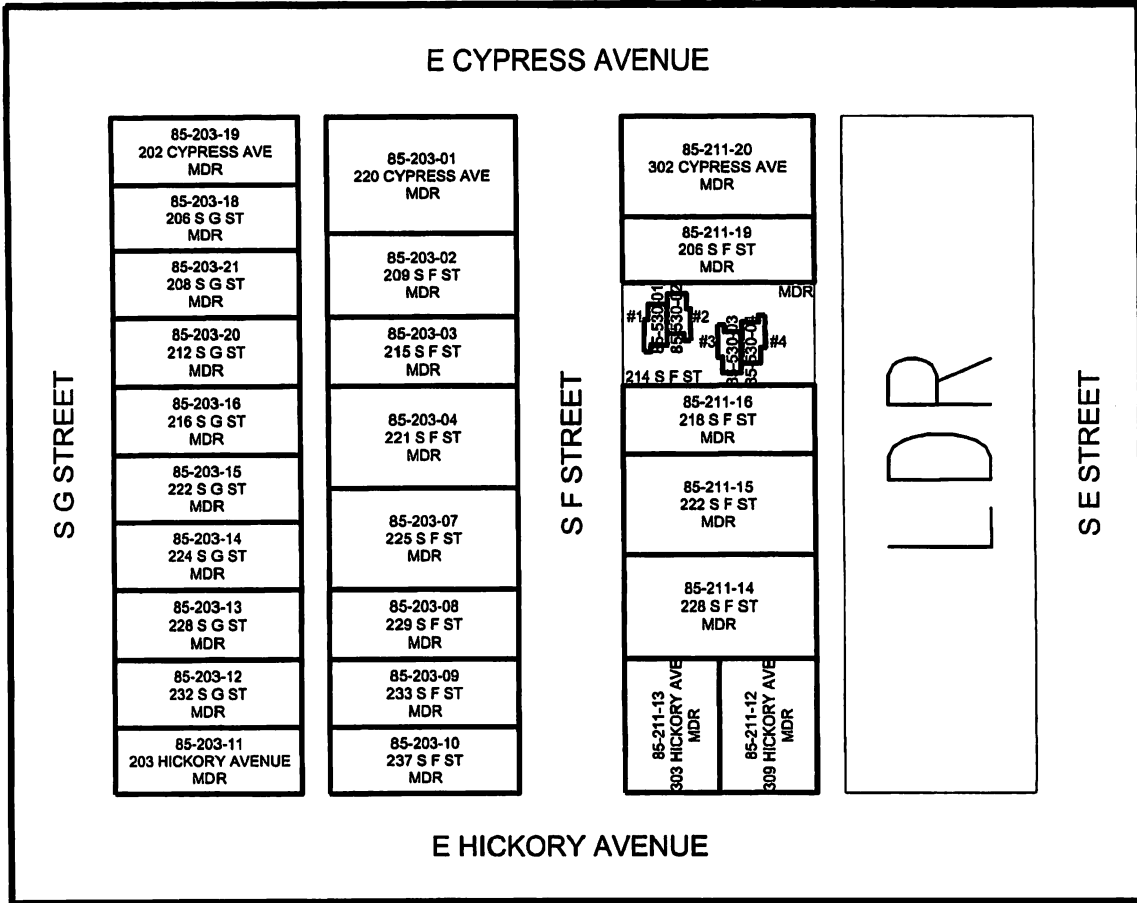


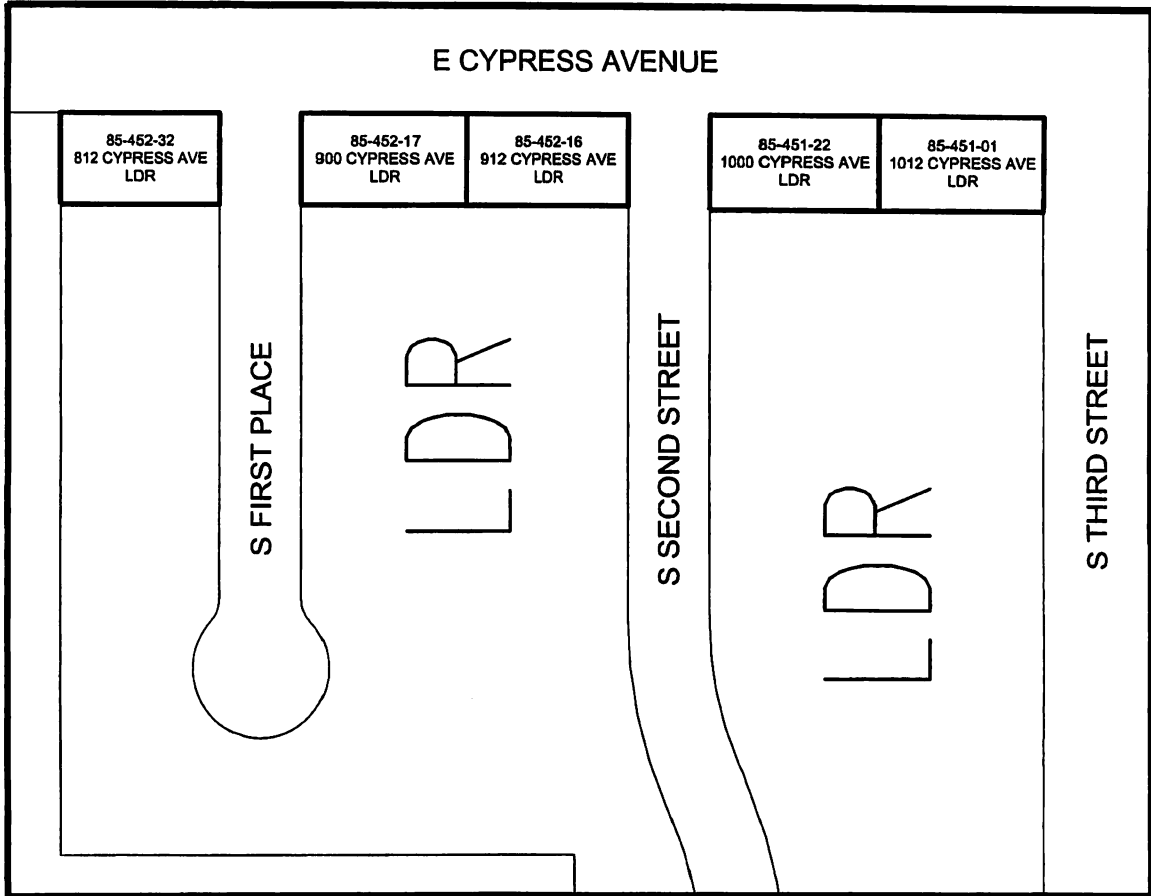


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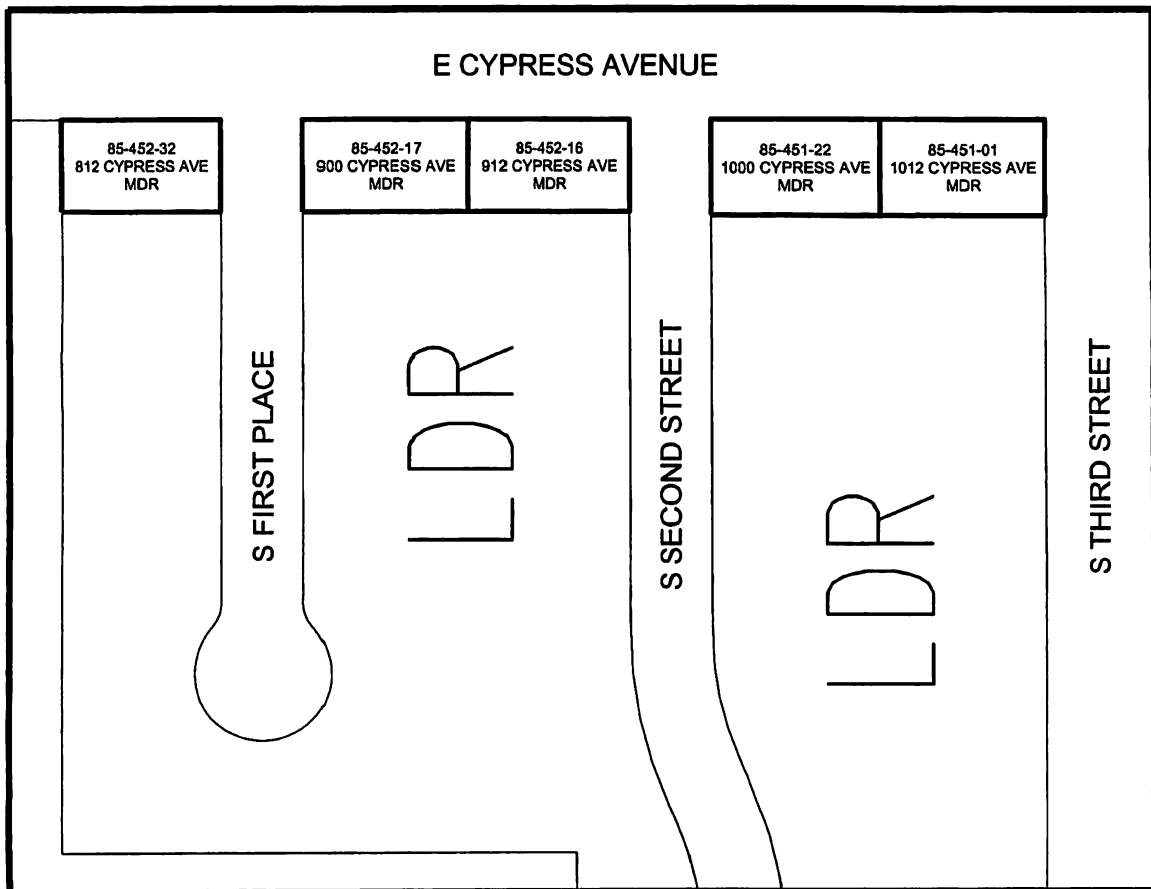


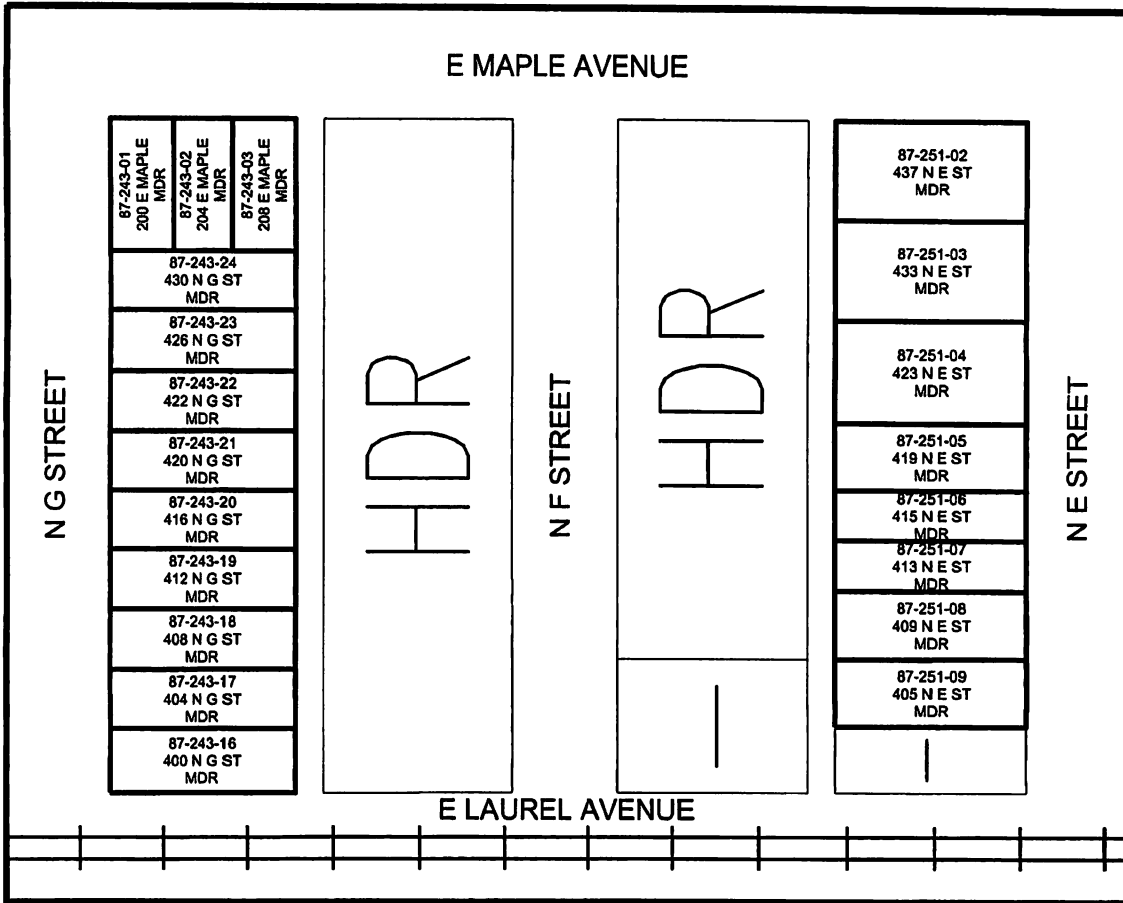




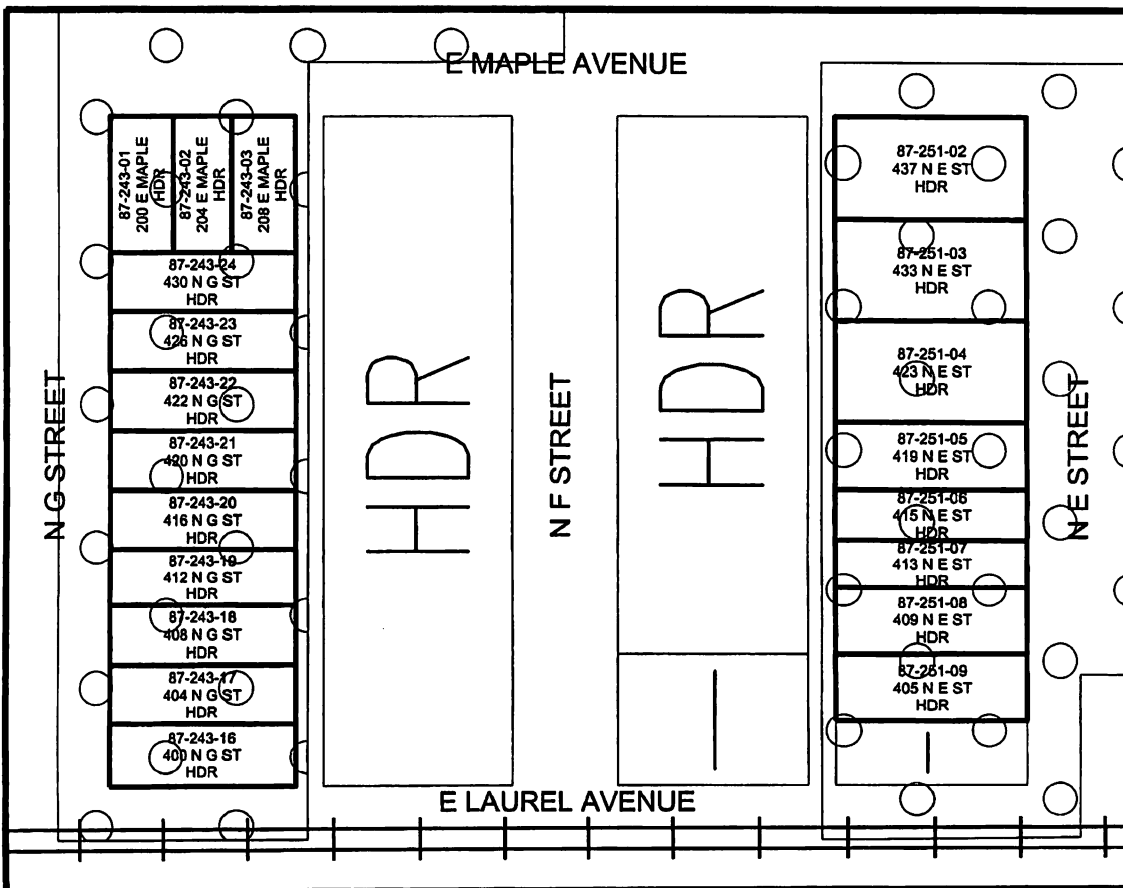


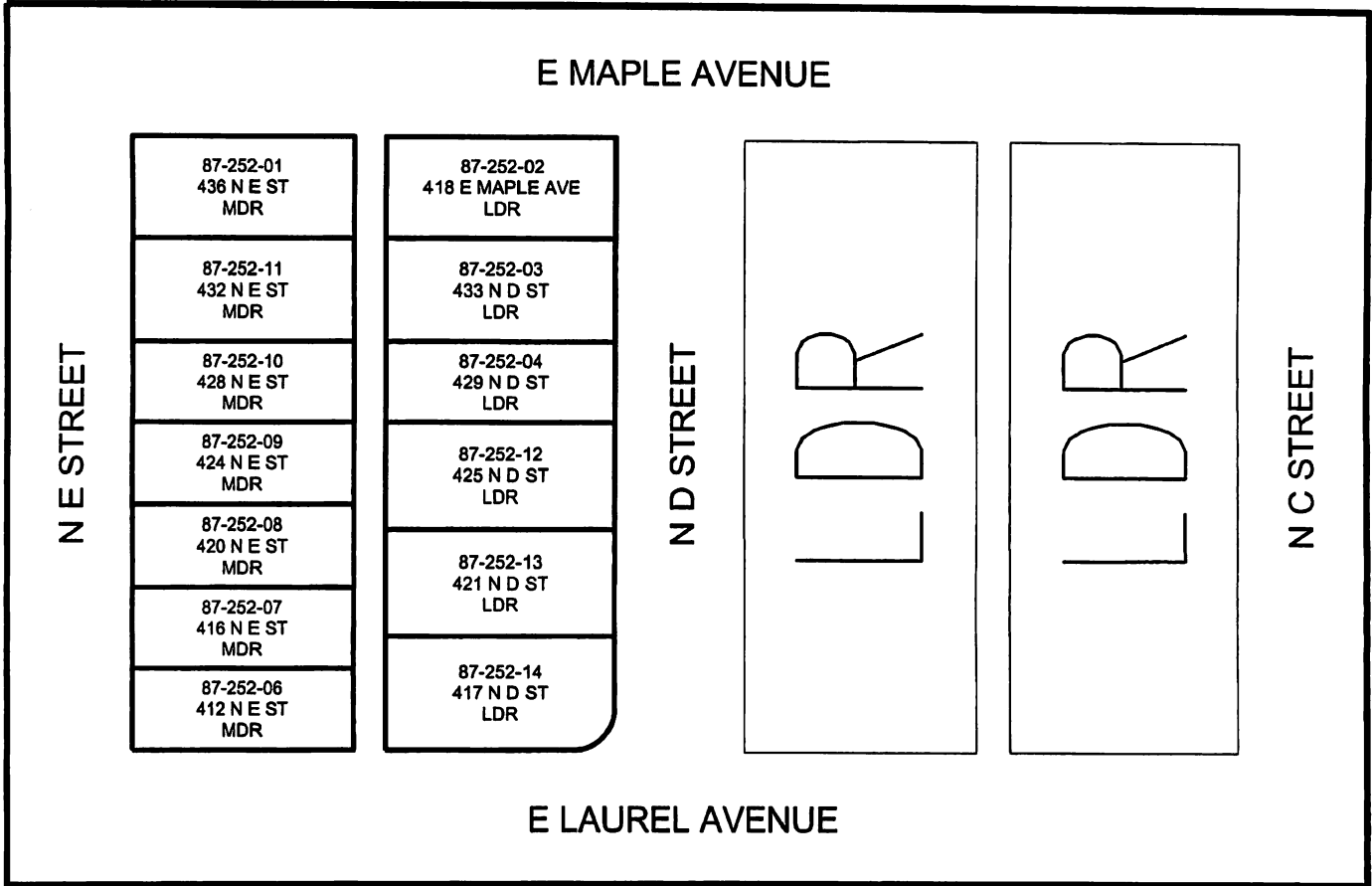
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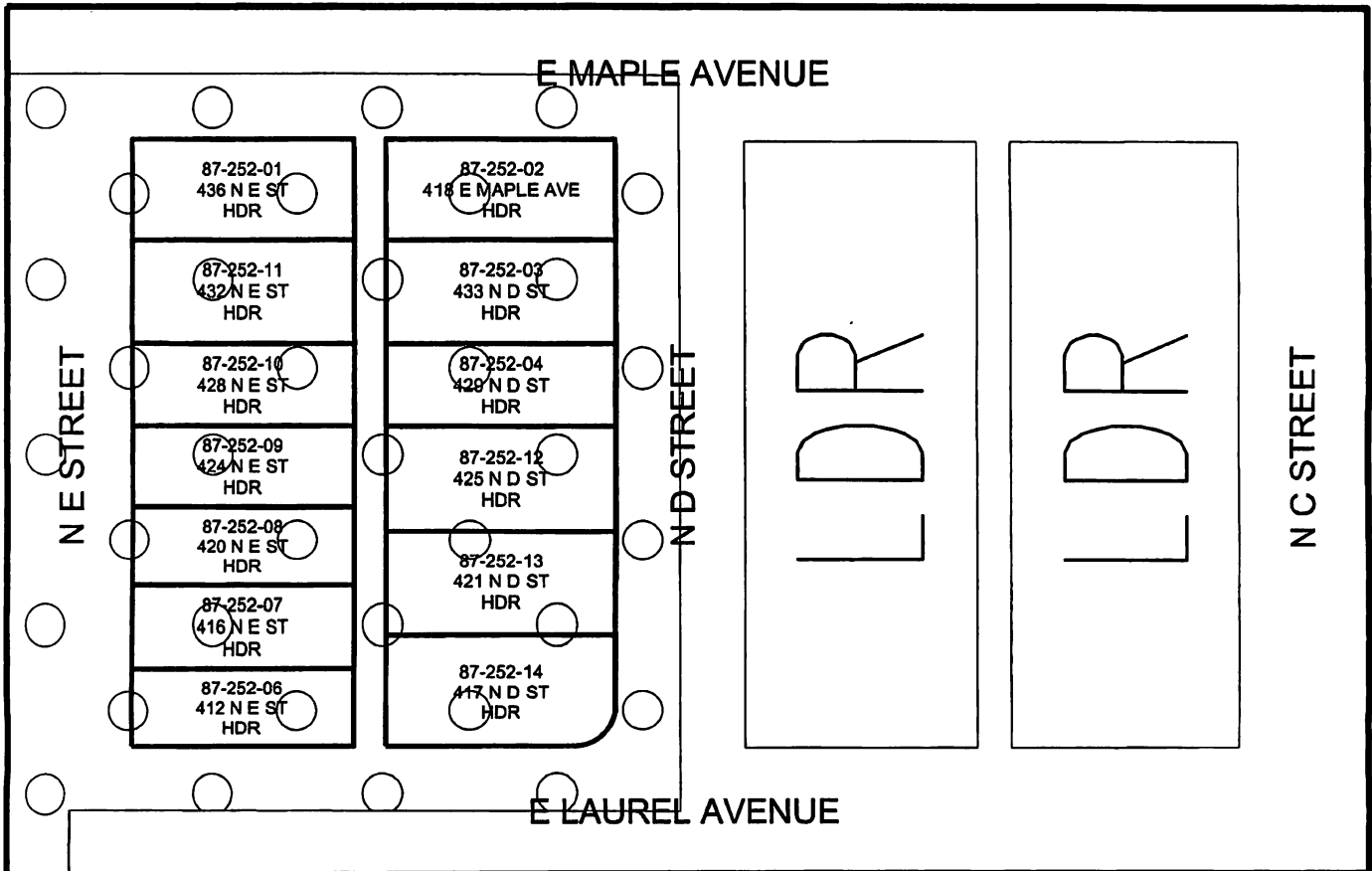


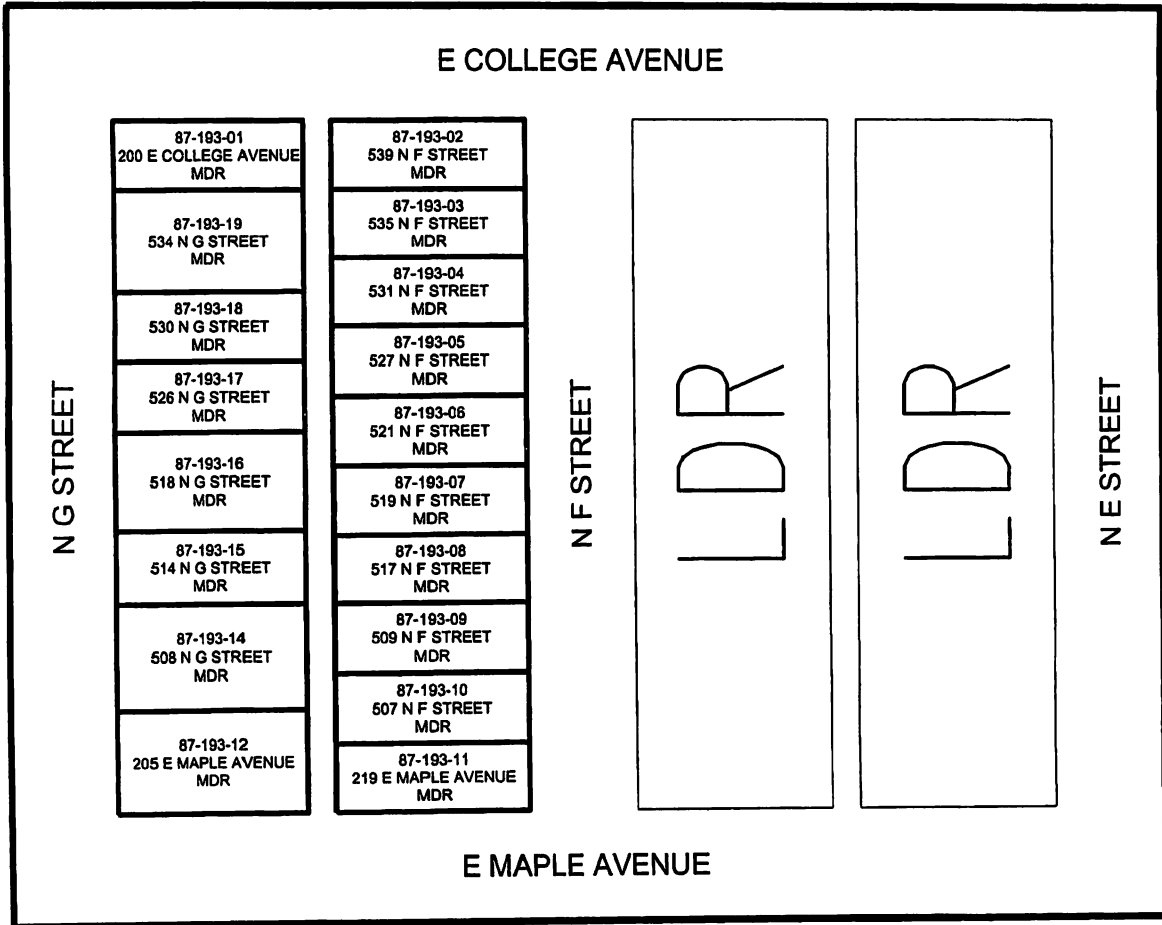
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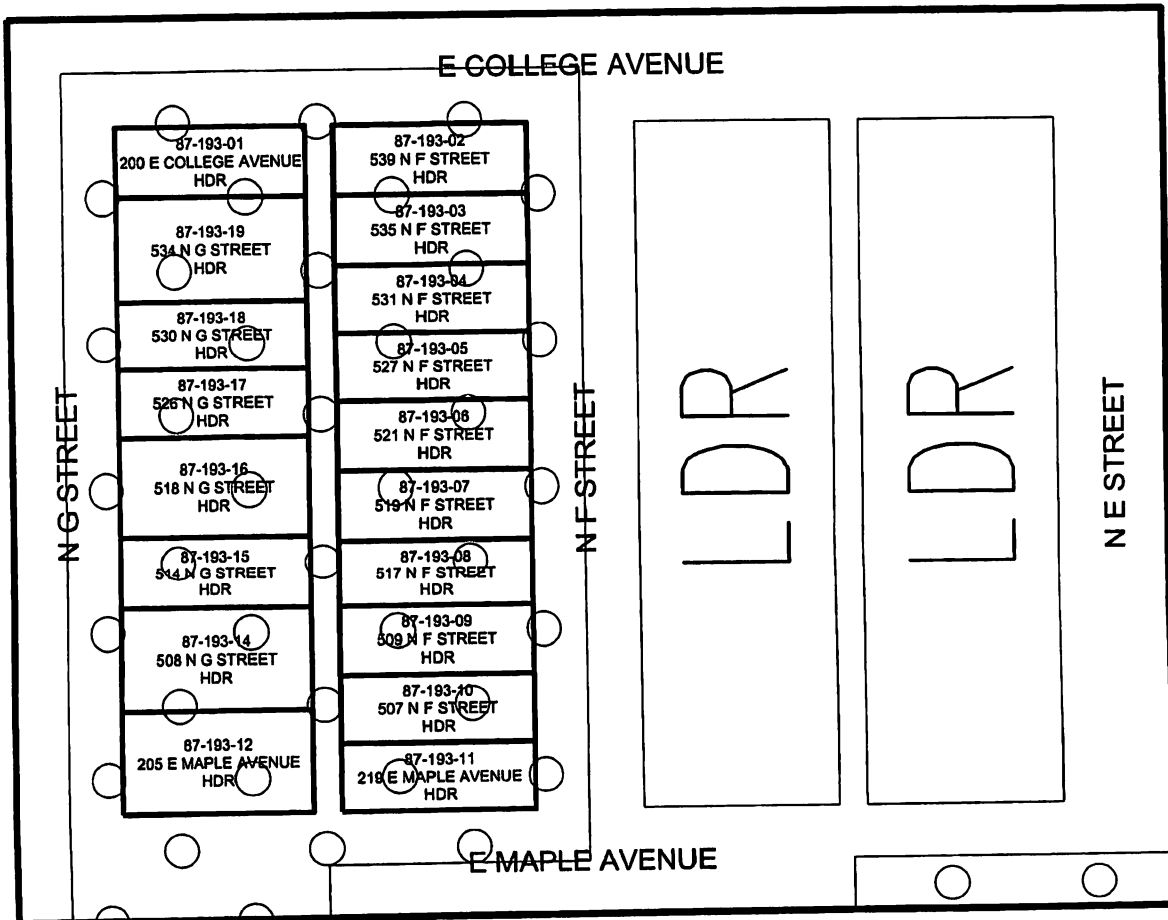


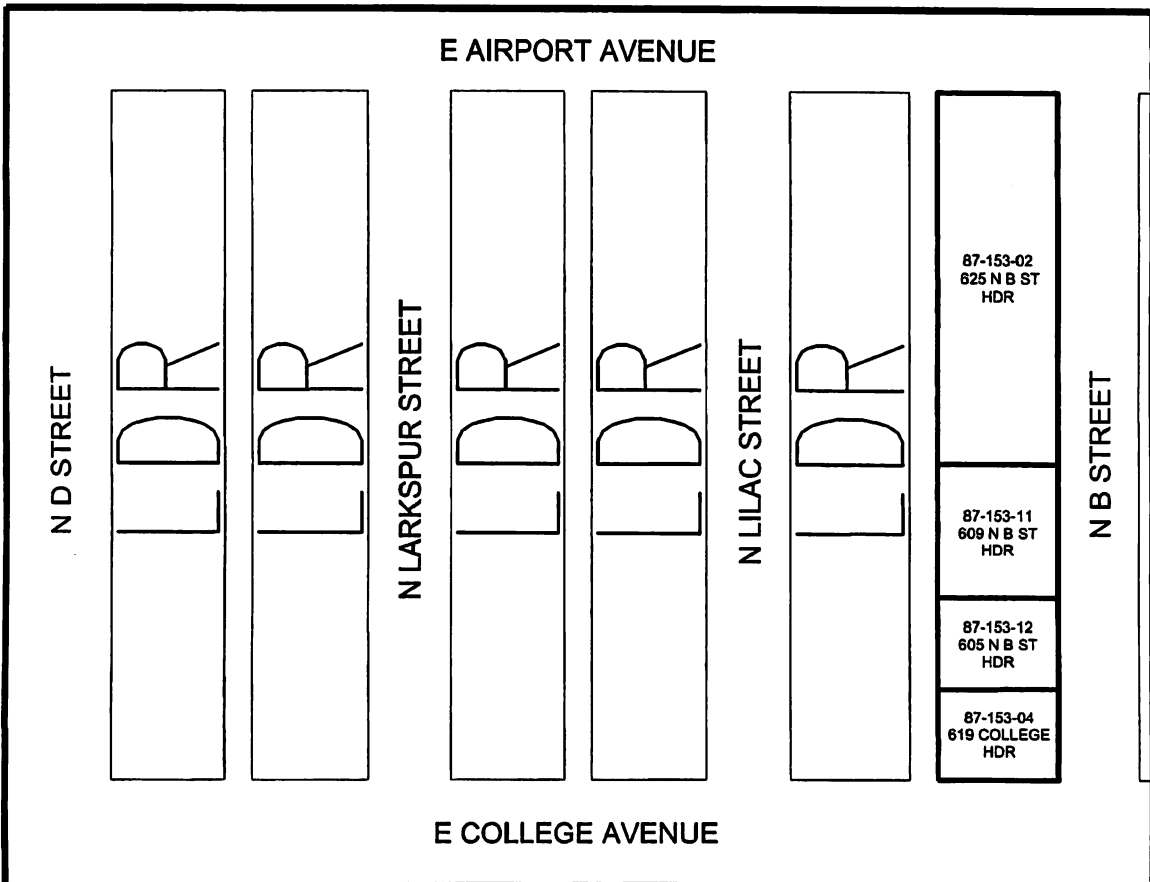
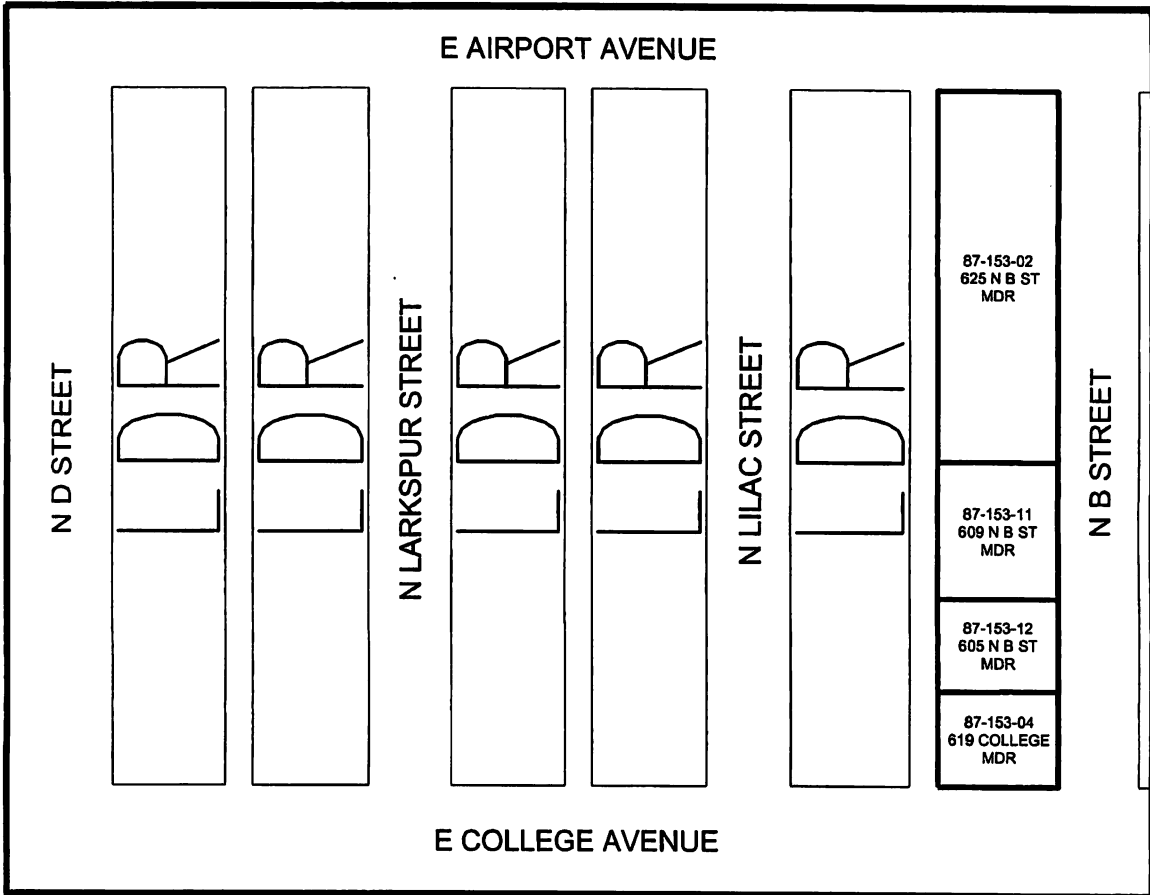
PROPOSED GP LAND USE DESIGNATION





PROPOSED GP LAND USE DESIGNATION





RESOLUTION NO. 764 (13)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC RECOMMENDING THE CITY COUNCIL APPROVE CHANGES TO THE ZONING ORDINANCE AND ZONING MAP FOR THE CITY OF LOMPOC 2030 GENERAL PLAN UPDATE (ZC 10-01)

WHEREAS, the City of Lompoc has initiated a comprehensive update to the City's General Plan in conformance with Government Code Section 65300 (the "Update"), which requires a City to adopt a comprehensive General Plan and update it as needed. City staff and Rincon Consultants, Inc. have conducted workshops and meetings with members of the community and the decision makers to assure public participation in the process; and

WHEREAS, the comprehensive Update has been conducted as a phased project, with Phase 1 including update to the Land Use, Circulation, Housing Elements and Phase 2 to include the balance of the Elements which will have a separate environmental review and will be separately considered by the Planning Commission; and

WHEREAS, Phase 1 of the comprehensive Update of the 2030 General Plan was considered by the Planning Commission at duly-noticed public hearings during the summer of 2010; forwarded of the City Council in fall of 2010; resulting in certification of the FEIR and adoption of the Housing Element on October 19, 2010 with the balance of the Phase 1 Elements review being returned to the Planning Commission for further consideration; and

WHEREAS, Phase 1 of the comprehensive Update of the 2030 General Plan was considered by the Planning Commission at duly-noticed public hearings during the summer of 2011; forwarded of the City Council in fall of 2011; and

WHEREAS, the Planning Commission recommendations regarding Phase 1 of the comprehensive Update of the 2030 General Plan were considered by the City Council at duly-noticed public hearings during 2012 and 2013 and on May 14, 2013 the City Council provided direction and returned Phase 1 to the Planning Commission for further review and a recommendation; and

WHEREAS, the City of Lompoc as Lead Agency determined the Update to the General Plan is a "Project" under the California Environmental Quality Act (CEQA) and issued a Notice of Preparation (NOP) to interested parties on August 11, 2008; and

WHEREAS, a Final Environmental Impact Report (FEIR 09-01) (SCH NO. 2008081032) was prepared by Rincon Consultants, Inc. in conformance with CEQA and the Environmental Guidelines of the City of Lompoc to study the environmental impacts of the proposed Project and was certified by the City Council on October 19, 2010; and

WHEREAS, an Addendum to FEIR 09-01 was prepared to address additional Greenhouse Gas (GHG) and policy language analysis; the Addendum was circulated through the State Clearinghouse and was available for public review and comment; and

WHEREAS, the Planning Commission has recommended the City Council certify the Addendum to the Final Environmental Impact Report (FEIR 09-01) (SCH NO. 2008081032) for the Project; adopt revised Findings of Fact and Statement of Overriding Considerations and adopt the Mitigation Monitoring and Reporting Program as required by the California Environmental Quality Act (CEQA); and

WHEREAS, Government Code Section 65860 requires the Lompoc City Zoning Ordinance (the “Zoning Ordinance”) be consistent with the adopted General Plan; and

WHEREAS, at the meeting of October 9, 2013 Planning staff and Mr. Richard Daulton of Rincon Consultants were present and answered Planning Commissioners’ questions and addressed their concerns; and

WHEREAS, at the meeting of October 9, 2013 _____ addressed the Planning Commission regarding the General Plan; and

WHEREAS, changes to the Zoning Ordinance and Zoning Maps, as shown on the maps attached hereto, are proposed to ensure the Zoning Ordinance will be consistent with adopted General Plan.

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

SECTION 1: Based upon the testimony provided at the public hearing, the evidence presented in the staff report and at the public hearing, and due deliberation of the matters presented, the Planning Commission finds as follows:

- a) The proposed zoning changes will bring zoning into consistency with the 2030 General Plan, and specifically the 2030 General Plan Land Use Element and Land Use Element Map, the adoption of which has been recommended to the City Council by the Planning Commission; and
- b) The proposed zoning changes are required for the public necessity, convenience and general welfare; and
- c) The areas in which the zoning is proposed to be changed are afforded the services and facilities appropriate for the zone proposed.

SECTION 2: The Planning Commission resolves this resolution shall be forwarded to the City Council, pursuant to *Section 17.132.040* of the Lompoc City Code, with the Commission recommendation that the Council approve ZC 10-01 and amend the City of Lompoc Zoning Map to achieve consistency with the 2030 Land Use Element Map.

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the Planning Commission meeting of October 9, 2013 by the following vote:

AYES:

NOES:

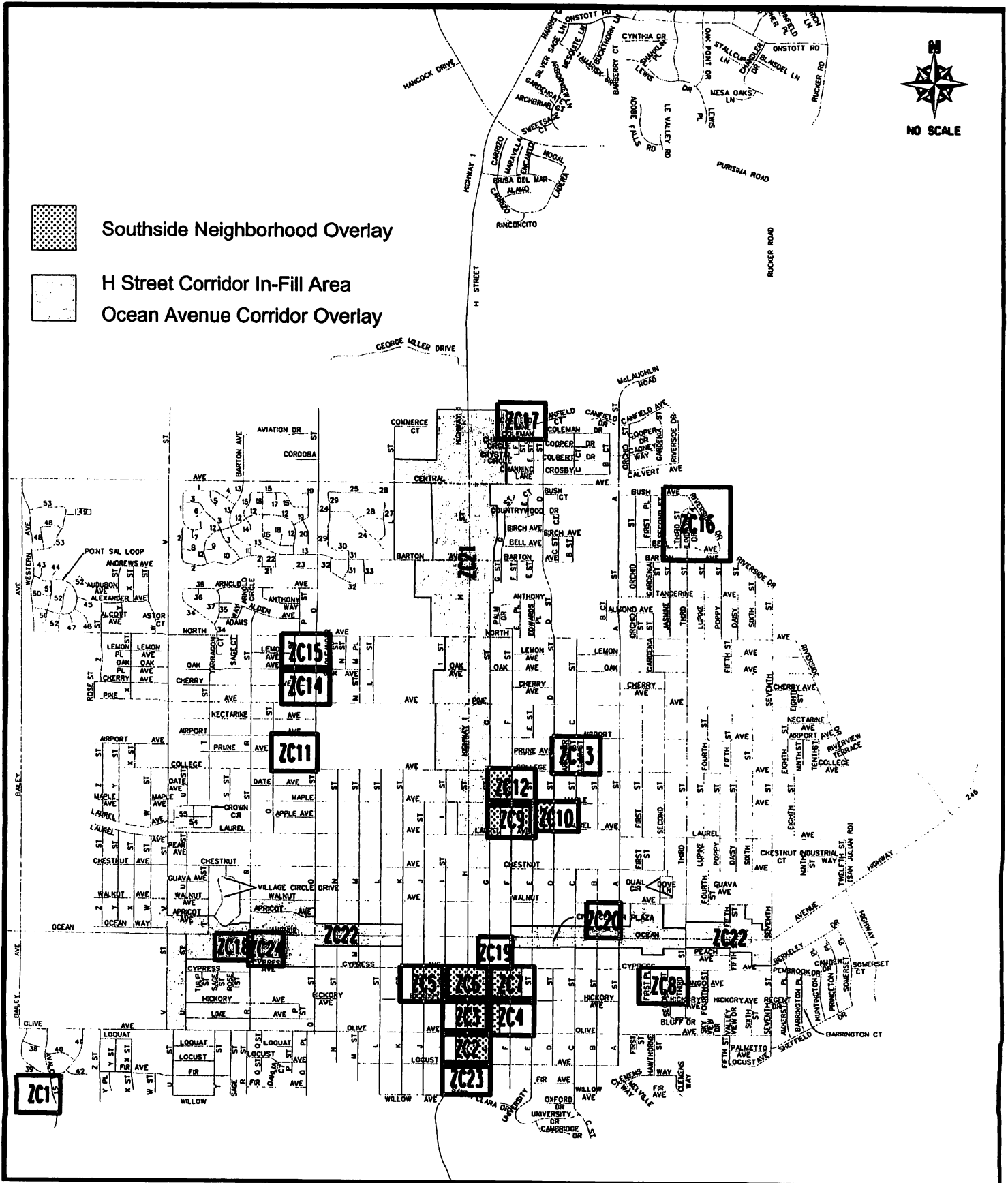
The above vote by individual Commissioners does not apply to proposed changes to the Zoning Map to which the Commissioner may have a conflict of interest.

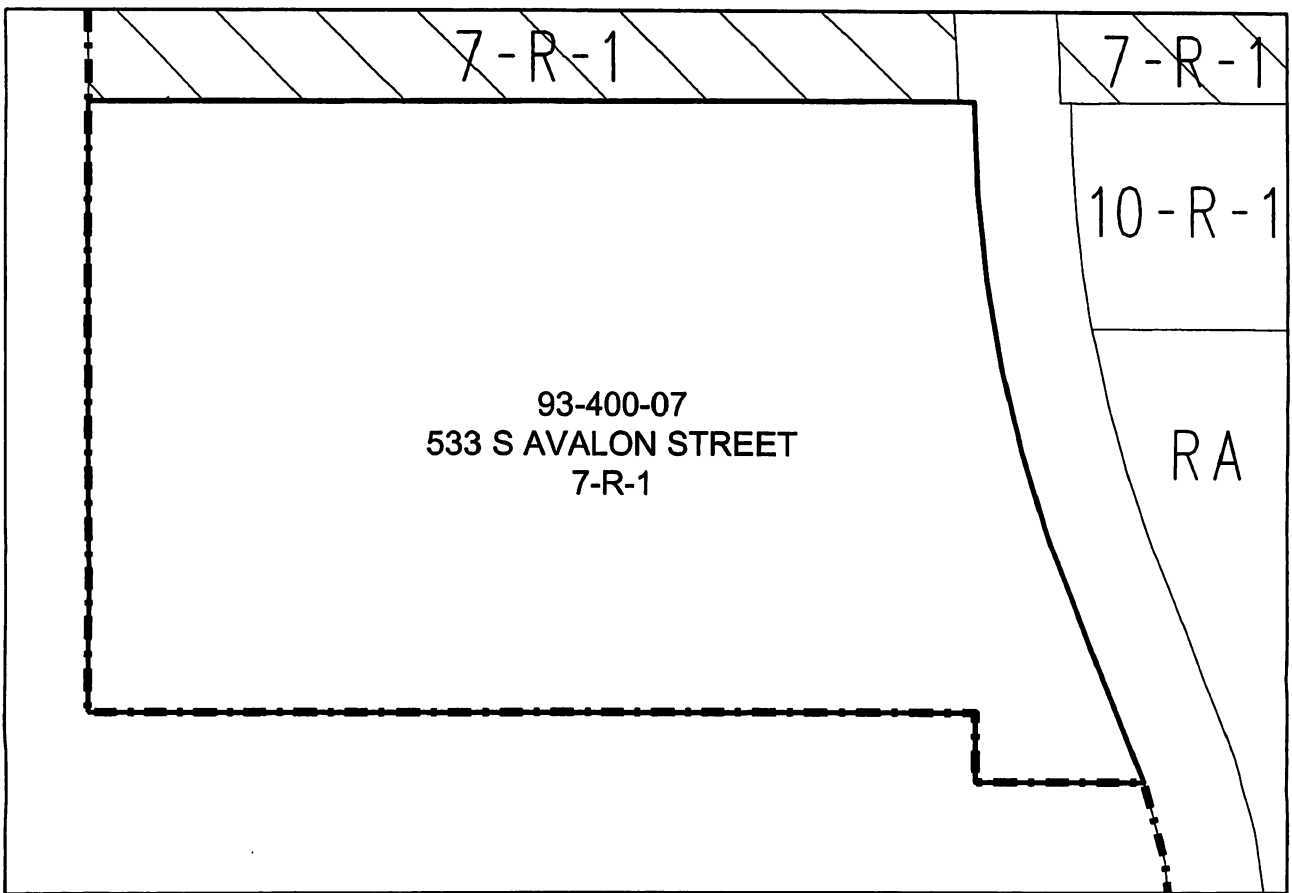
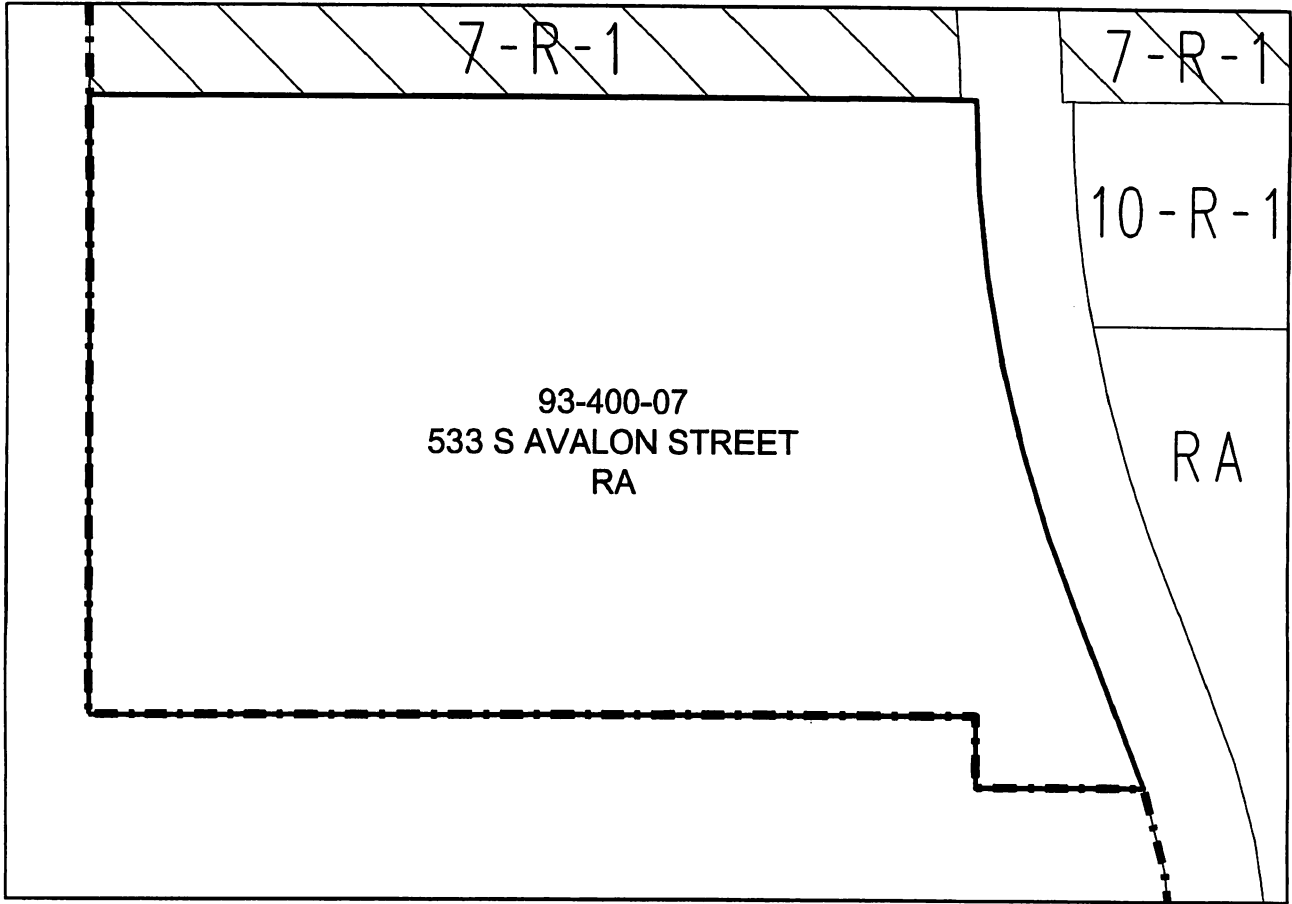
Lucille T. Breese, AICP, Secretary

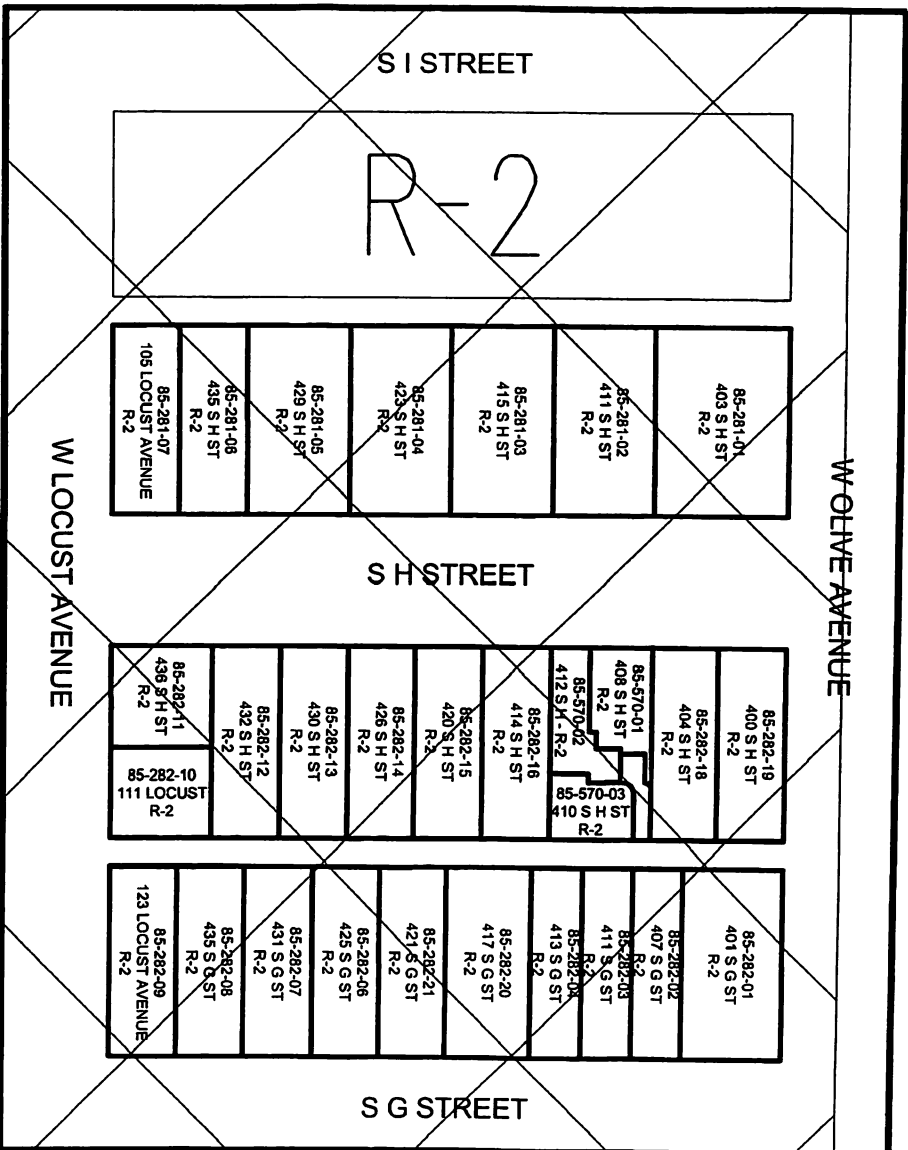
Ron Fink, Chair

Attachment: [Exhibit A – Maps: ZC1 – ZC24](#)

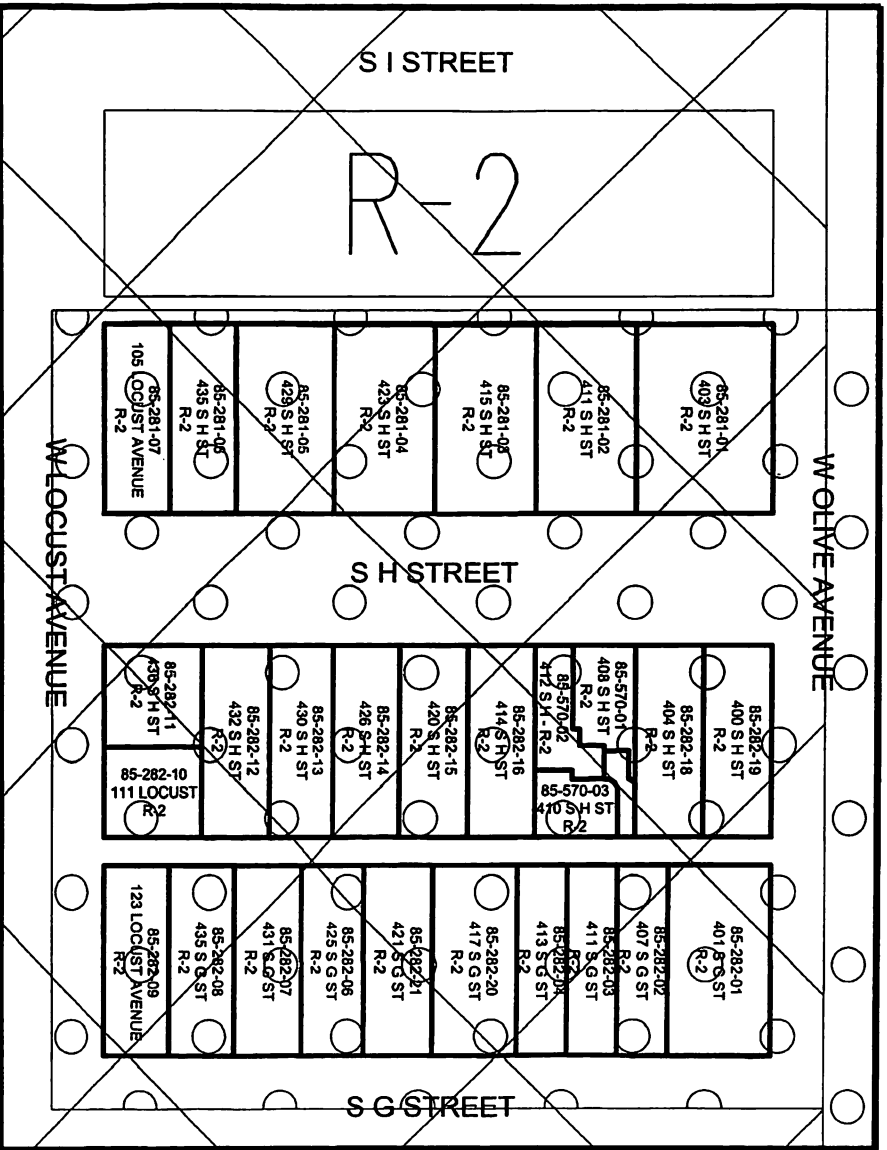
PROPOSED ZONING MAP CHANGES OCTOBER 2013

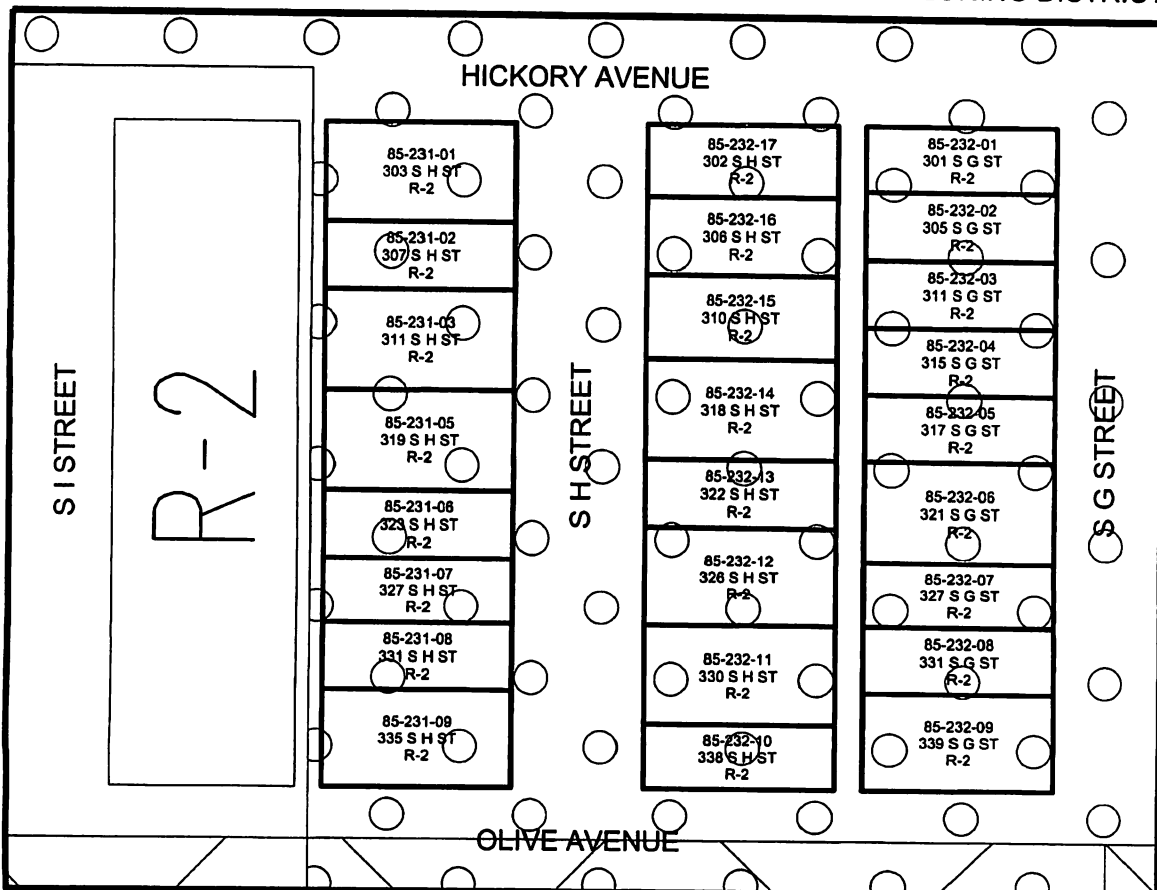
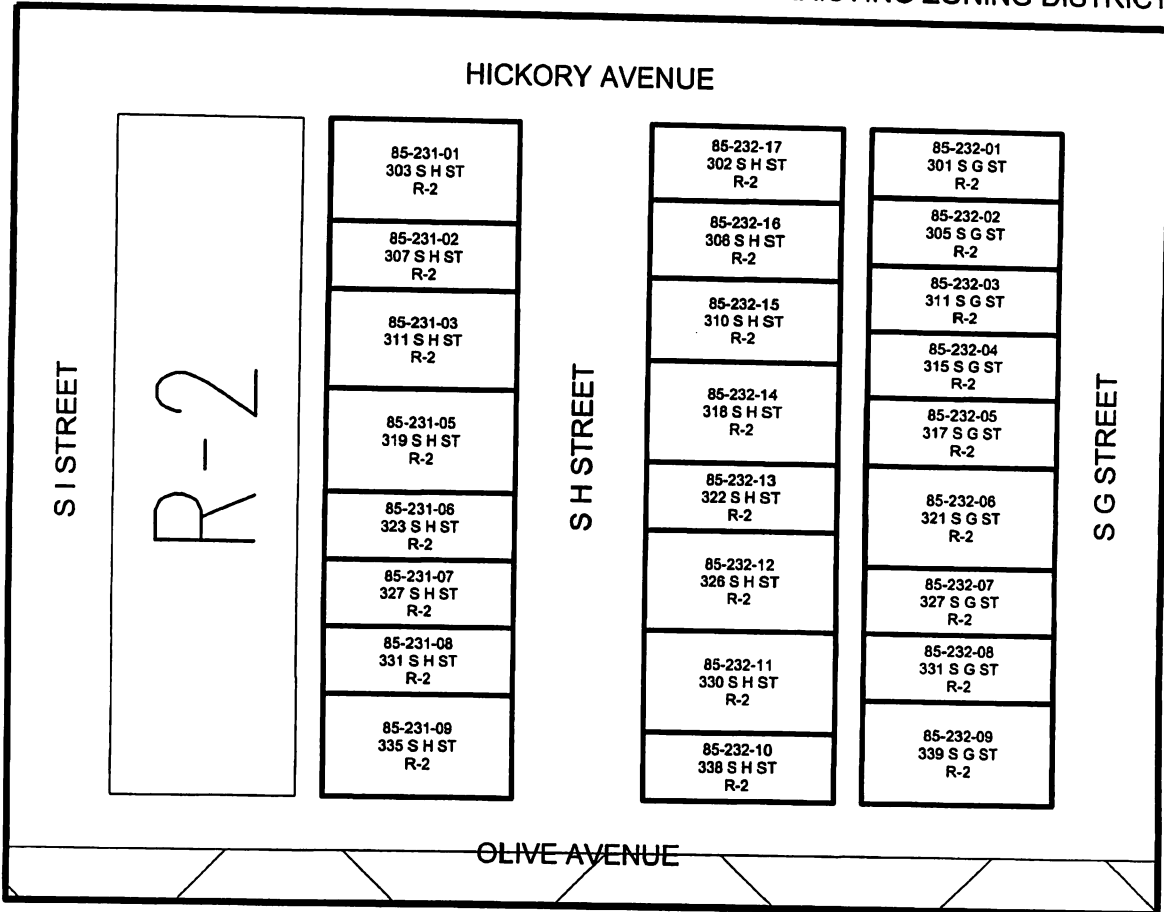


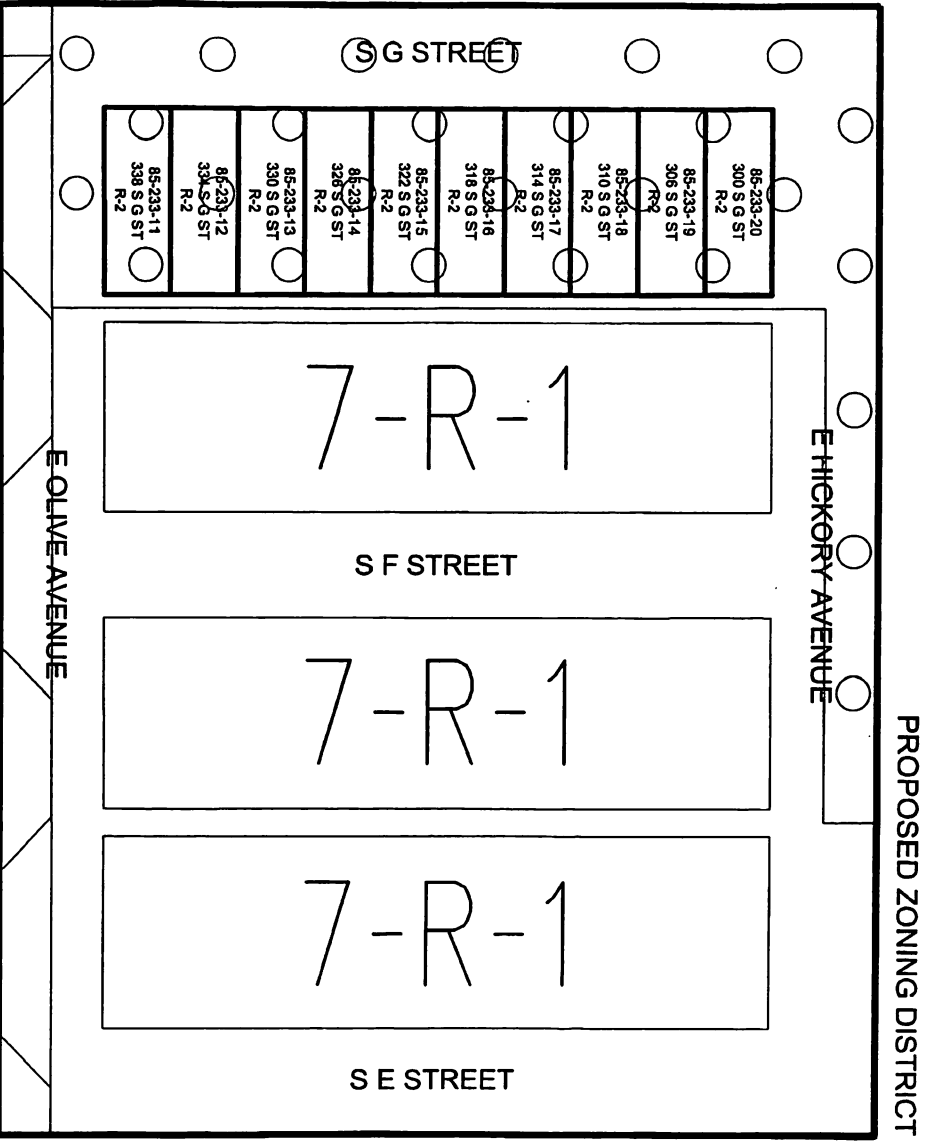
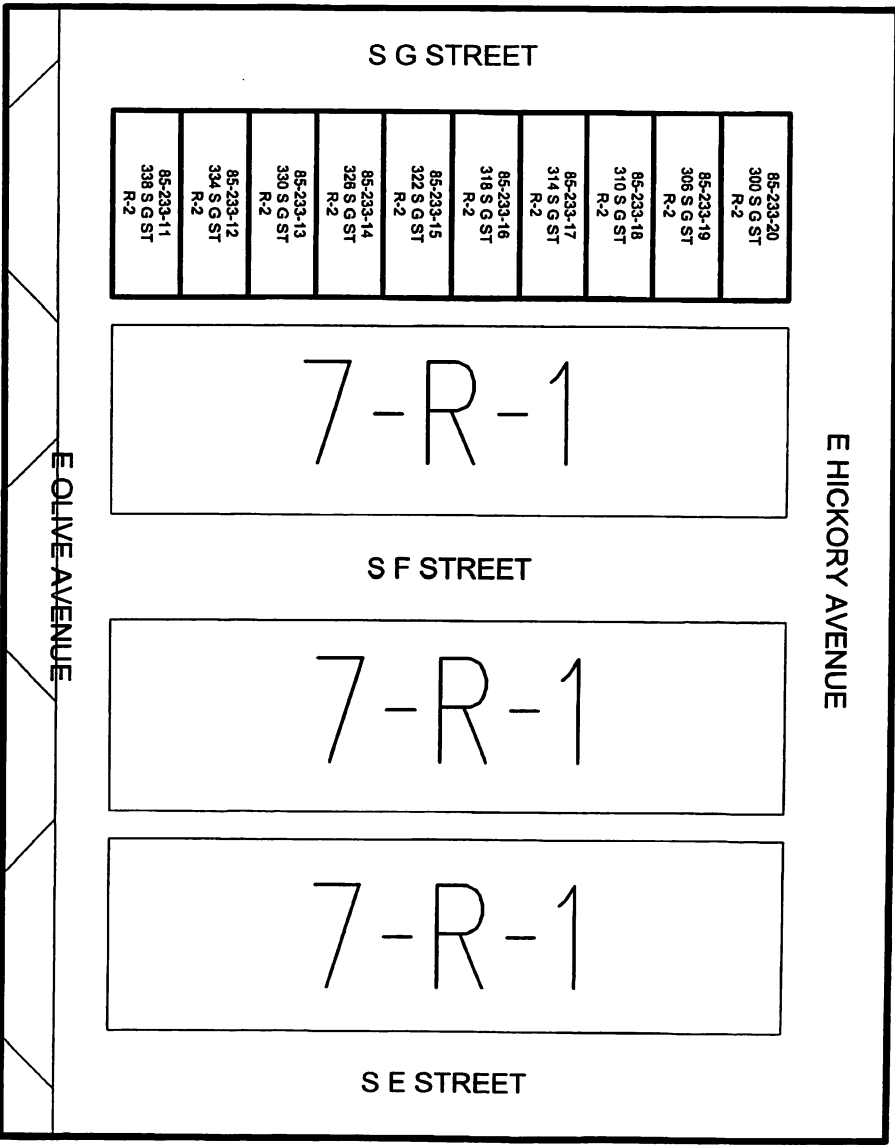




PROPOSED ZONING DISTRICT







85-233-20
300 S G ST
R-2

85-233-19
306 S G ST
R-2

85-233-18
310 S G ST
R-2

85-233-17
314 S G ST
R-2

85-233-16
318 S G ST
R-2

85-233-15
322 S G ST
R-2

85-233-14
326 S G ST
R-2

85-233-13
330 S G ST
R-2

85-233-12
334 S G ST
R-2

85-233-11
338 S G ST
R-2

85-233-20
300 S G ST
R-2

85-233-19
306 S G ST
R-2

85-233-18
310 S G ST
R-2

85-233-17
314 S G ST
R-2

85-233-16
318 S G ST
R-2

85-233-15
322 S G ST
R-2

85-233-14
326 S G ST
R-2

85-233-13
330 S G ST
R-2

85-233-12
334 S G ST
R-2

85-233-11
338 S G ST
R-2

7-R-1

S F STREET

7-R-1

7-R-1

S E STREET

E HICKORY AVENUE

E OLIVE AVENUE

S G STREET

PROPOSED ZONING DISTRICT

S G STREET

S F STREET

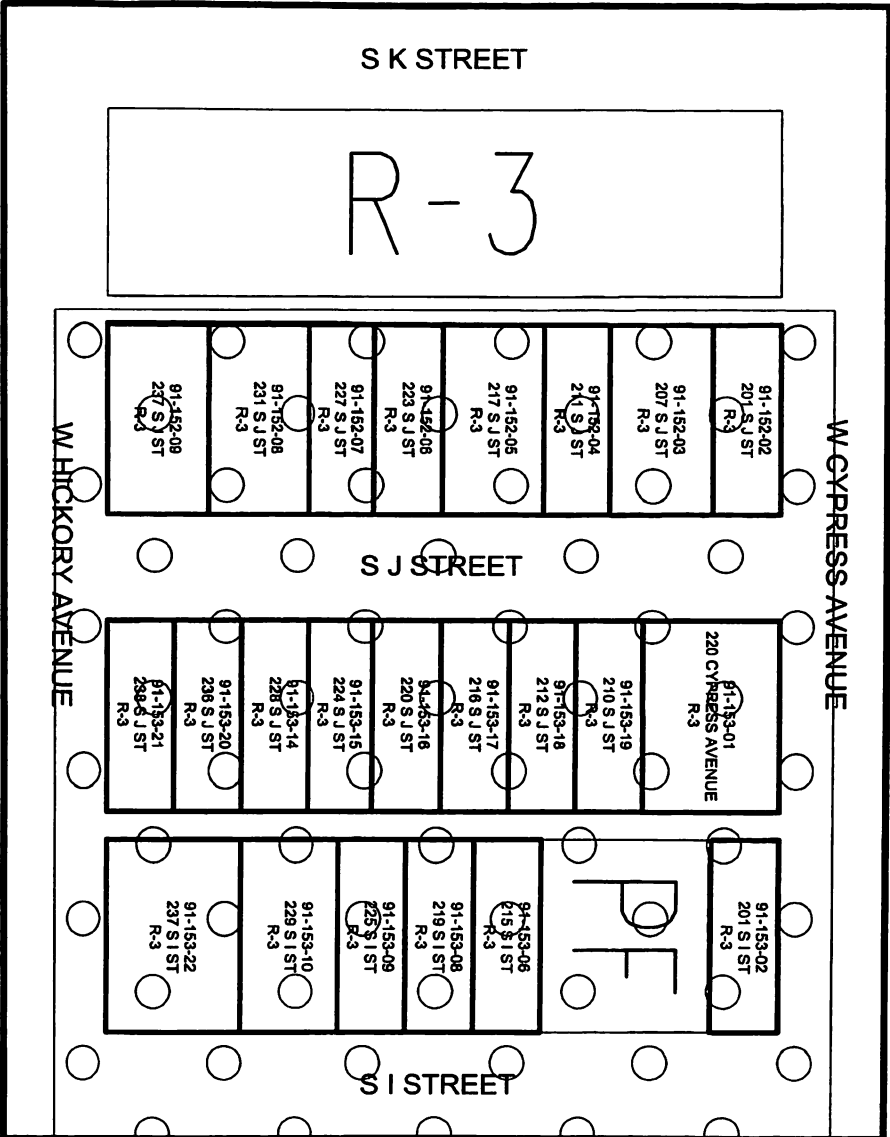
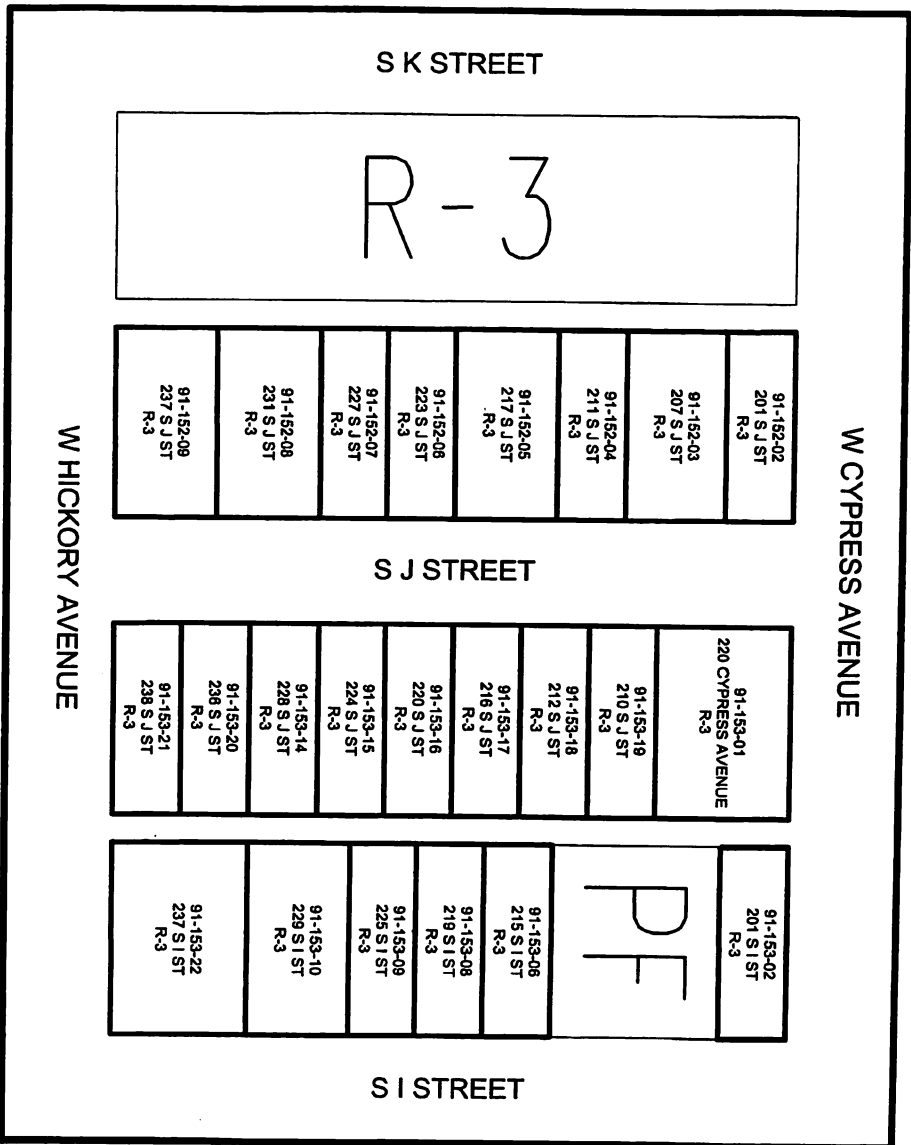
7-R-1

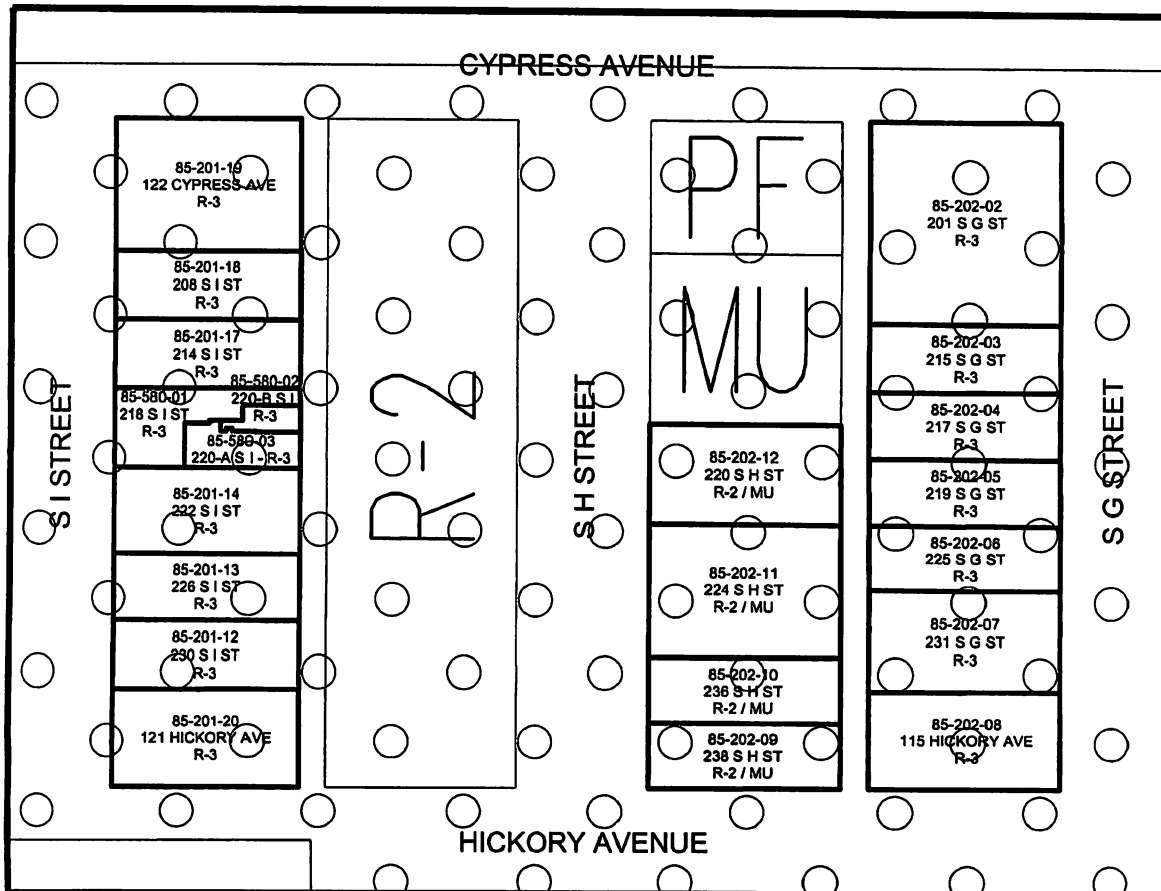
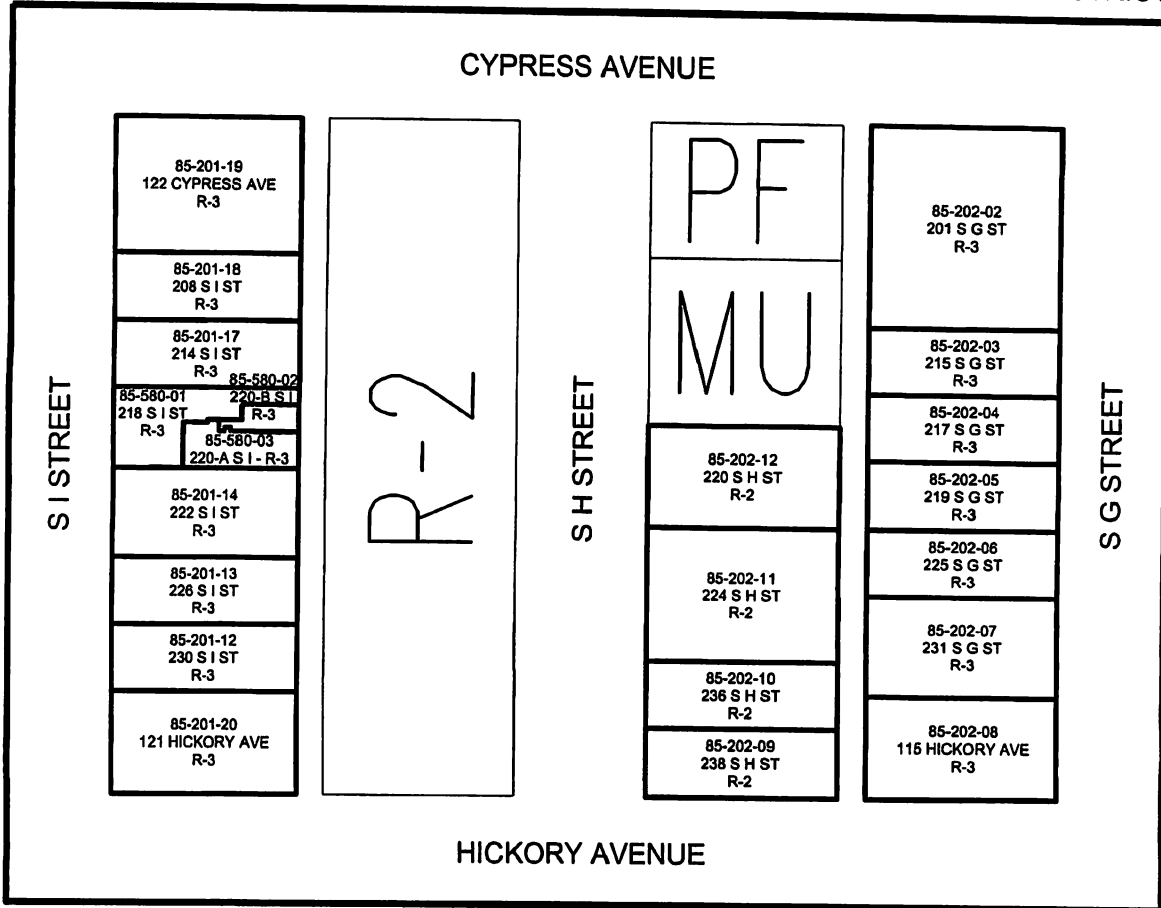
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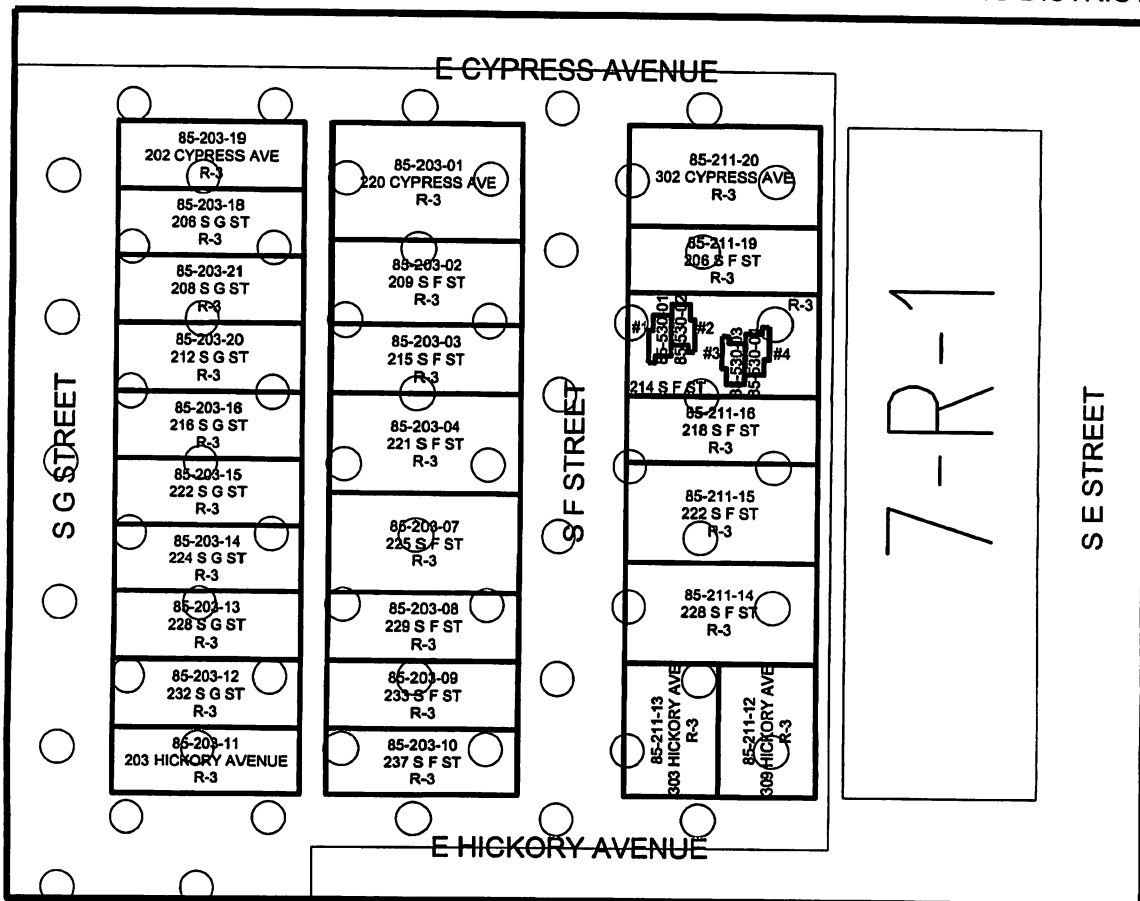
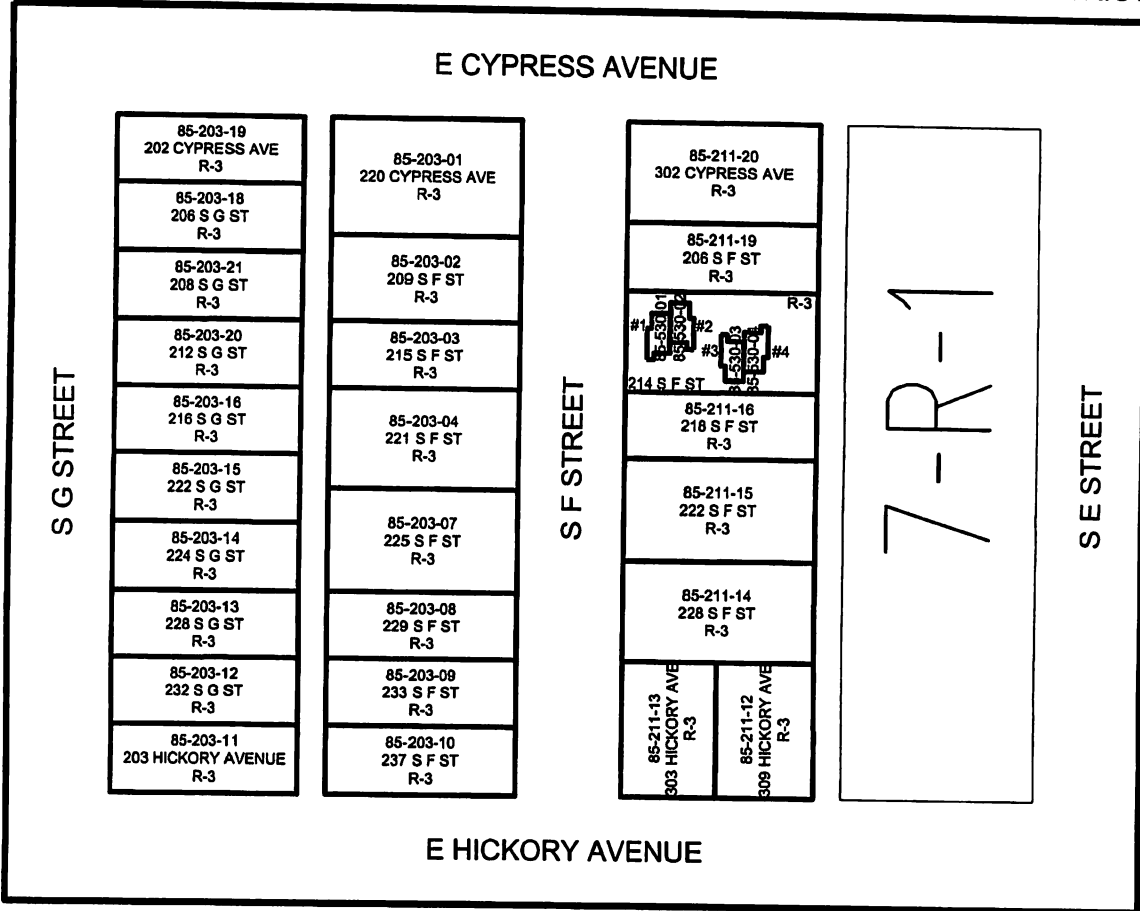
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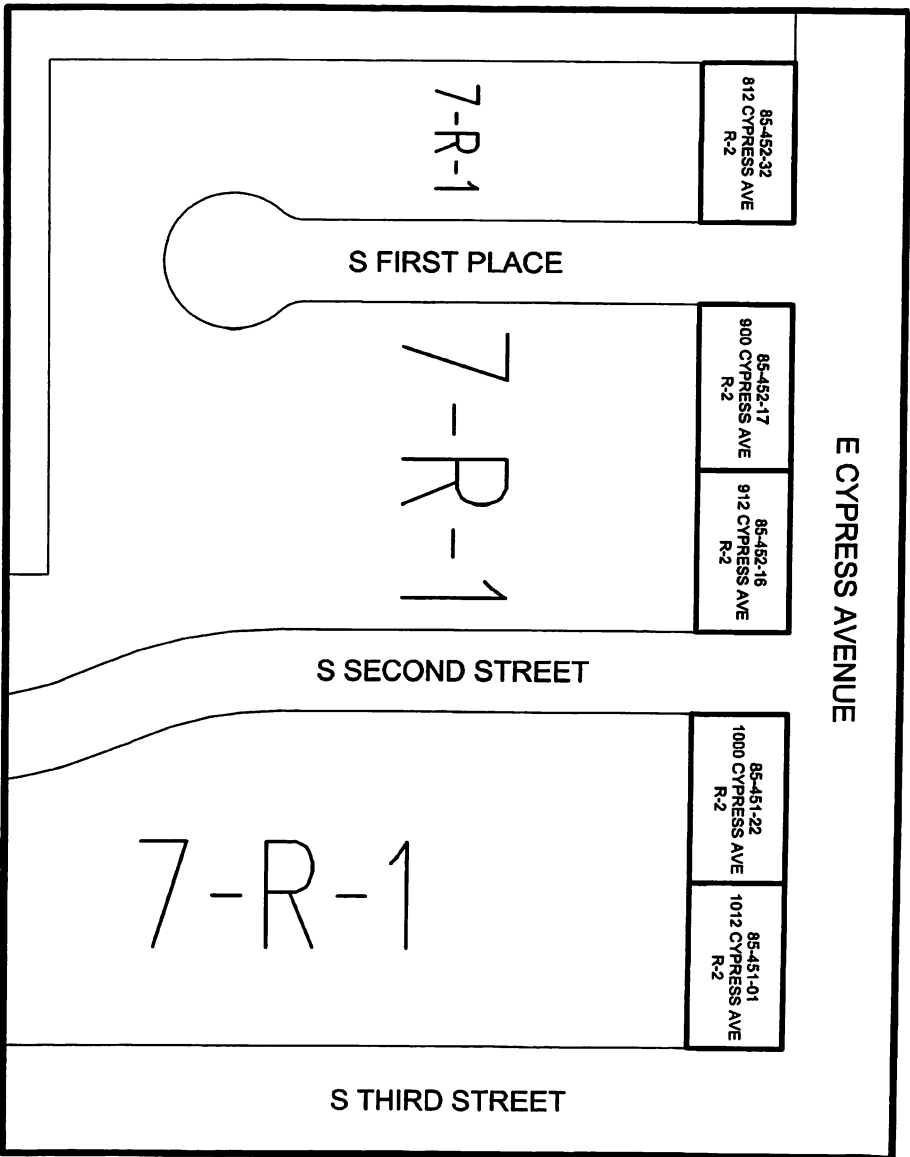
E HICKORY AVENUE

E OLIVE AVENUE

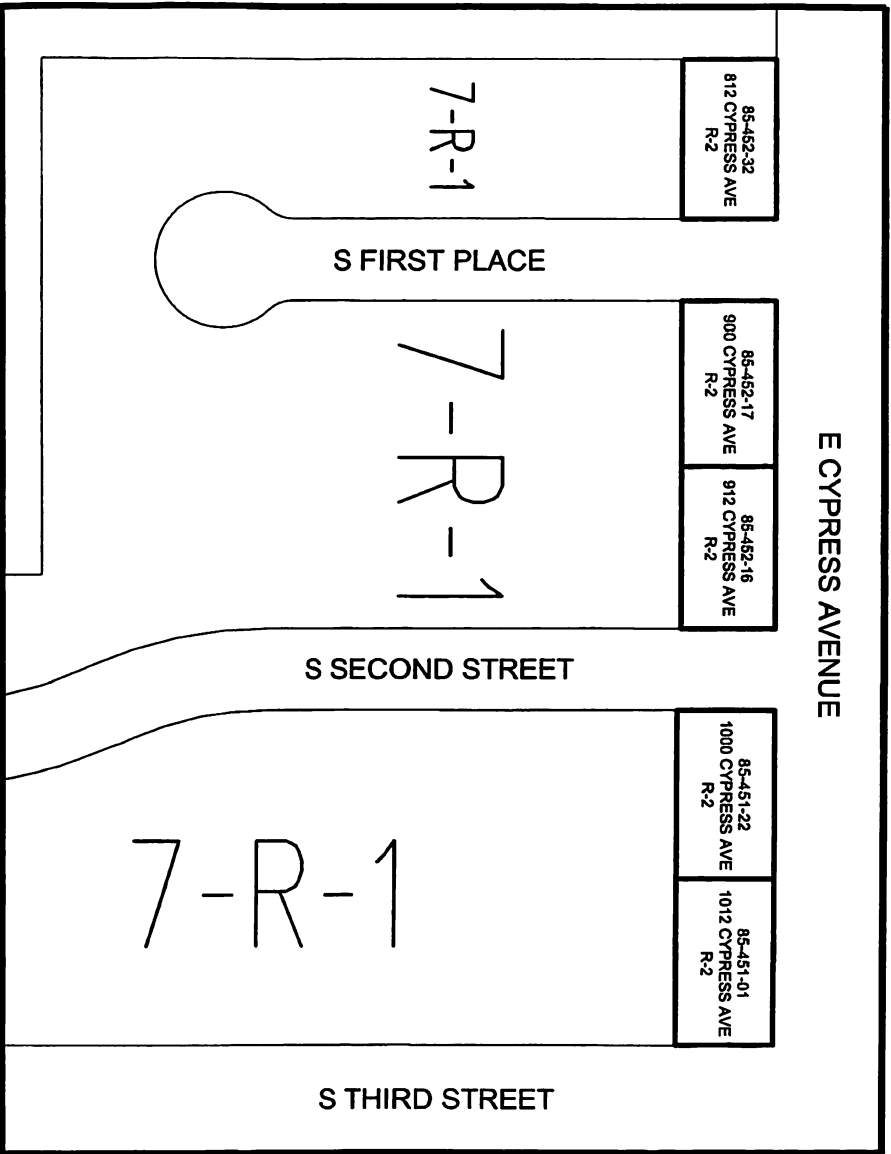


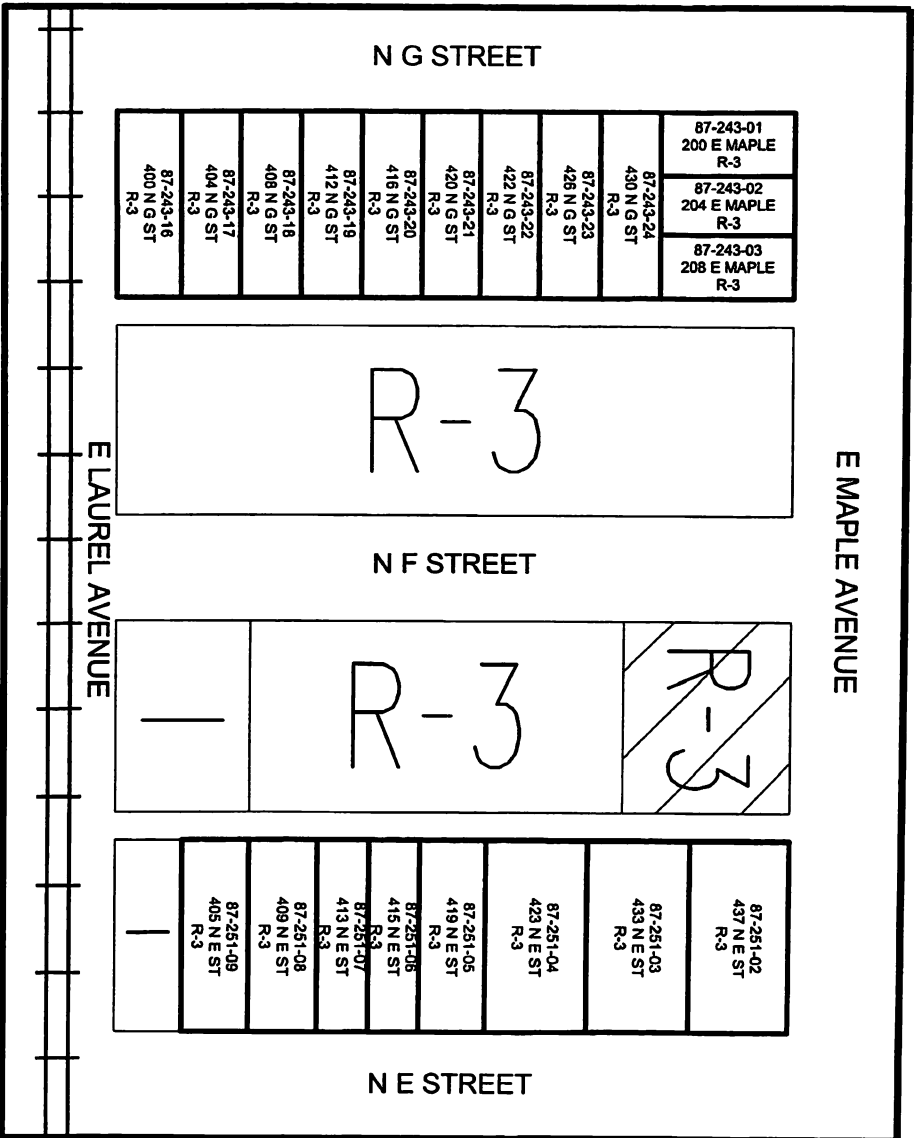




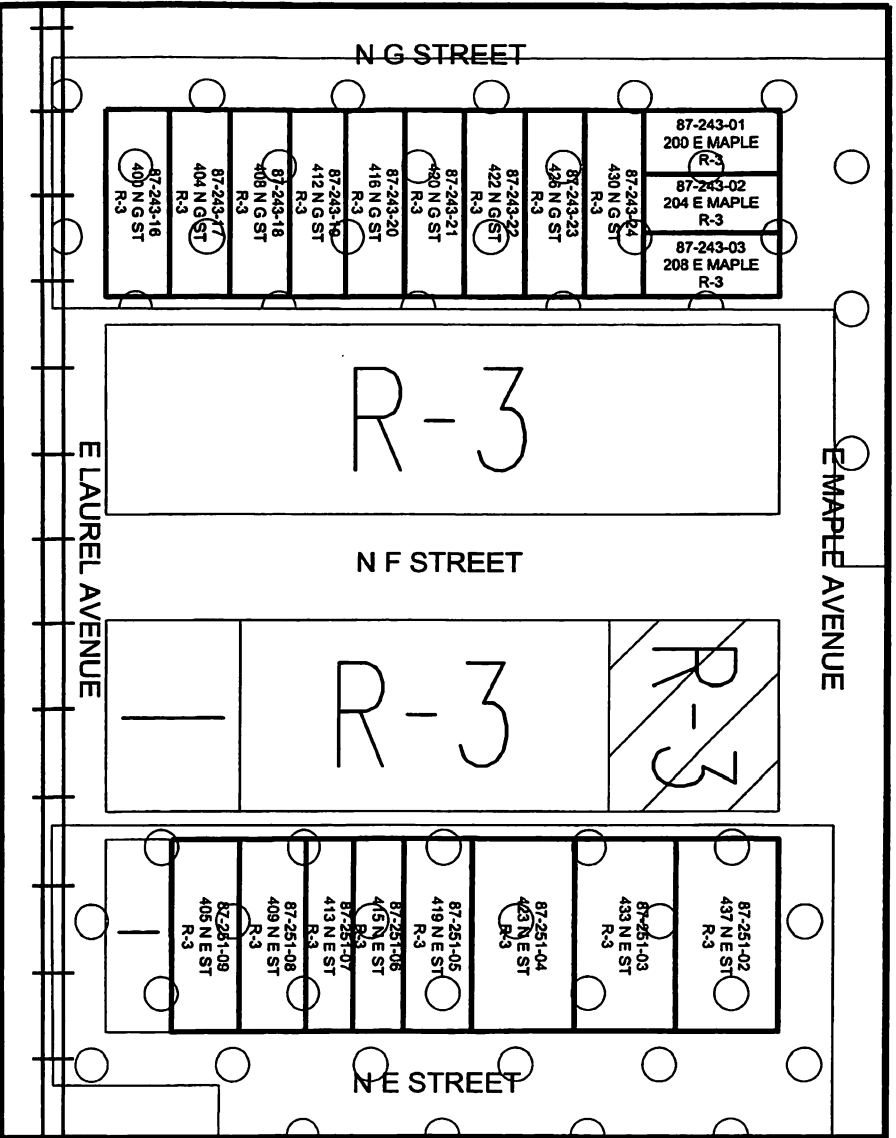


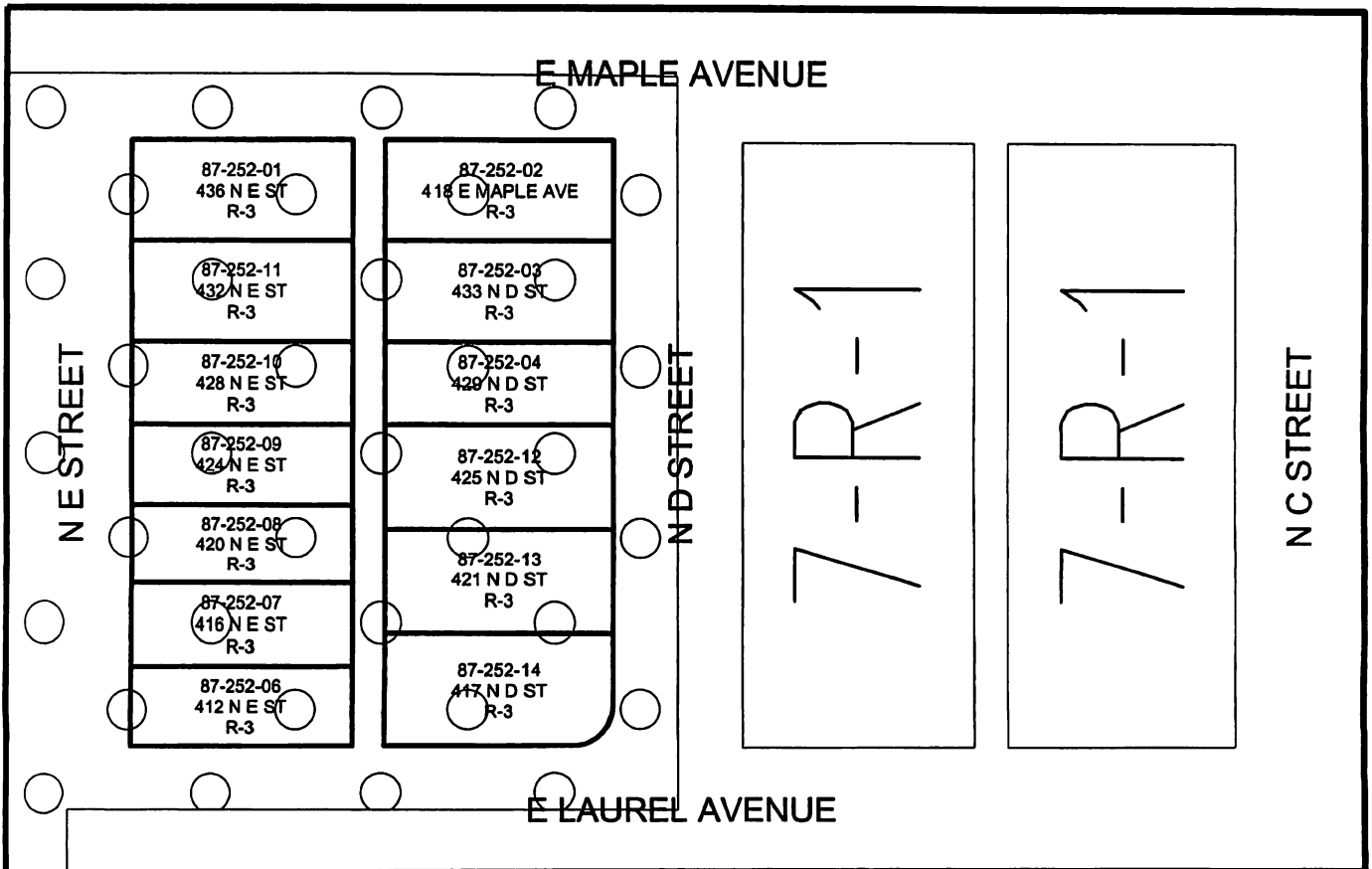
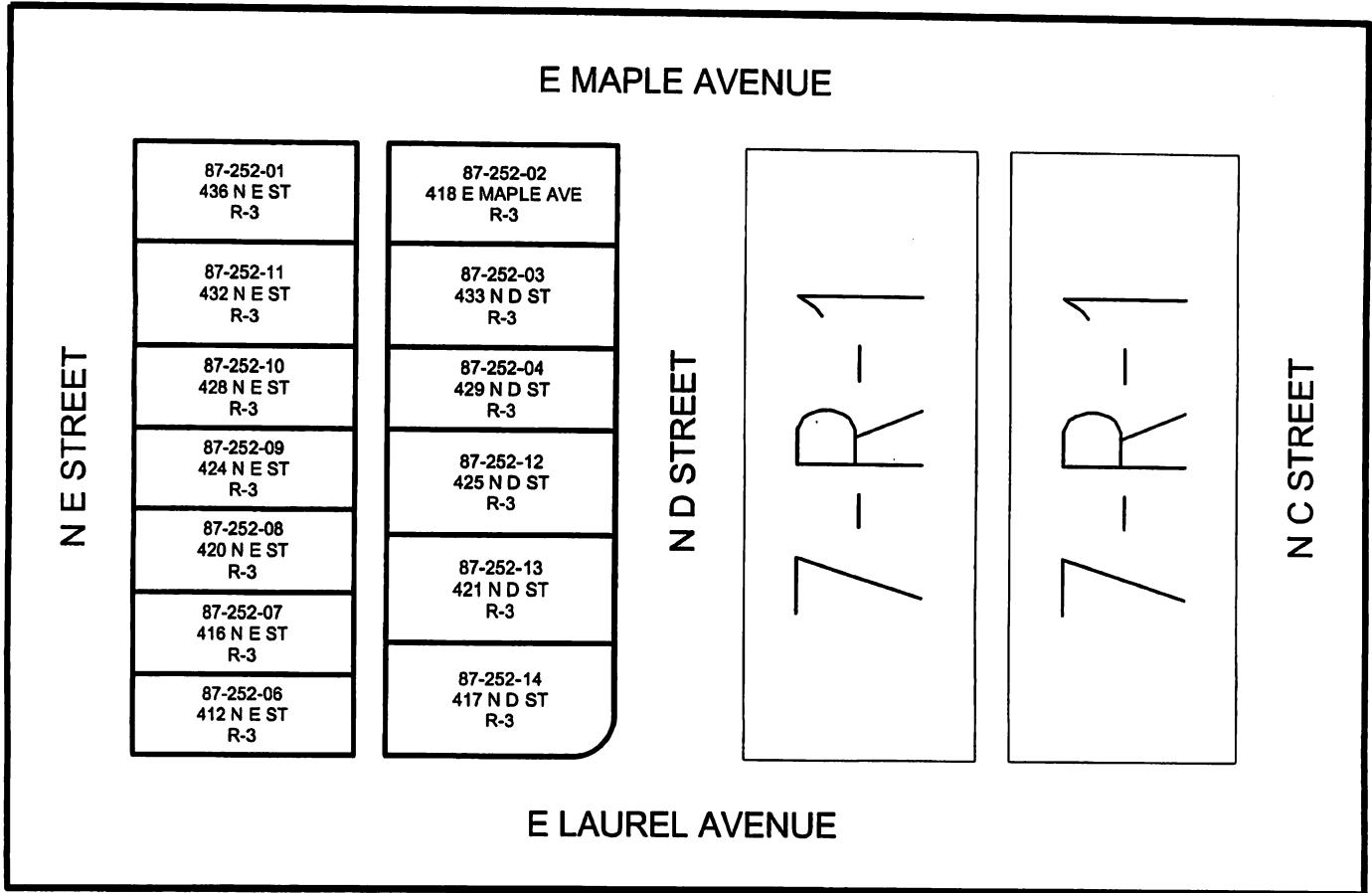
PROPOSED ZONING DISTRICT

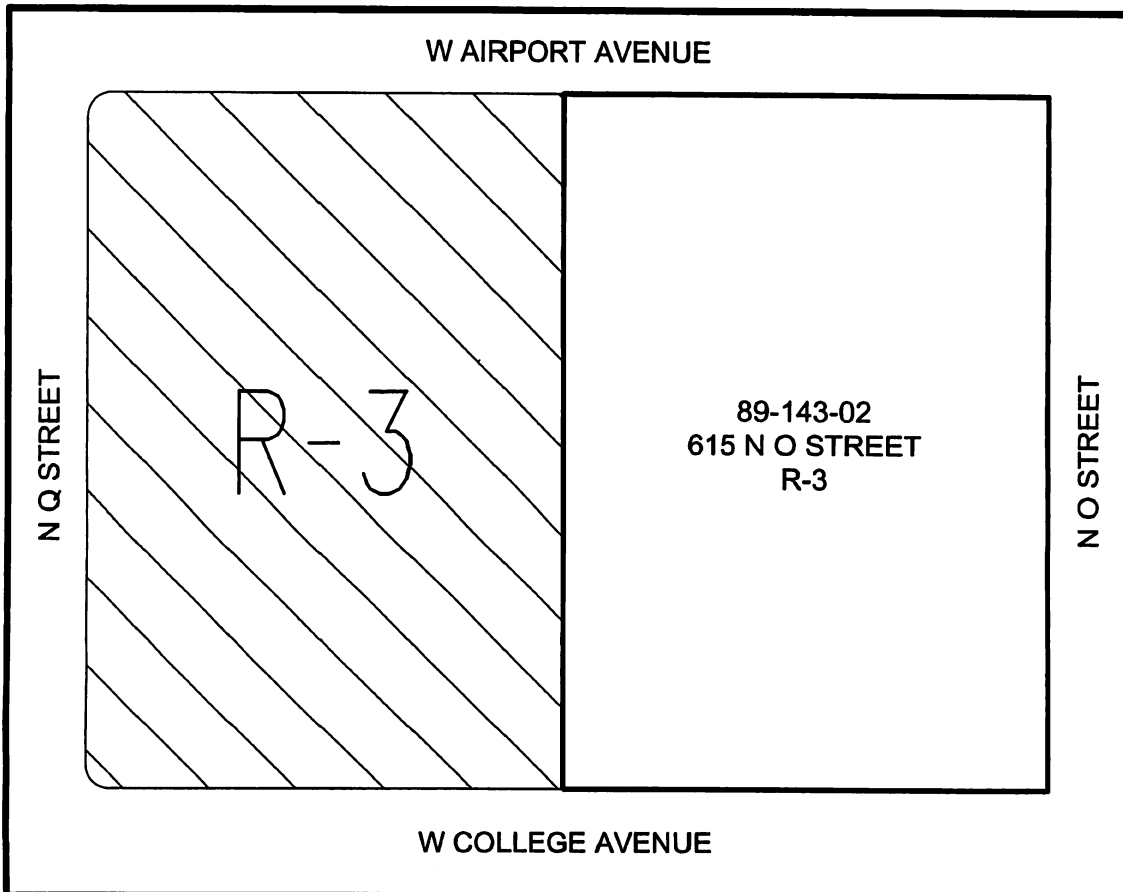
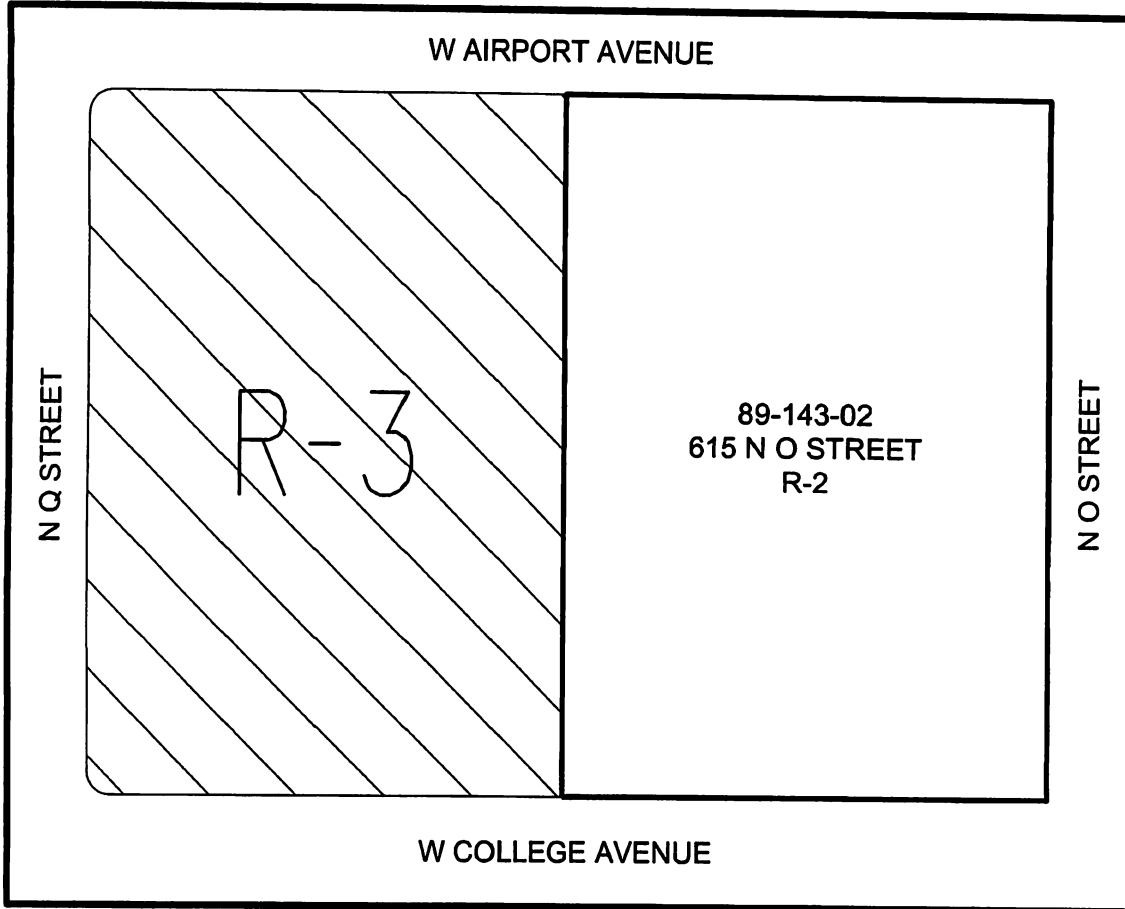


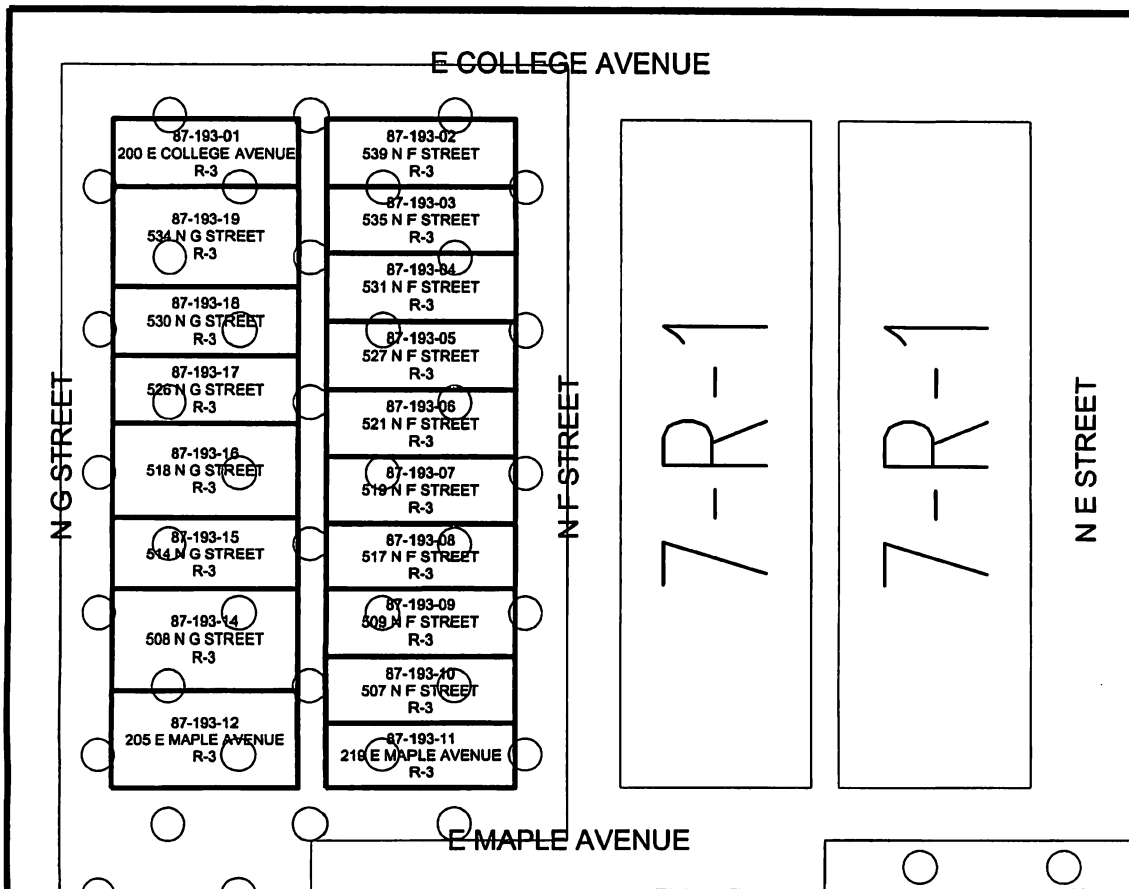
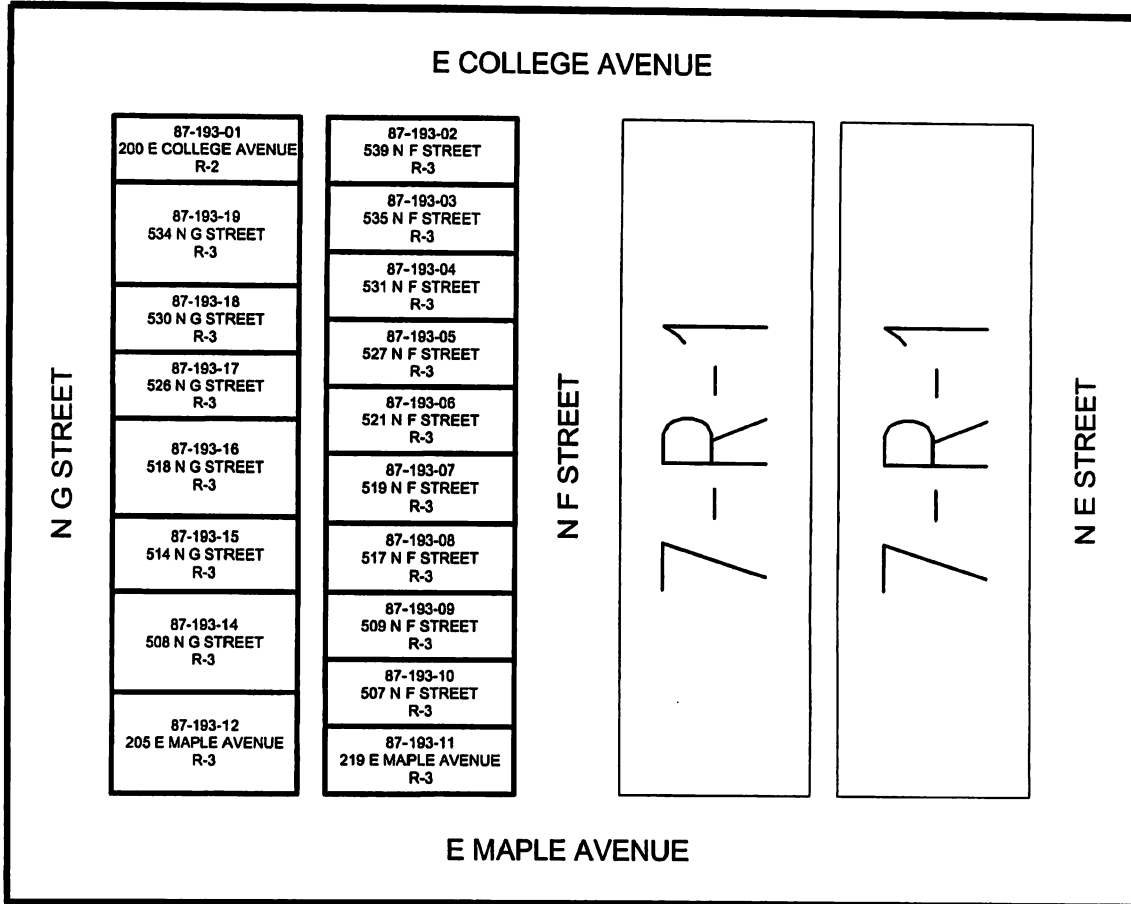


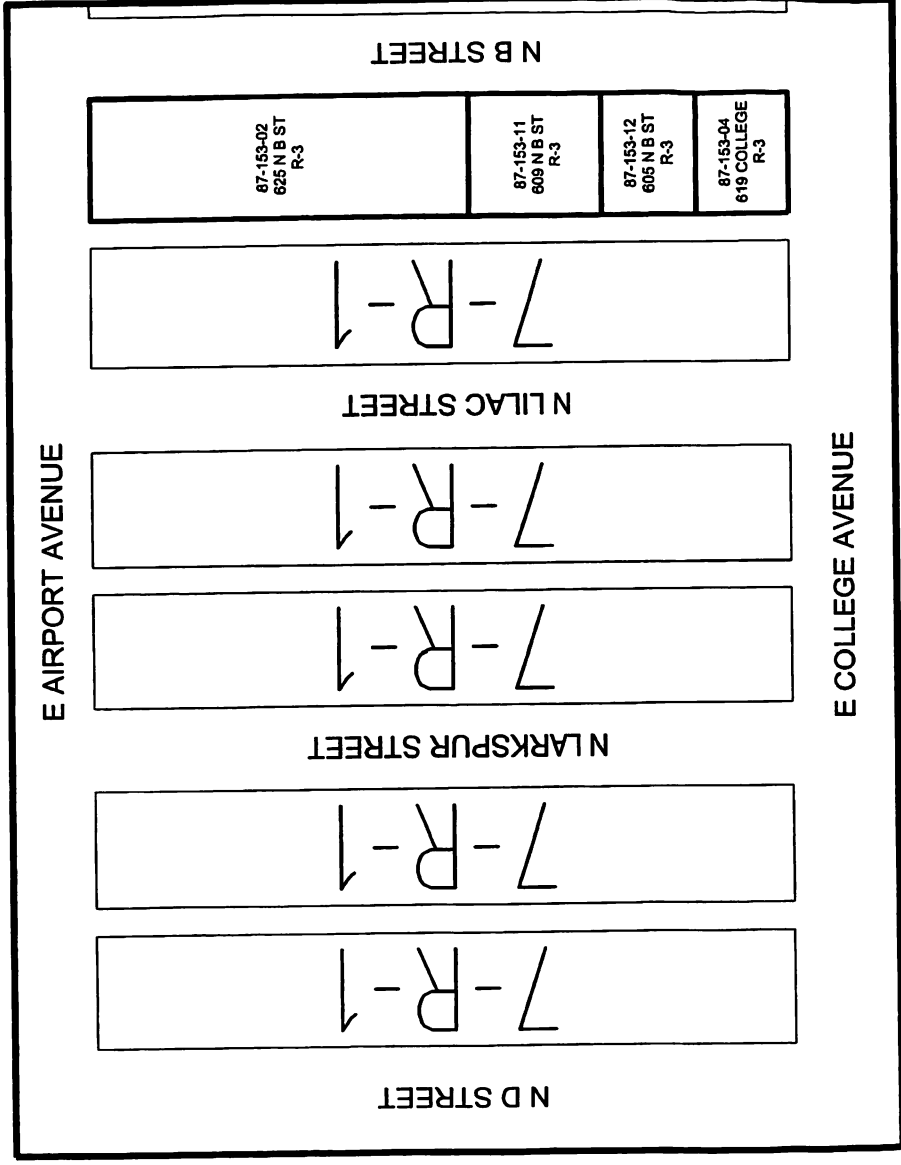
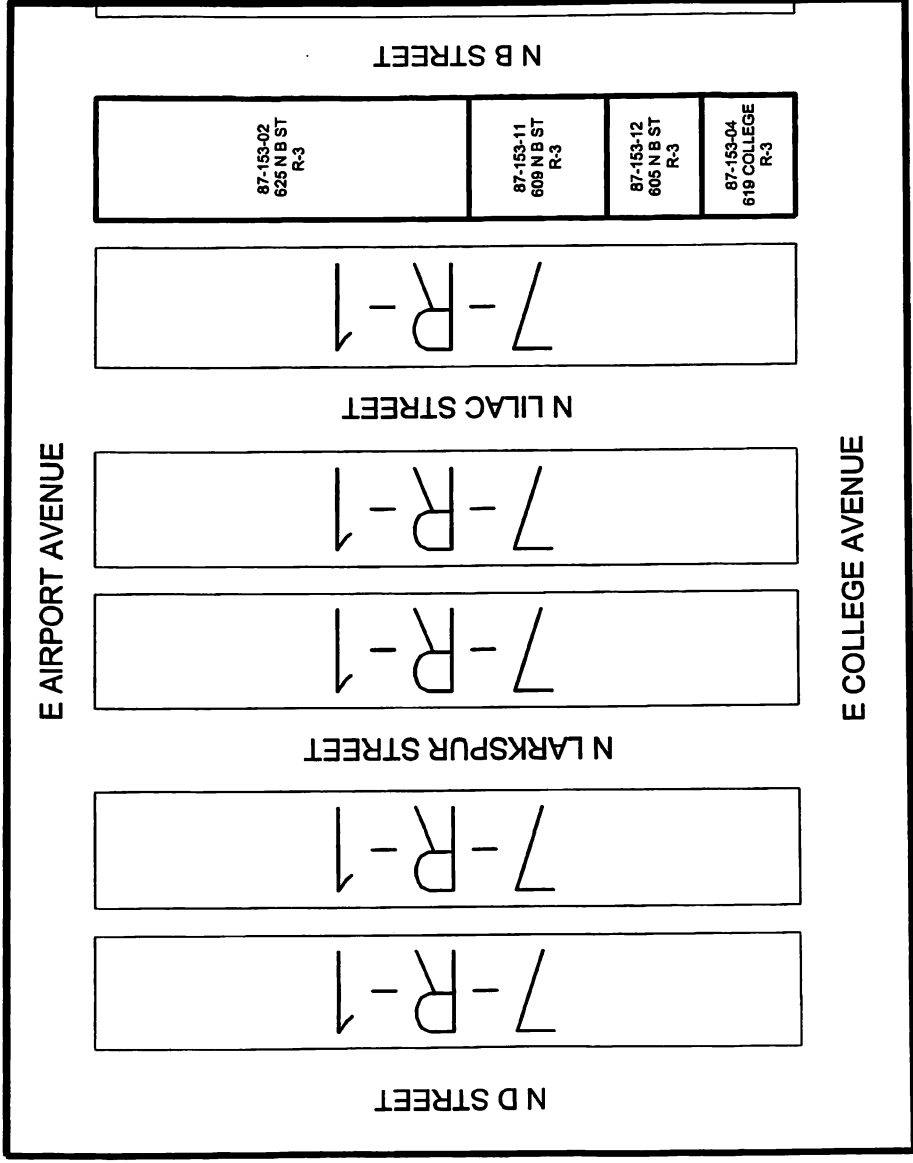
PROPOSED ZONING DISTRICT

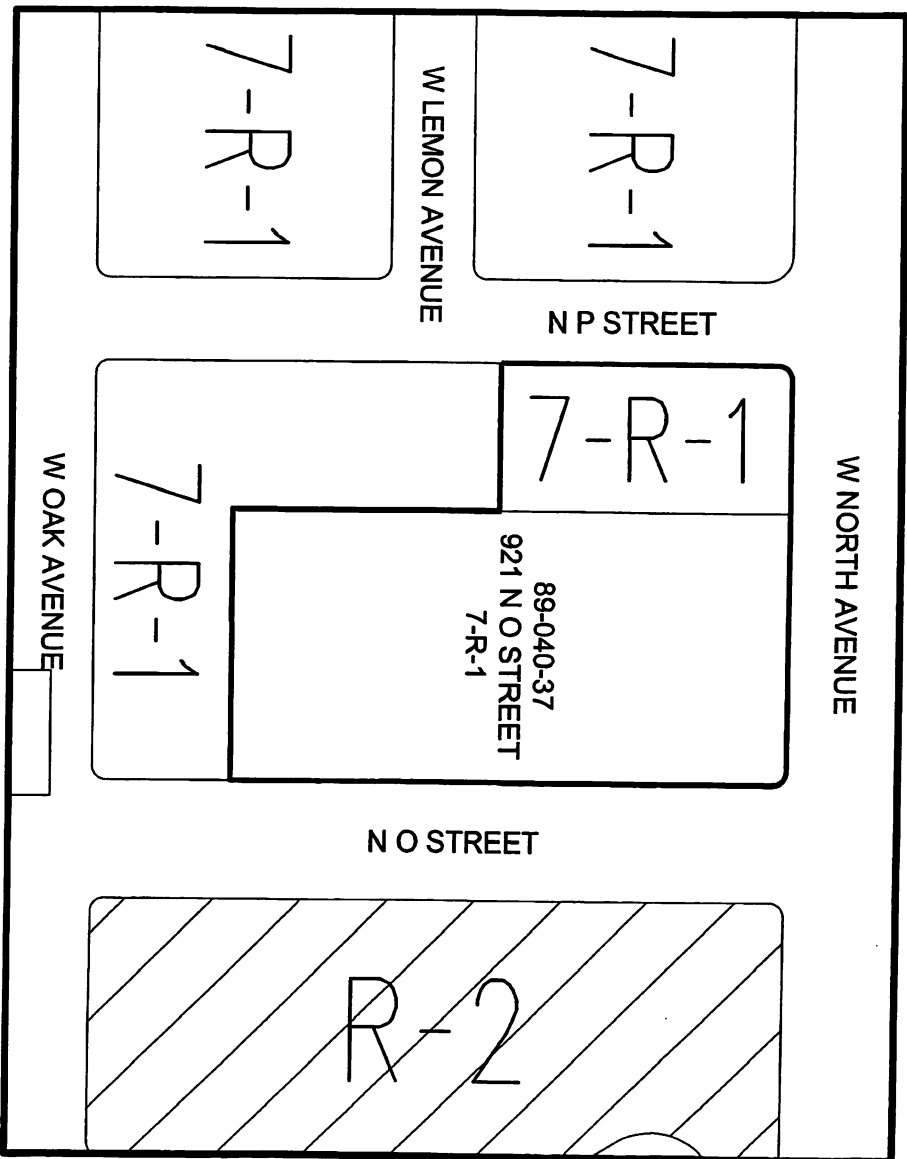




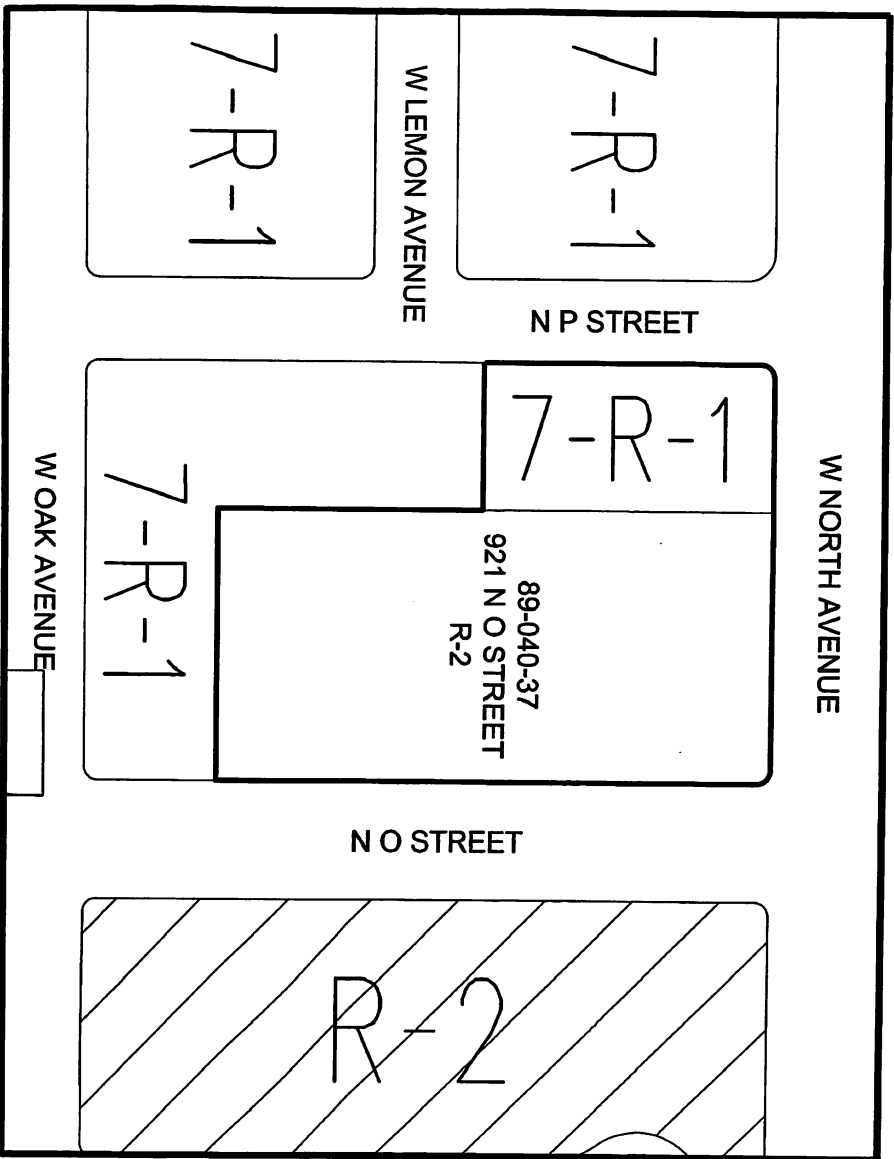


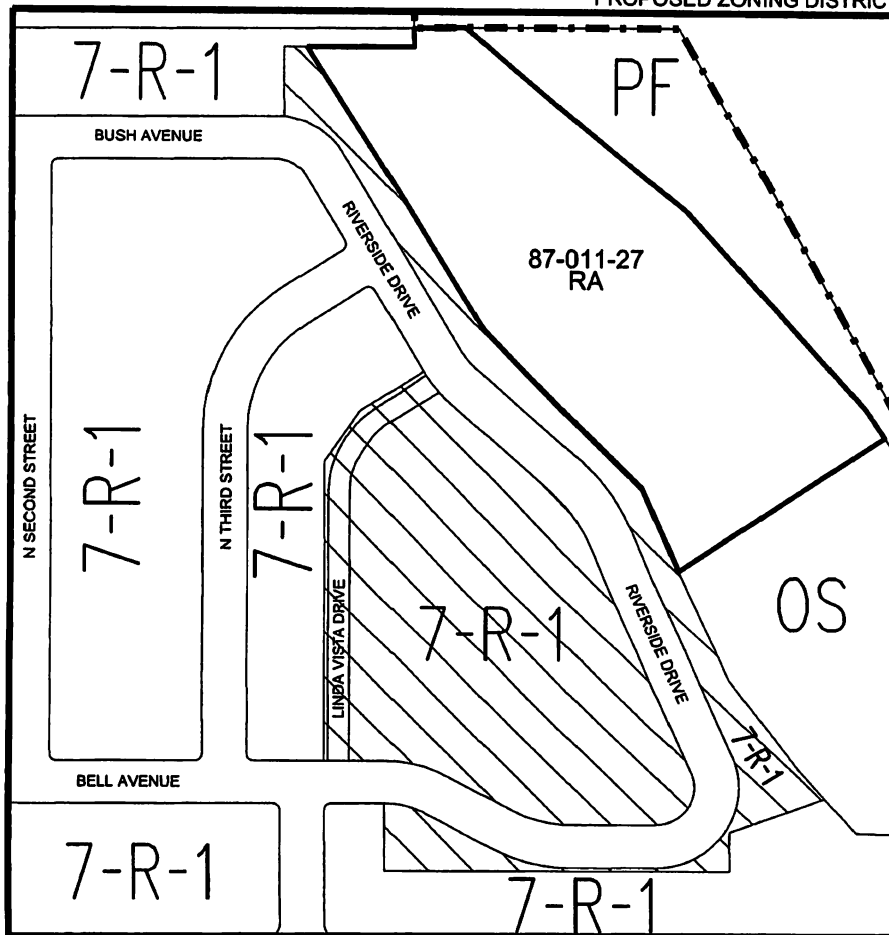
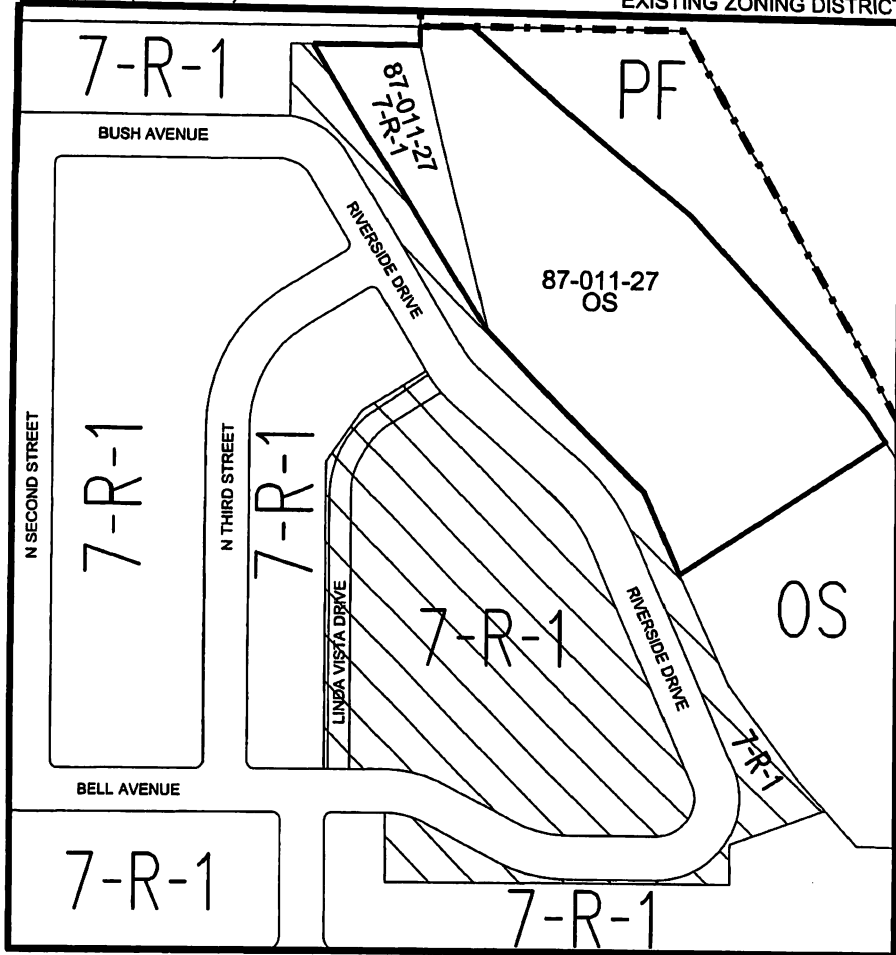


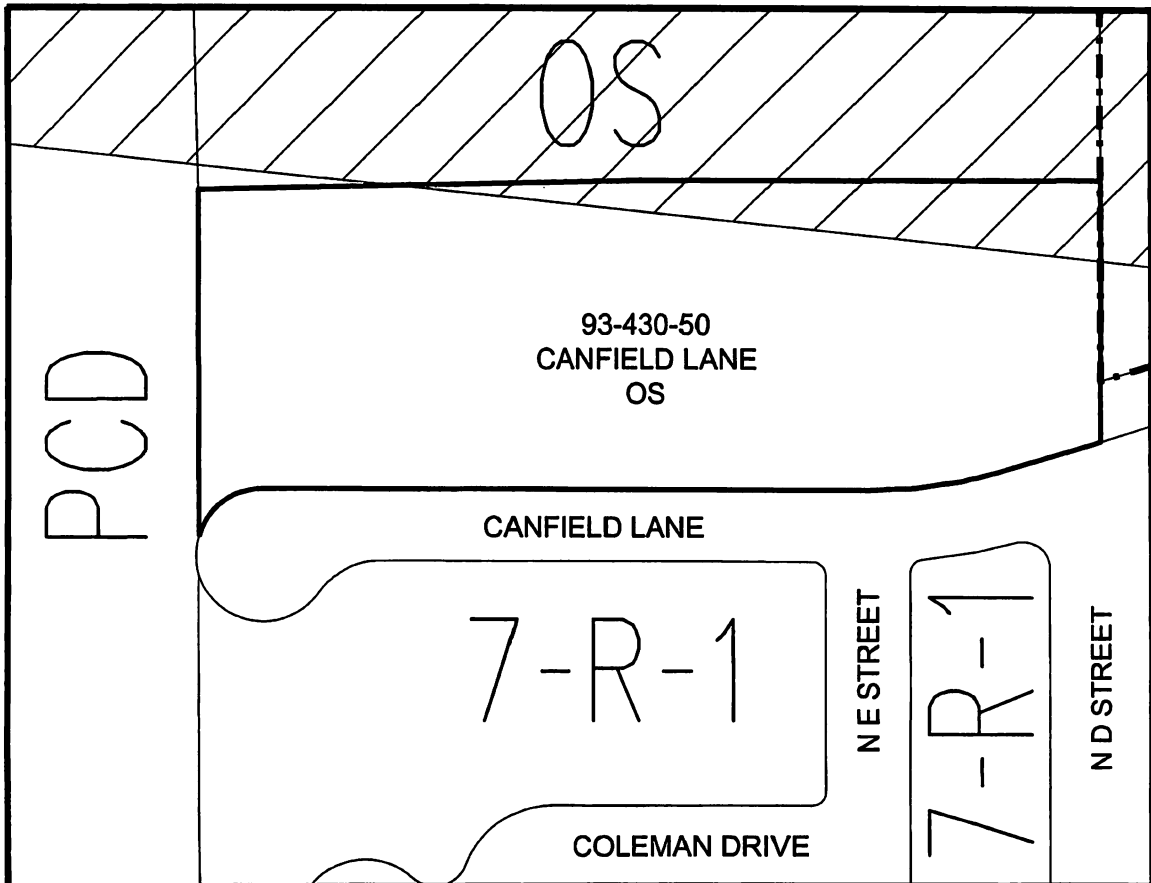
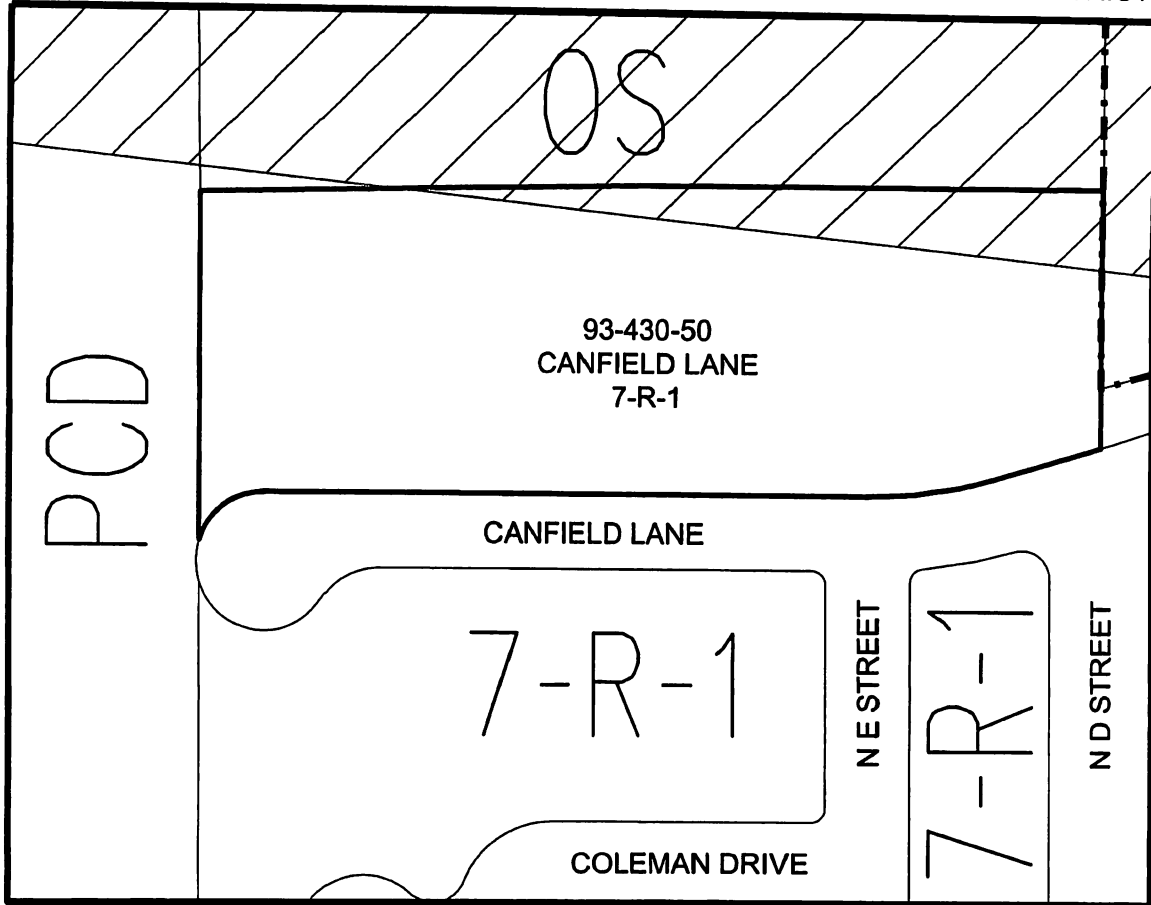




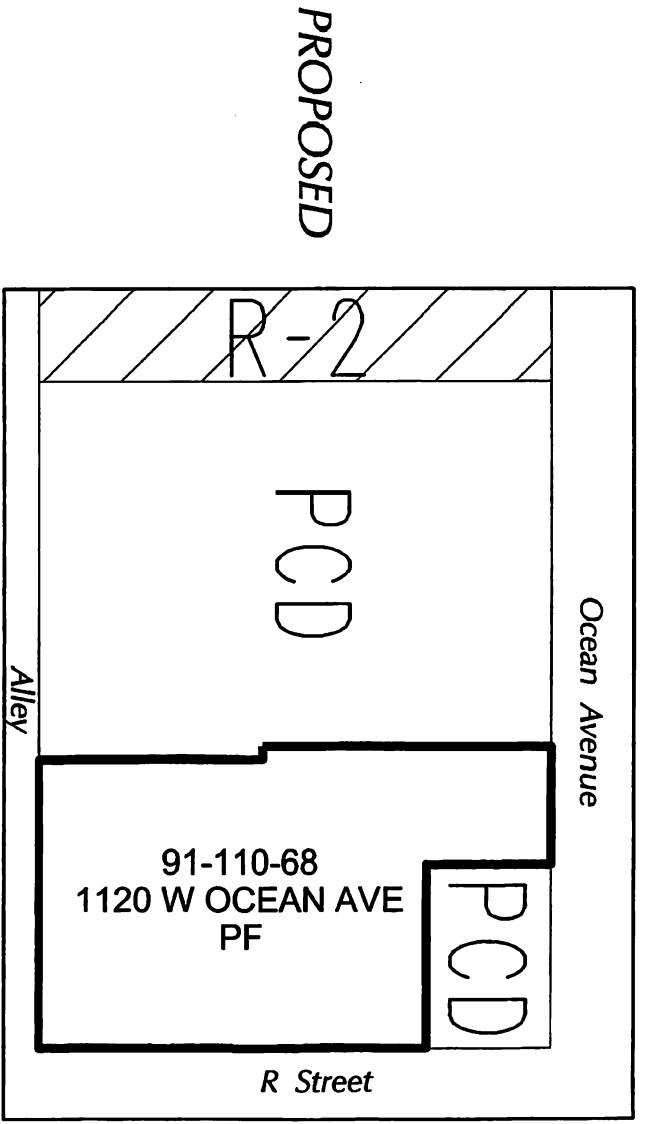
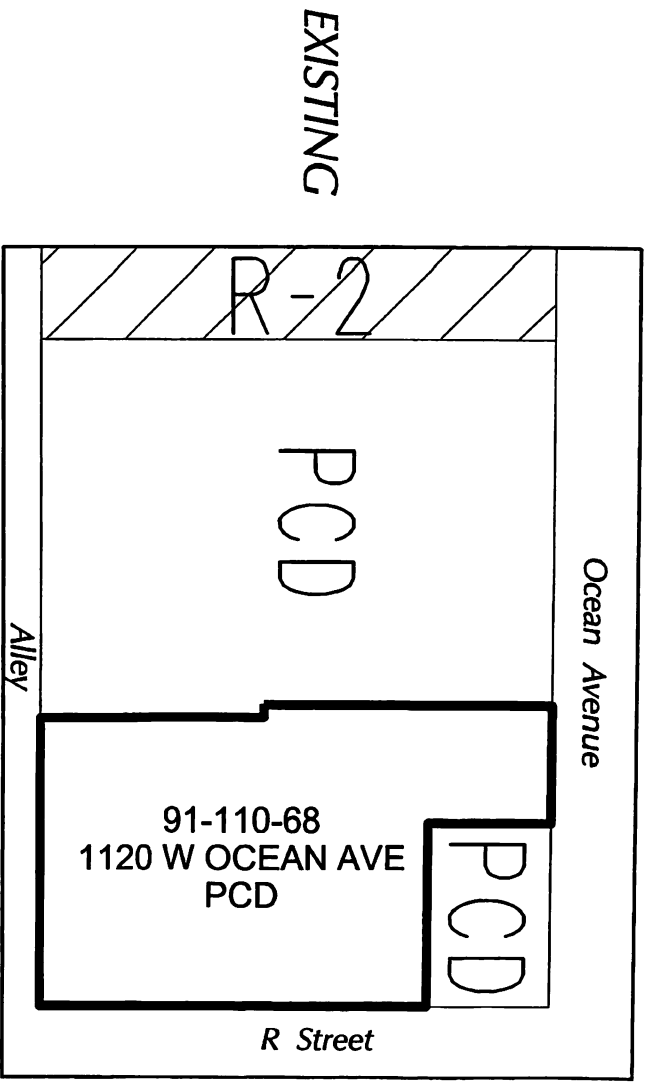
PROPOSED ZONING DISTRICT







ZONE CHANGE



PCD:
PF:
R-2, PD:

Planned Commercial Development
Public Facilities
Medium Density Residential, Planned Development

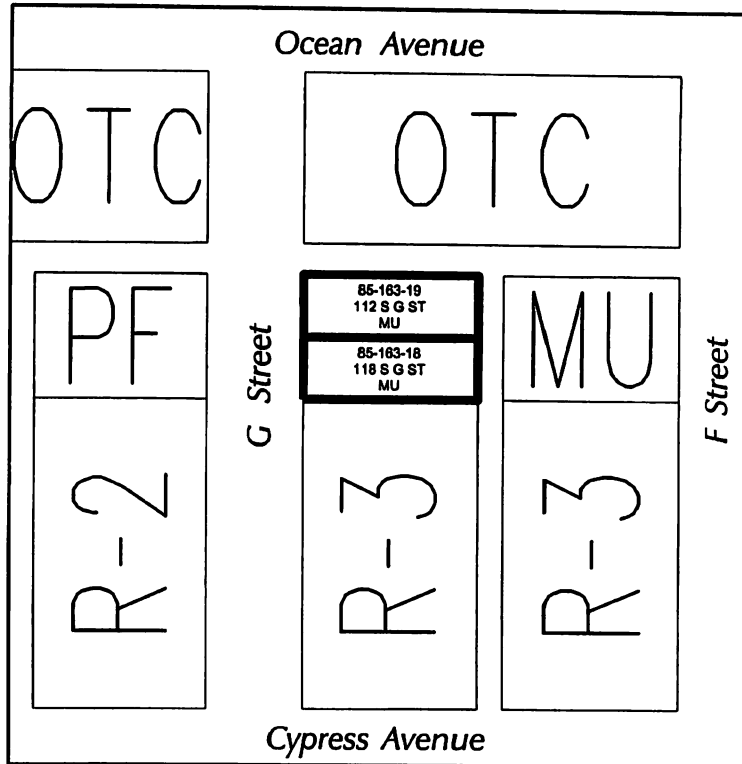
ZC 10-01



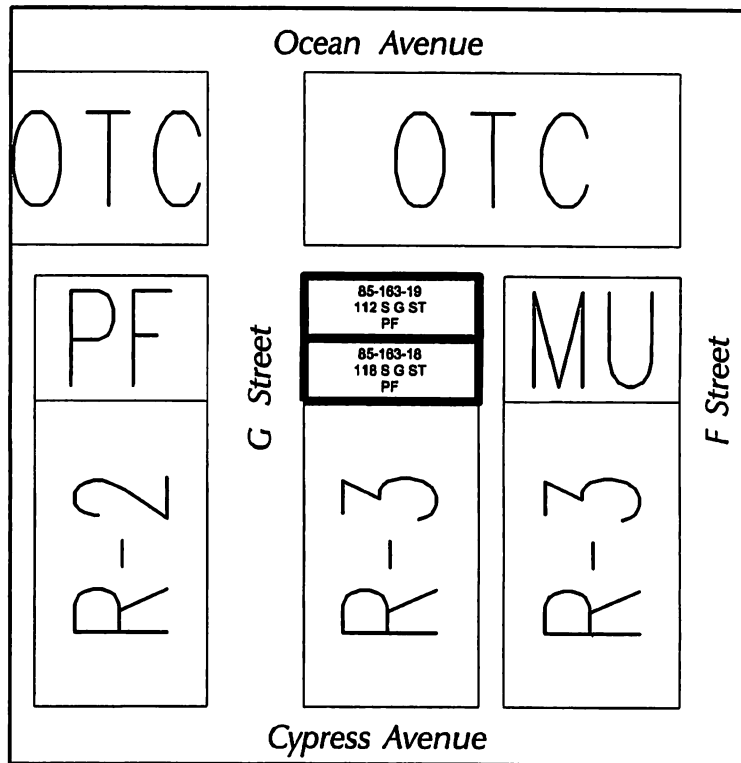
SCALE: 1" = 150'

ZONE CHANGE

EXISTING



PROPOSED



- PF: Public Facilities
- MU: Mixed Use
- OTC: Old Town Commercial
- R-2: Medium Density Residential
- R-3: High Density Residential

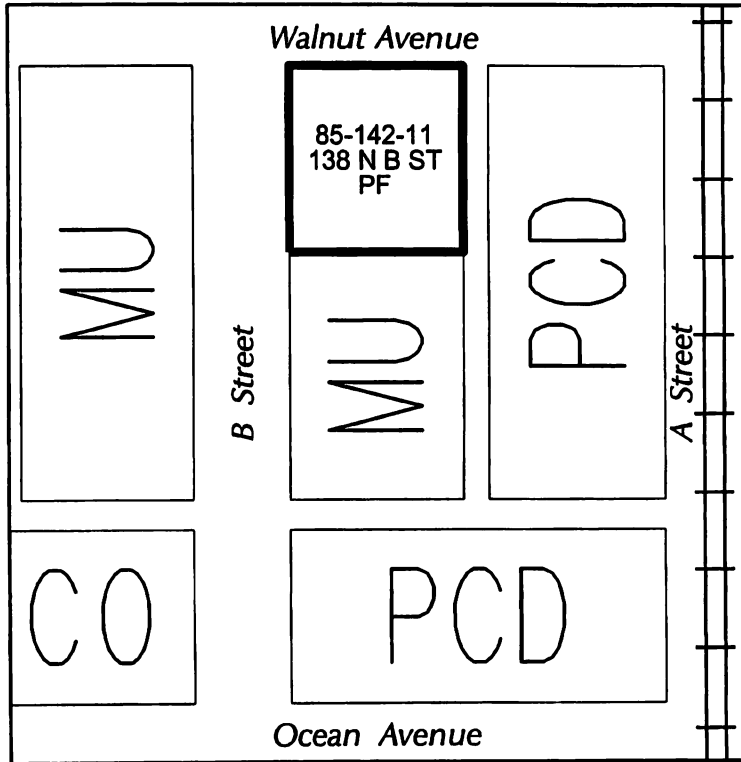
ZC 10-01



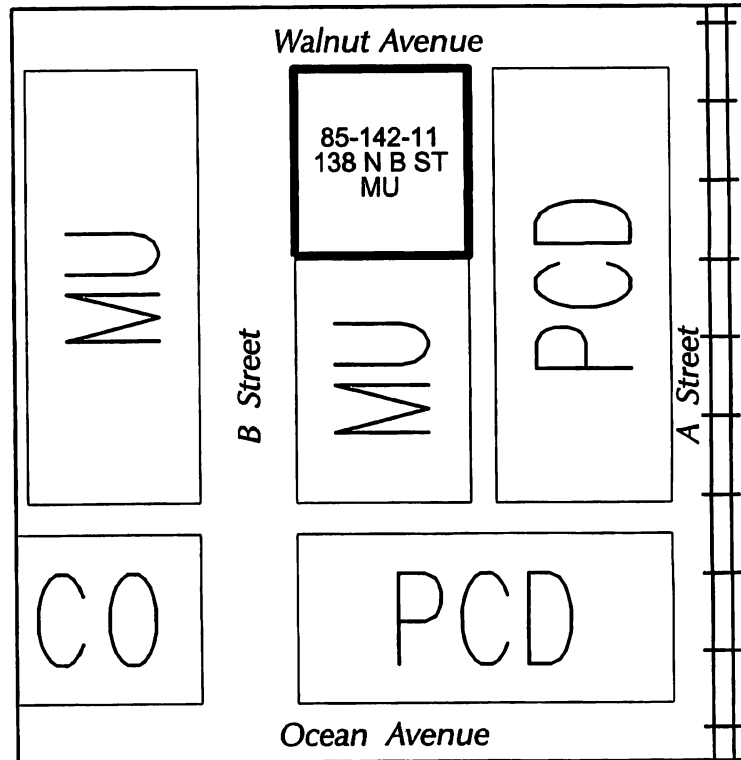
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ZONE CHANGE

EXISTING



PROPOSED



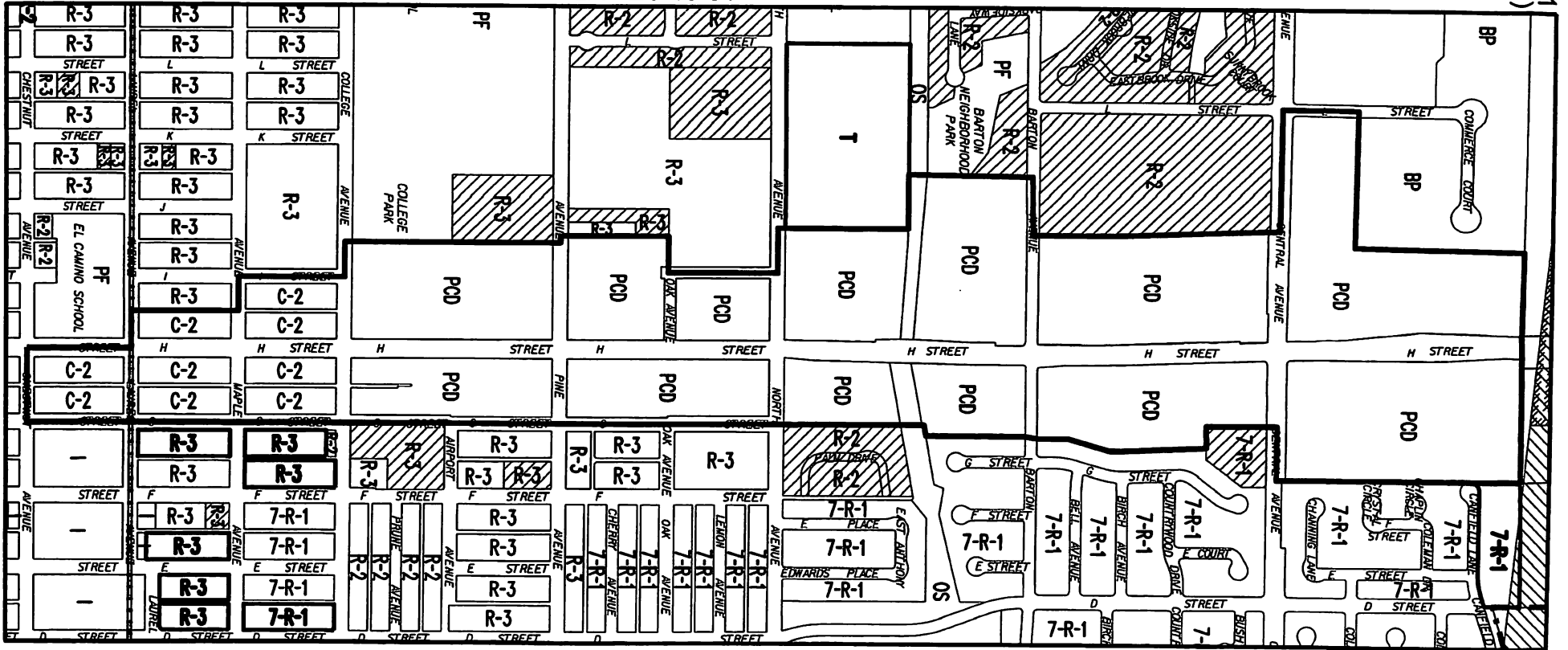
- CO: Commercial Office
- MU: Mixed Use
- PCD: Planned Commercial Development
- PF: Public Facilities



ZC 10-01

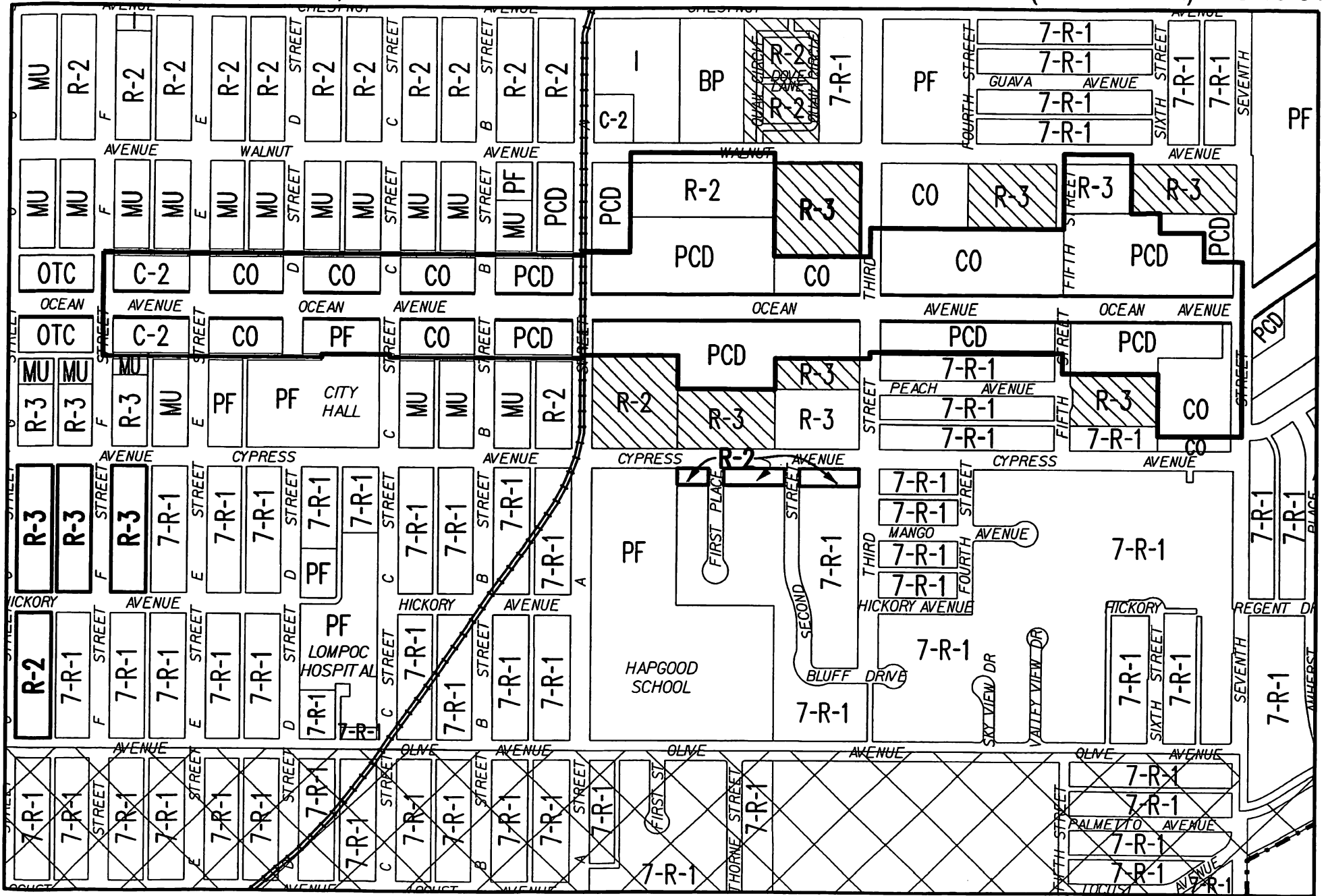
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PROPOSED H STREET CORRIDOR IN-FILL AREA - ZC 10-01



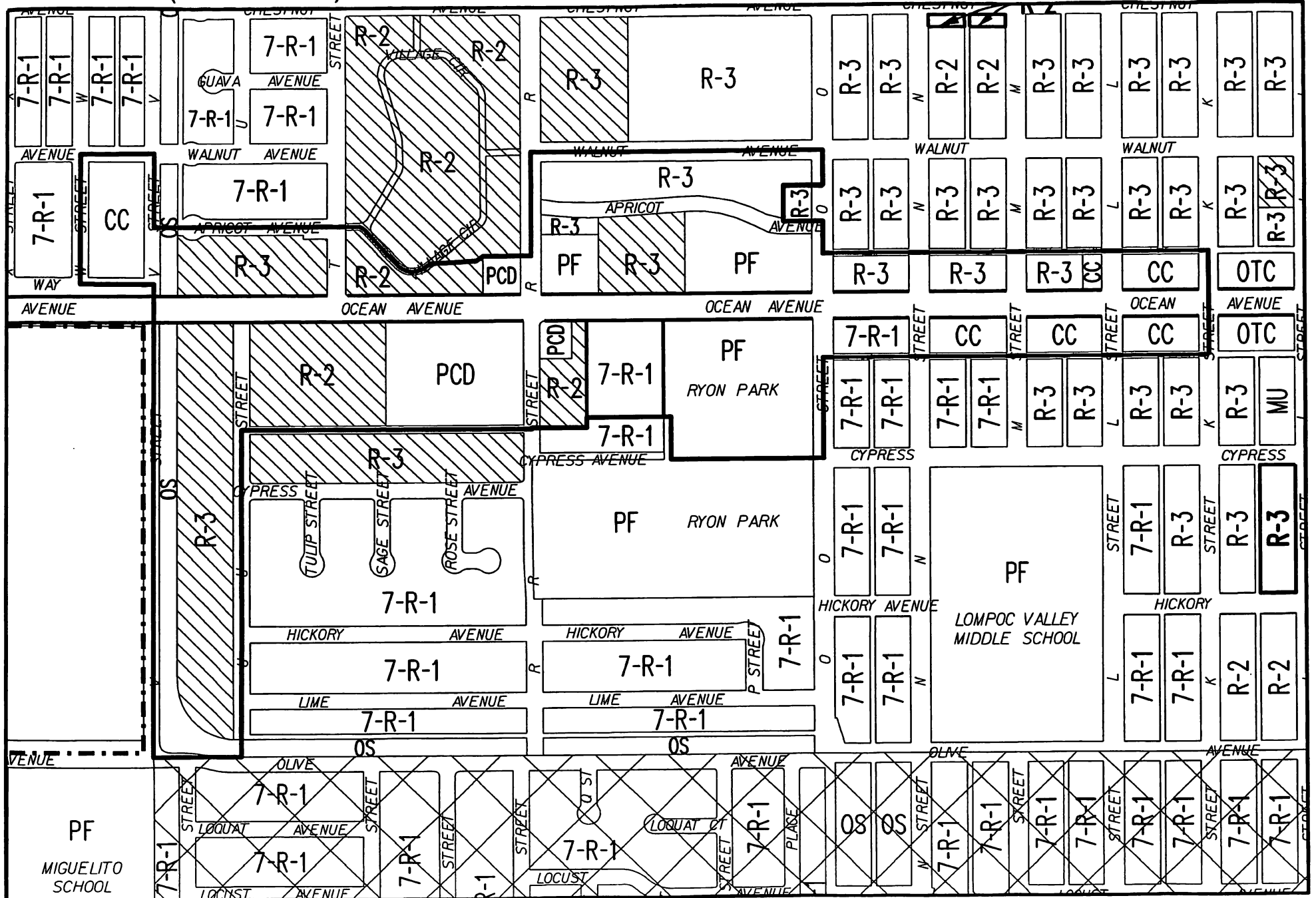
ZC MAP 22A (GP MAP 14A)

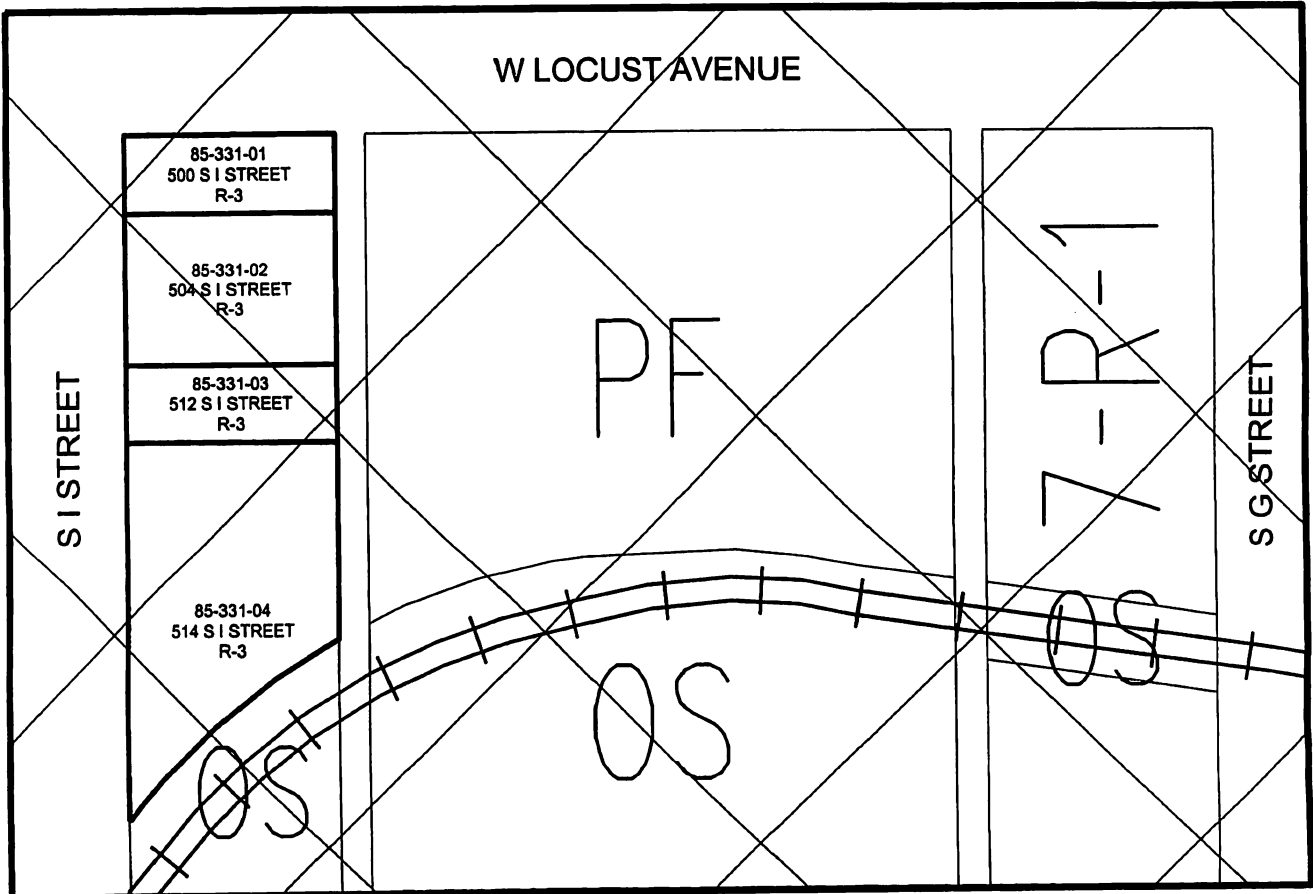
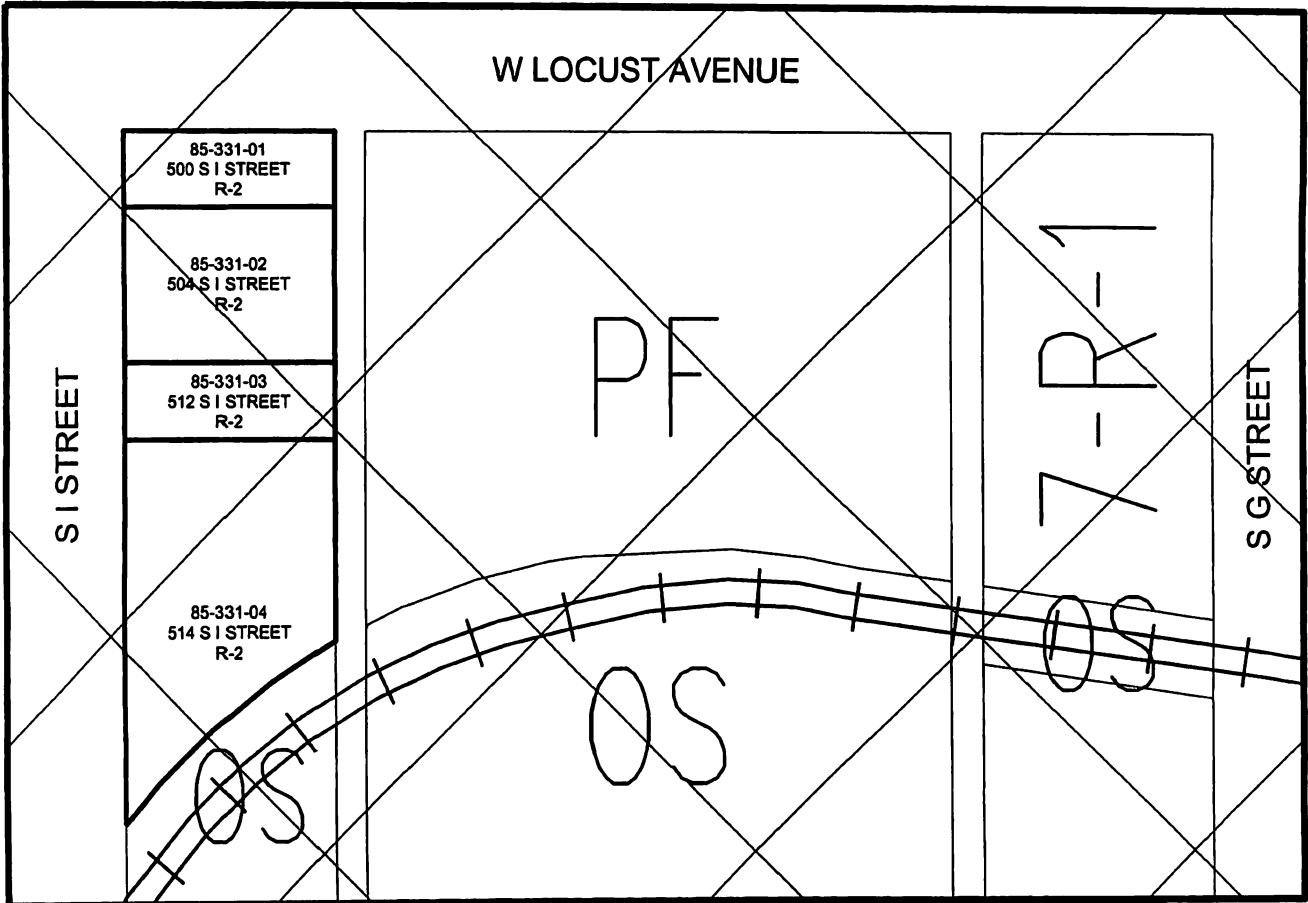
PROPOSED OCEAN AVE CORRIDOR OVERLAY (EAST AREA) - ZC 10-01

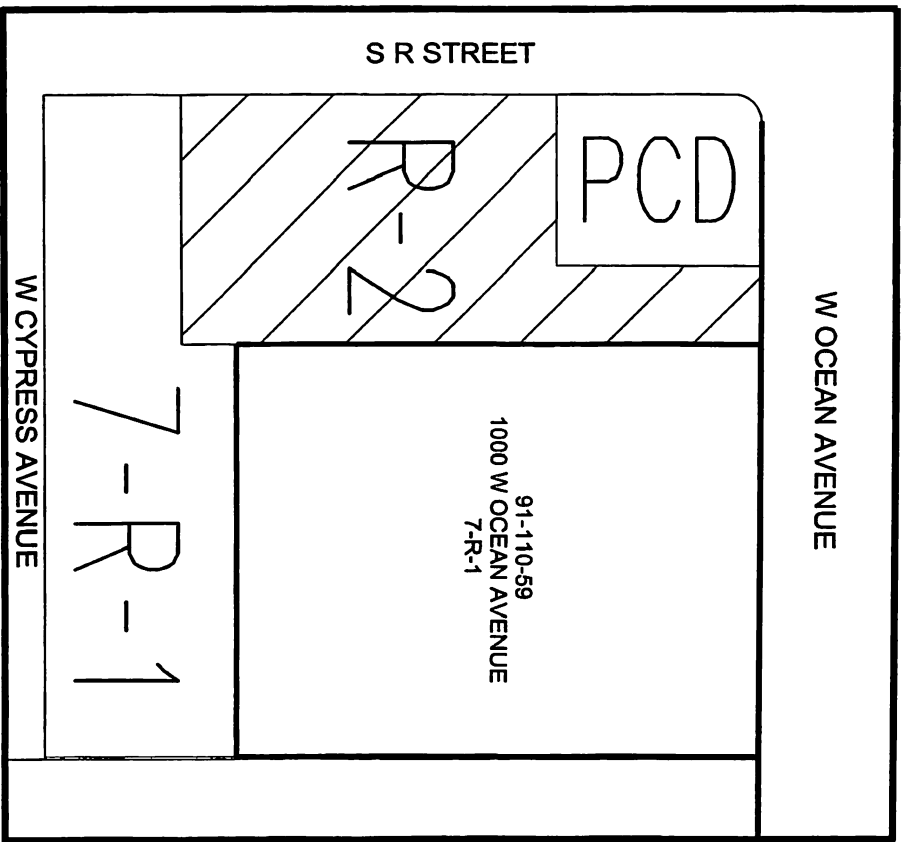


ZC MAP 22B (GP MAP 14B)

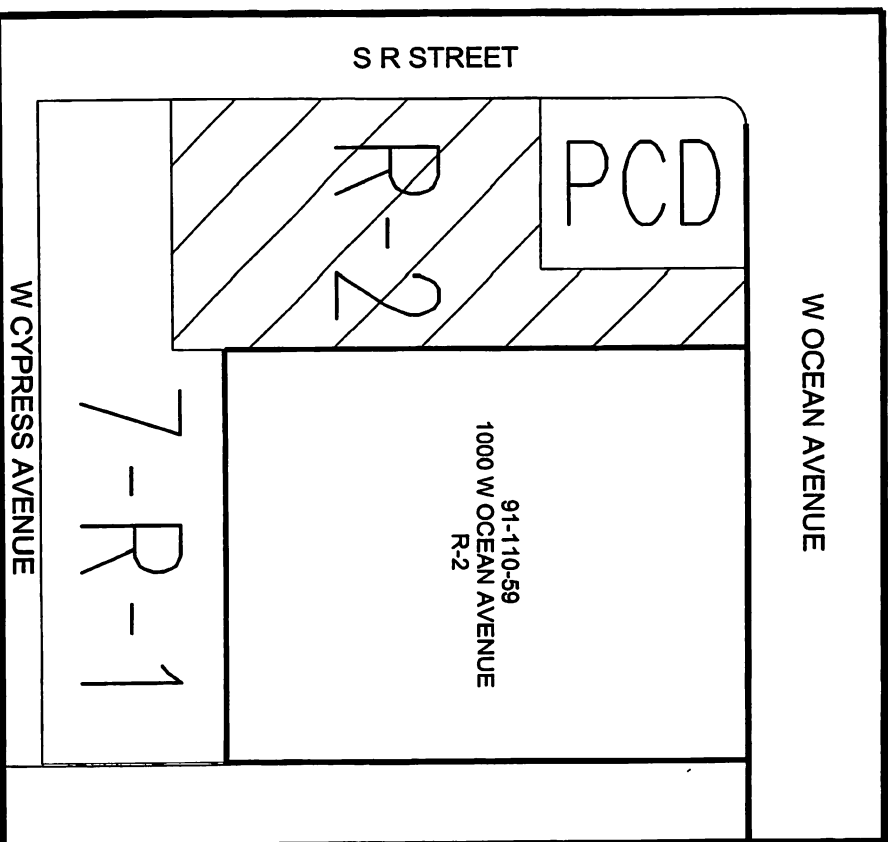
PROPOSED OCEAN AVE CORRIDOR OVERLAY (WEST AREA) - ZC 10-01







PROPOSED ZONING DISTRICT





General Plan Update

Planning Commission

Hearing

October 9, 2013

Agenda

- **Background**
- **Receive Staff Report and Consider the Following:**
 - **CEQA Findings of Fact**
 - **General Plan Amendment to Adopt Introduction, Vision, Land Use and Circulation Elements, Amend Land Use Element Map**
 - **Zone Changes to Achieve Consistency with Land Use Element Map**
- **Take Public Input**
- **Provide Recommendations to City Council**



Background

- **Planning Commission Recommended Certification of EIR Addendum, Adoption of Zoning Map Changes, and Adoption of Land Use and Circulation Elements – October 2011**
- **City Council Directed Revisions to the Land Use Element, Circulation Element, Zoning Ordinance and Map, and CEQA Findings of Fact – May 2013**



CEQA Findings of Fact

- **CEQA Requires Findings of Fact and a Statement of Overriding Considerations when Certifying the EIR Addendum**
- **At City Council's Direction, CEQA Findings of Fact Revised to Address:**
 - **Inclusion of All Four Expansion Areas in the General Plan Urban Limit Line**
 - **Analysis that the Council-Directed Changes to the LUE Map Are Substantially within the Range of Study of the Final EIR**



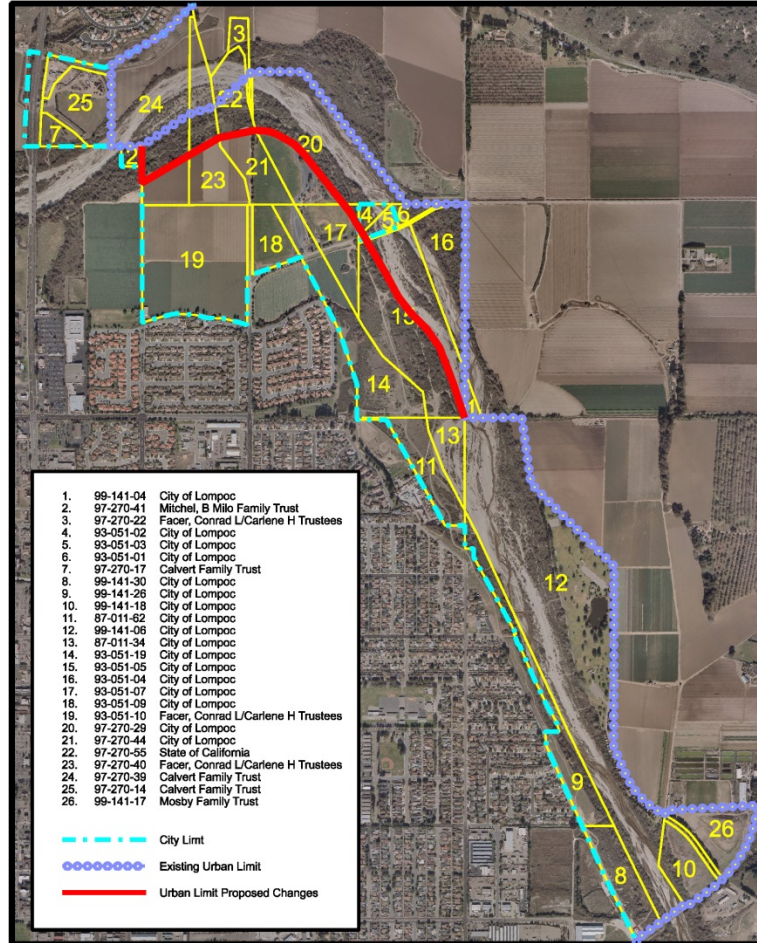
Land Use and Circulation Element Update

- **The Land Use Element Was Revised Based on the Following City Council Direction:**
 - **Include All Four Expansion Areas within Urban Limit Line. Revise the Boundary of the River and Miguelito Canyon Expansion Areas**
 - **Reject the Planning Commission Recommendation for an Architectural Standard Overlay on the Ocean Avenue Corridor (OAC)**
 - **Change the LUE Map on Specific Parcels in the South Side of Lompoc to Address Concerns by Realtors and Property Owners**
 - **Change LUE Text to Add *Southside Residential Overlay***
 - **Due to Dissolution of Redevelopment Agency (RDA), Remove Reference to RDA Throughout LUE**



Land Use and Circulation Element Update

RIVER EXPANSION AREA - URBAN LIMIT LINE PROPOSED CHANGES

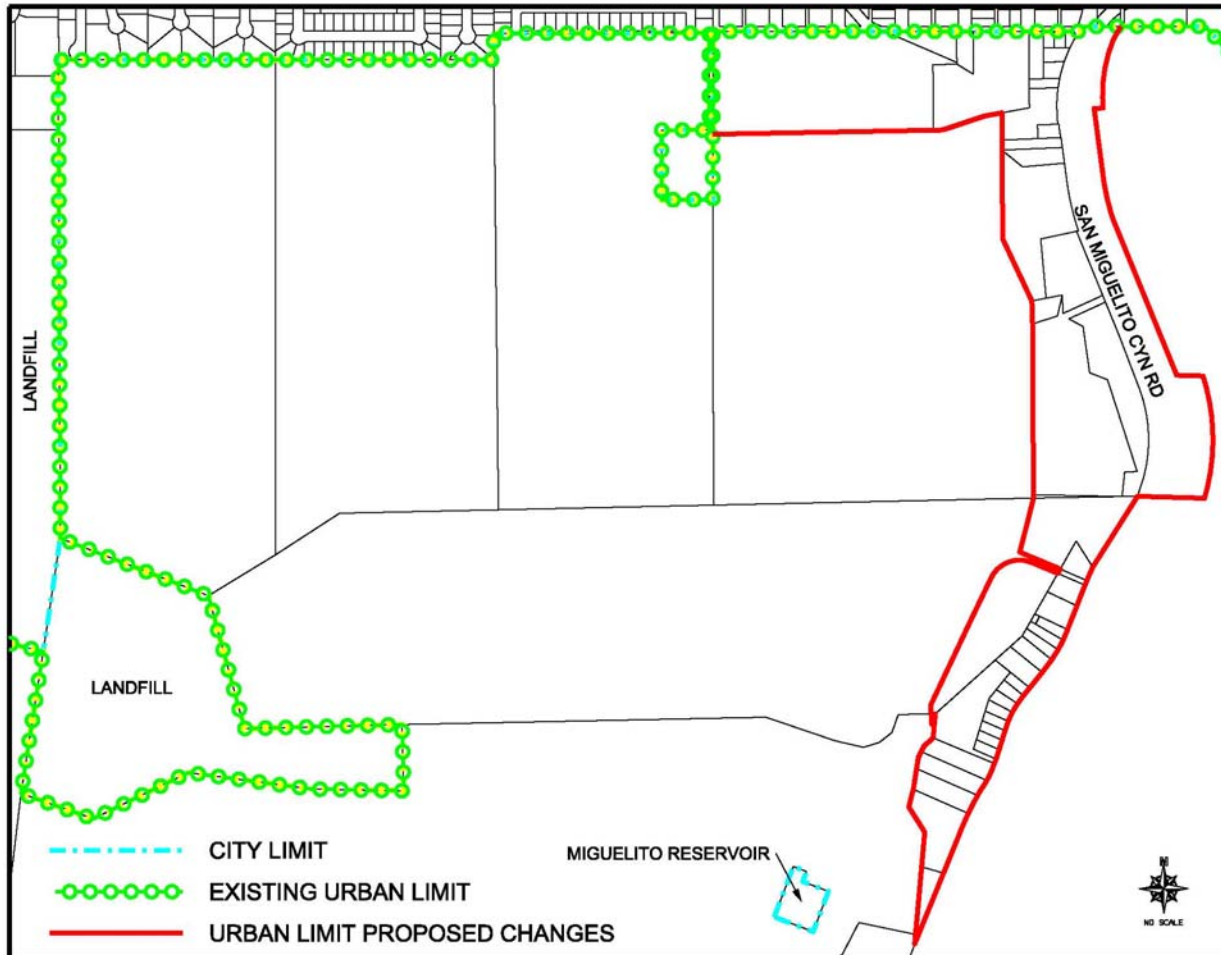


Created March 29, 2013



Land Use and Circulation Element Update

MIGUELITO EXPANSION AREA - URBAN LIMIT LINE PROPOSED CHANGES



Land Use and Circulation Element Update

- The Land Use Element Was Revised Based on the Following City Council Direction:
 - Change Implementation Measure 3 to Remove Requirement for Specific Plan in the Bailey Avenue Corridor:

The City shall require future development in the Bailey Avenue Corridor (as shown on Figure LU-1) to coordinate installation of infrastructure; continuance of the existing, unbroken 200-foot buffer along the Bailey Avenue Corridor from North Avenue to Olive Avenue; and shall encourage interconnectivity, pedestrian and vehicular, between any future developments during the development review process.



Land Use and Circulation Element Update

- **Bailey Avenue Area Land Owner Request:**
 - **Jack Bodger, John Bodger & Sons Co.**
 - **Change Contemplated General Plan Land Use Designation on 98+ Acres South of Ocean Avenue from Very Low Density and Low Density Residential to Medium Density Residential**
- **Buildout Potential Would Fall within Range Studied in FEIR**
- **CEQA Findings Would Need to Be Modified Slightly to Address Change**



Zoning Ordinance and Map

- **The City Council Reviewed Planning Commission Recommended Changes to Attain Consistency Between the LUE Map and Zoning Map**
- **City Council Directed Changing the General Plan LUE Map in Some Instances and the Zoning Map in Others**
- **Full List of Designation Changes and Maps Provided in Staff Report**



Requested Actions

- Review the Revised CEQA Findings of Fact and Adopt Resolution No. 762 (13) Recommending the City Council Adopt the CEQA Findings of Fact; and
- Review the Revised Land Use Element Map and Text Changes; the Circulation Element Map and Text Changes; Adopt Resolution No. 763 (13) Recommending the City Council Adopt the Phase I Elements of the 2030 General Plan; and



Requested Actions

- **Review the Revised Zoning Map and Text changes; Adopt Resolution No. 764 (13) Recommending the City Council Adopt the Proposed Changes to the Zoning Ordinance Text and Map**



General Plan Update Schedule

Date	Subject
November 19, 2013	City Council Review of Planning Commission Recommendations



**CITY OF LOMPOC
PLANNING COMMISSION STAFF REPORT**



MEETING DATE: October 9, 2013

TO: Members of the Planning Commission

FROM:  Lucille T. Breese, AICP, Planning Manager

RE: Supplemental Information
General Plan Comprehensive Update – General Plan
Land Use Element and Zoning Ordinance Map Revisions
(Planning Division File No. GP 07-04 and ZC 10-01)

AGENDA ITEM NO. 3

GP 07-04 – COMPREHENSIVE GENERAL PLAN UPDATE

Staff has received the attached request from Mr. Jack Bodger of Bodger & Sons regarding his approximately 98+ acre parcels in Expansion Area A - Bailey Avenue.

On June 23, 2011, Mr. Bodger requested his properties retain the designations shown on the existing Land Use Element Map. On August 10, 2011, following a 2-2 vote, the Commission voted 4-0 to forward “no recommendation” on this expansion area. On March 26, 2013 the Council voted to include Expansion Area A – Bailey Avenue within the City Urban Limit Line with no change to the land use designations (VLDR / LDR). The FEIR studied Bailey Avenue under the Specific Plan densities which could have allowed up to 2,700 dwelling units over the entire expansion area.

If the Planning Commission recommends the City Council concur with Mr. Bodger’s request for Medium Density Residential, there will be no additional environmental impacts to consider since the maximum number of units over the expansion area would remain below those analyzed in the FEIR.

Attachment (1)

Cc: Teresa Gallavan, Economic Development Director/Assistant City Administrator
Brandon Ward, Deputy City Attorney
Richard Daulton, Rincon Consultants

JOHN BODGER & SONS COMPANY

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Tel: (805) 735-6705 • Fax: (805) 715-3806

e-mail: jbodger@bodger.com

October 7, 2013

Ms. Lucille Breeze
Planning Manager, City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436

Dear Lucille,

Some time ago, when our company withdrew its participation in the Bailey Avenue Specific Plan, we requested that our property revert to a low-density designation.

As it is now our intention to pursue development of our Home Ranch property [located between Highway 246 to the north and Olive Avenue to the south, V Street to the east and Bailey Avenue to the west], we now request that this property receive a medium density designation from the City.

Please call me if you have questions pertaining to this request.

Sincerely,



Jack Bodger
John Bodger & Sons Co.
jbodger@bodger.com
805-735-6705 office
805-717-1373 mobile