

# Lompoc General Plan Update Environmental Impact Report Addendum #6

State Clearinghouse No. 2008081032



*Prepared by:*  
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*Prepared with the assistance of:*  
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**November 2019**

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# **City of Lompoc General Plan Update**

## **Final Environmental Impact Report Addendum #6**

State Clearinghouse No. 2008081032

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*November 2019*

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## **ADDENDUM #6 TO FINAL ENVIRONMENTAL IMPACT REPORT CITY OF LOMPOC GENERAL PLAN UPDATE**

### **1. INTRODUCTION**

This document is an Addendum to the Final Environmental Impact Report (Final EIR) that was previously prepared and certified on October 19, 2010, for Phase 1 of an update to the City of Lompoc 2030 General Plan (State Clearinghouse No. 2008081032). The Final EIR for Phase 1 included an evaluation of an update to the Land Use, Circulation, and Housing Elements in the 2030 General Plan. The Final EIR was previously subject to five other Addenda. Addendum #1 was prepared in 2011 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. Addendum #2 was prepared in 2014 to evaluate the environmental effects associated with adoption of Phase 2 of the General Plan Update Program, which included the Safety, Noise, Conservation and Open Space, Parks and Recreation, Public Services, Urban Design and Economic Development Elements. Addendum #3 was prepared in 2015 to analyze revisions to the Circulation Element Bikeway Routes Map. Addendum #4 was also prepared in 2015 to analyze revisions to the Economic Development Element. Addendum #5 was prepared in 2016 to evaluate changes that were proposed with the Bailey Avenue Corridor Annexation Area in addition to those already identified and analyzed in the Final EIR. This current document is Addendum #6 to the General Plan Update Final EIR.

This Addendum #6 has been prepared in accordance with the relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State CEQA Guidelines as implemented by the City of Lompoc. According to Section 15164(b) of the State CEQA Guidelines, an addendum to an EIR is the appropriate environmental document in instances when “only minor technical changes or additions are necessary or none of the conditions described in Section 15261 calling for the preparation of a subsequent EIR have occurred.” Section 15162(a) of the State CEQA Guidelines states no subsequent EIR shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

*(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

*(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or*



*Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*

*(3) 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 or the Negative Declaration was adopted, 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.*

The changes that are being proposed with the Zoning Code Update (Project) are minor in the sense they would not create potentially significant environmental impacts in addition to those already identified in the Final EIR. The Project would also not substantially increase the magnitude or severity of impacts that were previously identified. This Addendum #6 does not require public circulation because it does not provide significant new information that changes the Final EIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect.

This Addendum #6 includes this introduction, a description of the Project, and a comparison of the impacts for all environmental issues areas listed in Appendix G of the State CEQA Guidelines.

The City of Lompoc shall consider this Addendum #6 with the Final EIR prior to making a decision on the Project. The Final EIR is available for review on the City's website and at the Planning Division of the City of Lompoc Economic & Community Development Department, located at 100 Civic Center Plaza, Lompoc, CA 93436.



## **2. PREVIOUS ENVIRONMENTAL REVIEW**

The Lompoc 2030 General Plan Final EIR evaluated two primary components of the 2030 General Plan: 1) physical development potential; and 2) goals and policies with the potential to result in physical environmental effects. The General Plan land use map, included as Figure 2-4 of the Final EIR, was prepared to guide the general distribution, location, and extent of the various types of land uses in the City. The 2030 General Plan includes 17 land use designations (with three overlay designations), with specific land use regulations for parcel development defined in the City's Zoning Code, which was anticipated in the Final EIR to be updated following the adoption of the 2030 General Plan. Environmental impacts associated with General Plan buildout under the identified land uses, were identified throughout the Final EIR, along with applicable mitigation measures where feasible. Five EIR Addenda were previously prepared for actions related to the Lompoc 2030 General Plan. These Addenda further evaluated the environmental impacts associated with General Plan buildout.

## **3. PROJECT DESCRIPTION**

The Project includes an update to the existing City of Lompoc Zoning Code, adopted in 1974, in order to implement the 2030 General Plan. The primary objectives for the project include implementation of the City's General Plan, compliance with legal requirements, development of clear and enforceable regulations, creation of a modernized, user-friendly Zoning Code, and to address stakeholder input received during public outreach on the Zoning Code Update from 2015 through 2019. The primary components of the proposed Zoning Code Update that would apply citywide include:

- General updates throughout the Zoning Code to alter existing standards and create new standards where necessary to:
  - Ensure compliance with requirements for the establishment of Accessory Dwelling Units (ADUs);
  - Ensure compliance with standards for the placement and design of wireless telecommunication facilities;
  - Ensure implementation of 2030 General Plan Housing Element goals and policies;
  - Improve permit streamlining by updating allowable use tables to be more general and expanding the applicability of a Minor Use Permit (MUP) and providing procedures for specific permit types; and
  - Incorporate commercial cannabis uses to reflect City Council Resolutions 6147(17) and 6170(18), and Ordinances 1640(17), 1645(18), 1646(18), and 1648(18), as appropriate.



- Implementation of a Landmark designation to designate historic and iconic resources in the City. The implementation of a Landmark designation would help to achieve 2030 General Plan Policy 2.9 (2030 General Plan EIR Mitigation Measure CR-2[a]) requiring that a historic district be defined in the Historic Landmarks Ordinance and requiring the establishment of a process and criteria for landmark designation. The Landmark designation would provide for identification and preservation of specific resources which may be unusual, significant, or meaningful to the City's history or streetscape.
- Implementation of alternative strategies to reduce parking requirements.
- Implementation of landscaping and screening standards consistent with Policies 5.5 and 8.8 and Measure 26 in the 2030 General Plan.
- Establishment of Hillside Development Standards consistent with Policies 5.6 and 5.7 and Measures 8 and 9 in the 2030 General Plan.
- Allowance for more flexibility in nonconforming provisions, including extending the period for rights to a nonconforming use or structure to be terminated from one year to three years after the use is discontinued.

The primary components of the proposed Zoning Code Update that would apply to specific zones/areas in the City include:

- Implementation of the H Street Overlay (HSO) including implementation of new standards for building orientation, pedestrian access, and open space in the HSO Zone, as it is mapped on the existing City of Lompoc Zoning Map. Establishment of an allowable floor area ratio of 1.00 for mixed-use development and redevelopment in the HSO Zone. Implementation of these new standards would be consistent with Policies 1.7, 3.2, 3.5, 8.4 as well as the corresponding land use category (HSC) and definition in Table LU-1 in the 2030 General Plan Land Use Element. Land Use Element Measure 23 would be deleted, removing the requirement for new development to place buildings adjacent to H Street with parking areas behind.
- Elimination of the Commercial Office (CO) Zone which would require amending the General Plan to eliminate the Office Commercial (OC) land use category. Properties currently zoned CO would be rezoned as Planned Commercial Development (PCD). These changes would expand allowable land uses for some residential use types (e.g., caretaker's unit and single room occupancy) in the proposed zones with a MUP or Conditional Use Permit (CUP) in addition to the allowable commercial use types in these zones. The H Street Corridor Infill Area Overlay described in the General Plan allows for a mix of commercial and residential use types. Residential use types allowed in the proposed HSO Zone include home occupations, live/work, and multi-family residential, as well as caretaker's unit and single room occupancy with a MUP or CUP. Accordingly, the





allowance of only two (caretaker's unit and single room occupancy) residential use types in a commercial area under the proposed rezone is consistent with the type and amount of residential units which were analyzed in the Lompoc 2030 General Plan EIR for the existing H Street Corridor Infill Area Overlay.

- Allowance of food service (i.e., Food Service, Outdoor Dining, and Restaurant) uses in the industrial zones (I Zone and BP Zone).
- Creation of the Special Event Overlay (SE) Zone to apply to industrial areas of the City. The SE Overlay would allow special events on properties under the control of a winery or micro-alcohol business management that do not exceed 72 hours, do not exceed maximum posted or approved occupant load, and are located in areas where no manufacturing activities occur without a Temporary Use Permit (TUP). The SE Overlay also includes a Special Event TUP process for special events in the SE Overlay that are not exempt from a TUP. The Special Event TUP would be valid for 365 days and allow up to one event per month..
- Increased flexibility for residential uses in the OTC Zone and MU Zone by allowing residential uses to be located on the first floor; however, first floor residential uses in buildings along H Street and Ocean Avenue would not be allowed to face the street and residential access would have to be provided at the rear of the building. These changes would also allow for increased maximum residential density from the existing 21.8 dwelling units per net acre (DU/ac.) to a proposed 44 DU/ac in the OTC Zone and MU Zone, consistent with the maximum residential densities included in the 2030 General Plan for the associated land use types (OTC and MU). Additional standards for building placement and orientation, pedestrian access, and open space would also be included.
- Expanded allowable uses in the OTC Zone, and reconciliation and incorporation of Old Town Specific Plan standards into the Zoning Code, which could allow for the future or concurrent elimination of the Old Town Specific Plan. Allowable uses would include drive-throughs, and automobile sales, rental and minor repair. Drive-throughs would be limited to lots that are listed in the City's registry of OTC lots with previously existing drive-through uses and required to comply with Section 17.6.20.050 (Nonconforming Structures) of the Zoning Code. Urban form standards for building placement, building orientation, building transparency, parking placement, and pedestrian access would apply in the OTC Zone.
- Increased flexibility for creek setbacks along channelized drainages in the Open Space (OS) Zone. These changes would allow for reduction of the 50-foot creek setback along channelized drainages, provided that project design: results in the avoidance of significant impacts to riparian areas, includes design features that control for potential adverse water quality effects and light spillover effects, complies with applicable landscape standards (e.g., native landscaping in open



space areas), and is consistent with the General Plan, including policies that require the City to protect the Santa Ynez River and its tributaries as open space.

- Increased floor area ratio (FAR) in the I Zone to 0.75, increased from 0.50 FAR. Correspondingly, the Industrial Land Use Designation description in General Plan Land Use Element Table LU-1 would be amended to include an allowable building density of 0.75 FAR.
- Increased flexibility for uses in the BP Zone, including allowing Equipment Rental Yard and Large Vehicle and Boat Sales/Rental as permitted uses. The Business Park Land Use Designation purpose in General Plan Land Use Element Table LU-1 would be amended to remove the requirement that all activities be conducted indoors, and read as follows: “To provide areas for clean and attractive planned industrial centers on large, integrated parcels of land upon which all activities are conducted mostly indoors.”
- Allowance of above-ground utility facilities including transformers, telephone pedestals, fire hydrants, and light poles in the Airport Overlay Zone.

Those proposed actions would not result in physical impacts that exceed those associated with City buildout, as described in the Final EIR for Phase 1 of the Lompoc 2030 General Plan.

#### **4. IMPACT ANALYSIS**

The Final EIR, and Addenda thereto, evaluated a buildout scenario that included development in compliance with the City’s then-current Zoning Code. The current Project was reviewed in relation to the certified Final EIR, and relative to the current baseline environmental conditions, in an Initial Study (IS; see Appendix A). The proposed Zoning Code updates included in the Project are intended to implement the 2030 General Plan and potential buildout under the Project would be of type and density similar to what was evaluated in the 2030 General Plan EIR, would not result in development in areas beyond those analyzed in the 2030 General Plan EIR, and would be subject to standard Federal, State, and local regulatory measures. Accordingly, for most issue areas, the IS concluded that that Project would not result in new or substantially more severe impacts that those identified in the Final EIR and associated Addenda. The IS also determined none of the conditions that trigger the need to prepare a Subsequent EIR are likely to occur with respect to the Project. However, the IS determined that Addendum #6 to the Final EIR should be prepared to provide additional information with respect to greenhouse gas emissions, transportation and traffic, and utilities and service systems to confirm this conclusion.



This section addresses these environmental issue areas and updates the analysis based on current conditions and changes proposed in the updated Zoning Code. Evaluation of other environmental issue areas is provided in the IS (see Appendix A).

### **Greenhouse Gas Emissions**

The Final EIR identified impacts associated with an increase in GHG emissions within the South Central Coast Air Basin at a level that would hinder implementation of AB 32 with buildout facilitated by the Lompoc 2030 General Plan, and mitigation measures were identified. Addendum #1 to the Final EIR provided a revised GHG emissions analysis based on updated information and methodology to replace the GHG emissions analysis in Section 4.2, *Air Quality*, of the Final EIR. Addendum #1 determined that buildout of the 2030 General Plan would not exceed applicable GHG emissions thresholds and, therefore, would result in a less than significant impact relative to GHG emissions and no additional mitigation beyond what was identified in the Final EIR would be required. However, Mitigation Measures AQ-4(a) and AQ-4(b) identified in the Final EIR for the 2030 General Plan would continue to apply to the 2030 General Plan as analyzed under Addendum #1. Potential buildout under the proposed Zoning Code updates would be of a type and density similar to what was evaluated in the Final EIR and Addendum #1 and would not result in development in areas beyond those analyzed in the Final EIR and Addendum #1. Therefore, the Project would not result in new or substantially more severe impacts associated with GHG emissions when compared to the updated analysis of buildout facilitated by the General Plan in Addendum #1.

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented AB 32, the “California Global Warming Solutions Act of 2006.” AB 32 codifies the Statewide goal of reducing emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. In 2016, the governor signed Senate Bill 32 (SB 32) into law, which requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 is an extension of AB 32. The other provisions of AB 32 remain unchanged.

On December 14, 2017, the California Air Resources Board (ARB) adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 GHG emissions reduction target established by SB 32. To meet reduction targets, the 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of policies such as SB 350 and SB 1383. SB 350, the Clean Energy and Pollution Reduction Act of 2015, has two objectives: to increase the procurement of electricity from renewable sources from 33 percent to 50 percent by 2030 and to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and



conservation. Adopted in September 2016, SB 1383 requires ARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants and requires CalRecycle, in consultation with ARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills. The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies.

As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) CO<sub>2</sub>e by 2030 and two MT CO<sub>2</sub>e by 2050 (ARB 2017). As stated in the 2017 Scoping Plan, these goals are appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the State. In the United States, most of the emissions of human-caused GHG emissions come from burning fossil fuels for energy use in transportation and electricity generation (U.S. Energy Information Administration 2017); therefore, per capita GHG emissions reduction goals would be expected to result in corresponding reductions in per capita energy consumption.

Lompoc 2030 General Plan Conservation and Open Space Element Policies 7.1 through 7.6, 8.1, 8.2, and 9.1 through 9.3 are intended to limit, mitigate, and reduce criteria pollutant emissions. These policies include requirements for development projects to minimize vehicle-related air quality impacts and to engage in Best Management Practices for air quality impacts resulting from operation of the Lompoc Airport Property and its tenants. These policies also direct regional planning efforts to reduce basin-wide GHG emissions in compliance with AB 32 and SB 375 as well as consideration of all feasible GHG emissions reduction measures during the environmental review process for new project to reduce direct and indirect emissions associated with project vehicle trip generation and energy consumption. Required compliance with these policies would serve to reduce GHG emissions associated with buildout under the General Plan. General Plan Circulation Element Policies 3.1 through 3.13 are intended to reduce reliance on automobile use and reduce the associated vehicular traffic-related emissions. Changes resulting from the proposed Zoning Code updates would not reduce the applicability of such policies to buildout in the City. The proposed Zoning Code updates would rezone the CO Zone to PCD and expand allowable uses in the OTC Zone. The changes to the CO Zone would allow for some residential uses in the proposed zones in addition to the allowable commercial uses consistent with what analyzed in the Final EIR. The proposed auto-related and drive-through uses in the OTC Zone would have generally similar trip generation and related GHG emissions when compared to the commercial uses, including tire shops, auto mechanic shops, drive-up windows, and car washes,



evaluated as part of buildout of the OTC Zone in the Lompoc 2030 General Plan EIR. The proposed increase in FAR would increase the development intensities in the I Zone, potentially resulting in increased traffic and associated air pollutant emissions. The increased allowable FAR in the I Zone would allow for development of storage and other necessary facilities in the City, which would reduce the need for residents to travel outside of the City to utilize such facilities, thereby decreasing the vehicle miles traveled and associated GHG emissions. Additionally, the I Zone parcels developed at the higher density would be limited in quantity due to a limited number of existing vacant and underutilized lots and would also be required to comply with policies in the General Plan Conservation and Open Space Element to limit, mitigate, and reduce criteria pollutant emissions as well as policies in the Circulation Element to reduce vehicular traffic-related emissions. Accordingly, the project does not involve any land use changes or development that would result in a substantial increase in Lompoc's population, or vehicle miles traveled beyond what was projected in the Final EIR and Addendum #1. Under Resolution No. 6147(17) allowable commercial cannabis uses would also be required to comply with the California Energy Code and California Green Building Standards Code and, under Ordinance No. 1640(17) such uses would be required to provide and receive approval from the City of a detailed energy usage plan enumerating best practices and leading industry practices in efficient utilization of energy. In addition, the proposed drive-through uses would be limited to development on previously developed sites in the OTC Zone, likely replacing non-drive-through uses on these sites. As discussed in Section III, Air Quality, in the IS, replacing non-drive-through uses with drive-through uses in the OTC Zone as a result of the proposed Zoning Code updates and reducing the amount of park-and-restart activity on these sites would reduce GHG emissions from vehicles visiting these uses (see Appendix A). As such, the project would not generate substantial additional GHG emissions beyond what was identified in Addendum #1. Furthermore, future development under the project would continue to be required to comply with General Plan policies required by Mitigation Measures AQ-4(a) and AQ-4(b) in the General Plan Final EIR for the purpose of reducing and/or avoiding potential impacts associated with GHG emissions. Therefore, the project would not result in new or substantially more severe impacts associated with GHG emissions and conflicts with any applicable GHG reduction plan, policy, or regulation, including SB 32, when compared to those that were anticipated in the revised GHG analysis included in Addendum #1 to the Final EIR.

### **Transportation and Traffic**

As described in the IS, the proposed Zoning Code updates, when compared to the evaluation of buildout facilitated by the Lompoc 2030 General Plan, would not result in any new or substantially more severe transportation and circulation impacts related to changes in air traffic patterns, hazardous design features, inadequate emergency



access, or conflicts with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities.

The Final EIR determined that development facilitated by the 2030 General Plan would result in deficiencies to the local circulation system based on recommended level of service standards, and mitigation measures were identified. The Final EIR concluded 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 H Street/Central Avenue and A Street/Ocean Avenue intersections, and that buildout under the 2030 General Plan would have an unavoidably significant impact to the H Street/Central Avenue and A Street/Ocean Avenue intersections.

Associated Transportation Engineers, Inc. (ATE) prepared a Traffic Impact Analysis for the proposed increase to the allowable FAR from 0.50 to 0.75 (50 percent) in the I Zone under the Zoning Code updates in November 2019 (see Appendix B). The proposed increase in FAR would occur generally in four areas of the City, as shown in Figure 1 of the Traffic Impact Analysis in Appendix B. The combined buildout potential and associated vehicle trip generation for the I Zone parcels in each of the four areas were estimated for the existing and proposed FAR. The Traffic Impact Analysis determined that the difference in buildout potential with the proposed FAR increase would increase overall potential traffic within the City by 5,252 average daily trips (ADT), with 741 trips occurring during the AM peak hour and 668 trips occurring during the PM peak hour. The increase in ADT was assessed for each of the industrial areas to determine the potential impacts to traffic and circulation in these areas. The FAR change within Area 1, generally located northwest of the V Street/Central Avenue intersection, could result in a net increase of 658 ADT, 93 AM peak hour trips, and 84 PM peak hour trips. With this added traffic, the FAR increase would contribute to potentially significant cumulative impacts at the following locations:

- V Street/North Avenue (AM & PM)
- V Street/College Avenue (AM & PM)
- V Street/Laurel Avenue (AM & PM)
- V Street/Ocean Avenue (AM & PM)
- H Street/Central Avenue (PM)

The FAR change within Area 2, generally located along West Laurel Avenue between V Street and R Street, could result in a net increase of 1,281 ADT, 181 AM peak hour trips and 163 PM peak hour trips. With this added traffic, the FAR increase would contribute to potentially significant cumulative impacts at the following locations:

- V Street/North Avenue (AM & PM)



- V Street/College Avenue (AM & PM)
- V Street/Laurel Avenue (AM & PM)
- V Street/Ocean Avenue (AM & PM)
- O Street/North Avenue (PM)
- O Street/Pine Avenue (PM)

The FAR change within Area 3, generally located along East Laurel Avenue between H Street and 3rd Street, could result in a net increase of 1,666 ADT, 235 AM peak hour trips, and 212 PM peak hour trips. With this added traffic, the FAR increase would contribute to potentially significant cumulative impacts at the following locations:

- A Street/North Avenue (PM)
- A Street/Ocean Avenue (PM)

The FAR change within Area 4, generally located east of 7th Avenue between College Avenue and East Laurel Avenue, could result in a net increase of 1,647 ADT, 232 AM peak hour trips, and 209 PM peak hour trips. With this added traffic, the FAR increase would contribute to potentially significant cumulative impacts at the following locations:

- A Street/Ocean Avenue (PM)
- 12th Street–SR 1/SR 246 (PM)

All uses under the proposed Zoning Code updates, including development with a 0.75 FAR in the I Zone, would be required to implement General Plan Circulation Element improvements and policies that would reduce traffic impacts, as well as Mitigation Measures TC-1(a) through TC-1(k) in the Final EIR, to reduce impacts to City intersections. With implementation of these measures, the Traffic Impact Analysis concluded that the impacted intersections in Areas 1, 2, and 3 and the 12th Street–SR 1/SR 246 intersection in Area 4 would or are likely to operate at acceptable levels of service. However, the A Street/Ocean Avenue intersection is forecast to operate at an unacceptable level of service with the proposed FAR change despite implementation of all feasible mitigation in the Final EIR. The trip generation forecasts assume that all of the I Zone parcels would be developed to the maximum 0.75 FAR, which is unlikely given that existing developments is already present on many of these parcels. Furthermore, the Final EIR determined that buildout under the 2030 General Plan would have an unavoidably significant impact to the H Street/Central Avenue and A Street/Ocean Avenue intersections. Therefore, the Project would not result in any new significant impacts or substantially more severe impacts to area roadways and intersections when compared to those that were anticipated in the Final EIR.



### **Utilities and Service Systems**

The Final EIR analysis of utility and service system demand from the General Plan land use designations determined that development within the City of Lompoc facilitated by the 2030 General Plan would not result in significant impacts to wastewater treatment or water supply. The Final EIR also determined that an increase in impervious surfaces within the City would result in the need for additional stormwater infrastructure in compliance with the City's Stormwater Management Plan (SWMP). The proposed Zoning Code updates are intended to implement the City's General Plan and to comply with legal requirements, including those related to the provision of public water, wastewater, and stormwater facilities and services. The proposed Zoning Code updates do not involve any land use or zoning changes that would result in additional site disturbance beyond what was evaluated in the Final EIR. Accordingly, development under the Zoning Code updates would result in a similar increase in impervious surfaces in the City as buildout under the General Plan. Therefore, impacts related to stormwater infrastructure would be similar to those described in the Final EIR.

The proposed Zoning Ordinance updates would allow for food service (i.e., Outdoor Dining and Restaurant) and increased allowable FAR in industrial areas. Food service uses and potential increased intensity of development would result in water demand and wastewater generation. However, due to the existing, recognized lack of wastewater capacity in the industrial zones in the City, the project would include limitations on the proposed allowance of food service uses in these areas. Food service uses that would be allowed in the industrial areas would be limited to food service, outdoor dining, and restaurant uses, and these and other uses developed to the proposed 0.75 FAR in the I Zone would be required through the review and approval by the City during the Building Permit plan check process to provide adequate infrastructure to serve the proposed size, design, and operations. These conditions, coupled with a limited number of vacant and underutilized properties to develop, would limit the water use and wastewater generation of such uses.

The proposed Zoning Ordinance updates also include commercial cannabis dispensaries as an allowable use only in the OTC Zone, in the industrial and business park districts subject to approval of a CUP, and where retail pharmacies are allowed by right, indoor cannabis cultivation as an allowable use where agribusiness is allowed or industrial or business park districts are established, and manufacturing, distributing, processing, storing, staking, laboratory testing, packaging and labeling as allowable uses where industrial or business park districts are established, to reflect City Council Resolutions 6147(17) and 6170(18) and Ordinances 1640(17), 1645(18), 1646(18), and 1648(18). The allowance of such uses in these particular areas of the City would not result in utility and service demands that are considerably different from those analyzed in the Lompoc 2030 General Plan EIR. There is also a limited number of vacant properties to develop in





these areas and any such uses would be required to comply with the provisions of Ordinance No. 1640(17), requiring preparation and approval by the City of a water usage plan enumerating best practices and leading industry practices in efficient utilization of water resources. Commercial cannabis cultivation under the proposed Zoning Code update would also be subject to Section 3 of Resolution 6147(17) prohibiting drilling or digging of new wells to provide water service for such use. No substantial changes in the amount of wastewater discharged to the City sewer system and treated at City's Wastewater Treatment Plant are anticipated compared to buildout evaluated in the 2030 General Plan EIR. Requirements in Resolution No. 6147(17) would ensure that all discharges to the sewer system and treatment plant would comply with regulations and Discharge Requirements established by the State Water Resources Control Board. Required compliance of commercial cannabis businesses with the requirements of Section 5 of Resolution 6147(17) and Mitigation Measure AQ-3(a) in the City's 2030 General Plan EIR to provide and implement an Odor Abatement Plan is discussed in Section III, Air Quality, in the IS (see Appendix A).

Other potential buildout under the proposed Zoning Code updates would also be of a type and density similar to what was evaluated in the Final EIR and would not result in development in areas beyond those analyzed in the Final EIR. Therefore, the project would not result in need for development of water or wastewater systems or facilities beyond those necessary to support the uses analyzed in the Final EIR. Therefore, the project is not anticipated to result in new or substantially more severe impacts to water, wastewater, or stormwater service systems in the City.

## **5. DETERMINATION**

In accordance with Section 15164 of the CEQA Guidelines, the City of Lompoc has determined that this Addendum #6 to the Final EIR is necessary to document changes or additions that have occurred in the Project description since the Final EIR was originally prepared. No new or more severe environmental impacts beyond those disclosed in the Final EIR would occur as a result of the proposed Zoning Code updates. The City has reviewed and considered the information contained in this Addendum #6 in its consideration of the Final EIR and finds the preparation of a subsequent EIR is not necessary.

State of California Business and Professions Code (BPC) Section 26055(h), established by Proposition 64 (2016) which legalized the recreational use of marijuana for adults aged 21 years or older, states that CEQA does not apply to the adoption of an ordinance, rule, or regulation by a local jurisdiction that requires discretionary review and approval of permits, licenses, or other authorizations to engage in commercial cannabis activity. To qualify for this exemption, the discretionary review in any such law, ordinance, rule, or



regulation shall include any applicable environmental review pursuant to CEQA. Accordingly, the City's commercial cannabis ordinances, rules, and regulations may be considered exempt from CEQA, to the extent future discretionary permits are required. This Addendum #6 to the Final EIR provided environmental evaluation of commercial cannabis uses and determined that no new or more severe environmental impacts beyond those disclosed in the Final EIR would occur.



## REFERENCES

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# Appendix A

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Zoning Ordinance Update Initial Study

*City of Lompoc*

# **ZONING ORDINANCE UPDATE**

## **Initial Study**



**November 2019**

*Environmental Scientists Planners Engineers*

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# ZONING ORDINANCE UPDATE

## Initial Study

*Prepared by:*

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*November 2019*

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*This report prepared on 50% recycled paper with 50% post-consumer content.*

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## INITIAL STUDY

<b>Project Title</b>	City of Lompoc Zoning Ordinance Update
<b>Lead Agency</b>	City of Lompoc Economic and Community Development Department 100 Civic Center Plaza Lompoc, CA 93436
<b>Contact Person</b>	Brian Halvorson, Planning Manager Telephone: (805) 875-8228 Email: b_halvorson@ci.lompoc.ca.us
<b>Project Location</b>	<p>The City of Lompoc is located at the intersection of California State Route (SR) 1 and SR 246, approximately 160 miles north of Los Angeles, 240 miles south of San Francisco, and eight miles east of the Pacific Ocean coastline in western Santa Barbara County. The City's population is approximately 44,000 (Department of Finance 2017) and the City encompasses approximately 12 square miles, located south of Burton Mesa Ecological Reserve and southeast of Vandenberg Air Force Base, and primarily surrounded by agricultural lands.</p> <p>The project would result in changes that would apply to the entire City of Lompoc, with many changes focused in the following areas:</p> <p><i>Commercial Office (CO) Zone</i> - Generally located in the southeastern portion of the City along East Ocean Avenue and SR 246, between E Street and Seventh Street.</p> <p><i>Industrial (I) Zone</i> - Generally located in the northwest portion of the City along Central Avenue between Bailey Avenue and V Street, and in three general areas in the southern portion of the City along Laurel Avenue and Chestnut Avenue from:</p> <ul style="list-style-type: none"><li>• T Street to Q Street;</li><li>• G Street to Second Street; and</li><li>• Seventh Street to Twelfth Street.</li></ul> <p><i>Business Park (BP) Zone</i> - Generally located in the northern portion of the City between H Street and V Street and between the Lompoc Airport and Central Avenue, and in the southeastern portion of the City between the eastern City Urban Limit Line and A Street and between Laurel Avenue and Ocean Avenue.</p> <p><i>Old Town Commercial (OTC) Zone</i> - Generally located in the southern-central portion of the City between F Street and K Street and between Chestnut Avenue and Cypress Avenue.</p>



*Mixed Use (MU) Zone* - Generally located in the southern-central portion of the City between A Street and K Street and between Chestnut Avenue and Hickory Avenue.

*H Street Overlay (HSO) Zone* - Generally located in the central portion of the City along H Street from the Lompoc Airport property line to Chestnut Avenue.

*Open Space (OS) Zone* - Generally located in the northern, central, and southwestern portions of the City along the Santa Ynez River, various creeks, and community facility uses in the City.

**General Plan Land Use Categories**

The project would result in changes that would apply to the entire City of Lompoc, including all General Plan land use categories, with many changes focused in areas designated with the following land use categories:

- Office Commercial (OC)
- Industrial (I)
- Business Park (BP)
- Old Town Commercial (OTC)
- Mixed Use (MU)
- H Street Corridor Infill Area (HSC)
- Open Space (OS)

**Zoning**

The project would result in changes that would apply to the entire City of Lompoc, including all zones, with many changes focused in the following zones:

- CO Zone
- I Zone
- BP Zone
- OTC Zone
- MU Zone
- HSO Zone
- OS Zone
- Airport Overlay Zone

**Project Description**

*Background and Relationship to the City of Lompoc General Plan.* The General Plan provides long-term overarching policy guidance for the City of Lompoc. The General Plan acts as a constitution to guide decisions on growth and development by identifying the general types of allowable land uses and pattern of future development. The primary tool to implement the goals and policies of the General Plan is the Zoning Code, which is required to be consistent with the General Plan and applicable federal and state laws.



In September 2014, the City completed a comprehensive General Plan update (2030 General Plan). The Lompoc 2030 General Plan Final Environmental Impact Report (EIR; 2010) evaluated the potential environmental effects associated with implementation of the Land Use, Circulation, and Housing Elements included in Phase 1 of the General Plan update. Addenda to the Final EIR evaluated the potential environmental effects associated with Phase 2 of the General Plan update, including adoption of the Safety, Noise, Conservation and Open Space, Parks and Recreation, Public Services, Urban Design and Economic Development Elements of the 2030 General Plan.

The policies and implementation measures in the 2030 General Plan provide direction and guidance specifically related to the City's zoning standards. Accordingly, the Zoning Code is being updated to implement the applicable General Plan goals and policies and measures in order to be consistent with the General Plan.

*Major Project Components.* The project includes an update to the existing City of Lompoc Zoning Code, adopted in 1974, in order to implement the City's General Plan, updated in September 2014. The primary objectives for the project include implementation of the City's General Plan, compliance with legal requirements, development of clear and enforceable regulations, creation of a modernized, user-friendly Zoning Code, and to address stakeholder input received during public outreach on the Zoning Code Update from 2015 through 2019. The primary components of the proposed Zoning Code Update that would apply citywide include:

- General updates throughout the Zoning Code to alter existing standards and create new standards where necessary to:
  - Ensure compliance with requirements for the establishment of Accessory Dwelling Units (ADUs);
  - Ensure compliance with standards for the placement and design of wireless telecommunication facilities;
  - Ensure implementation of 2030 General Plan Housing Element goals and policies;
  - Improve permit streamlining by updating allowable use tables to be more general, expanding the applicability of a Minor Use Permit (MUP), and providing procedures for specific permit types; and
  - Incorporate commercial cannabis uses to reflect City Council Resolutions 6147(17) and 6170(18), and Ordinances 1640(17), 1645(18), 1646(18), and 1648(18), as appropriate.
- Implementation of a Landmark designation to designate historic and iconic resources in the City. The implementation of a Landmark designation would help to achieve 2030 General Plan



Policy 2.9 (2030 General Plan EIR Mitigation Measure CR-2[a]) requiring that a historic district be defined in the Historic Landmarks Ordinance and requiring the establishment of a process and criteria for landmark designation. The Landmark designation would provide for identification and preservation of specific resources which may be unusual, significant, or meaningful to the City's history or streetscape.

- Implementation of alternative strategies to reduce parking requirements.
- Implementation of landscaping and screening standards consistent with Policies 5.5 and 8.8 and Measure 26 in the 2030 General Plan.
- Establishment of Hillside Development Standards consistent with Policies 5.6 and 5.7 and Measures 8 and 9 in the 2030 General Plan.
- Allowance for more flexibility in nonconforming provisions, including extending the period for rights to a nonconforming use or structure to be terminated from one year to three years after the use is discontinued.

The primary components of the proposed Zoning Code Update that would apply to specific zones/areas in the City include:

- Implementation of the H Street Overlay (HSO), including implementation of new standards for building orientation, pedestrian access, and open space in the HSO Zone, as it is mapped on the existing City of Lompoc Zoning Map. Establishment of an allowable floor area ratio of 1.00 for mixed-use development and redevelopment in the HSO Zone. Implementation of these new standards would be consistent with Policies 1.7, 3.2, 3.5, 8.4 as well as the corresponding land use category (HSC) and definition in Table LU-1 in the 2030 General Plan Land Use Element. Land Use Element Measure 23 would be deleted, removing the requirement for new development to place buildings adjacent to H Street with parking areas behind.
- Elimination of the Commercial Office (CO) Zone, which would require amending the General Plan to eliminate the Office Commercial (OC) land use category. Properties currently zoned CO would be rezoned Planned Commercial Development (PCD). These changes would expand allowable land uses for some residential use types (e.g., caretaker's unit and single room occupancy) in the proposed zones with a MUP or Conditional Use Permit (CUP) in addition to the allowable commercial use types in these zones. The H Street Corridor Infill Area Overlay described in the General Plan allows for a mix of commercial and residential use types. Residential use types allowed in the proposed HSO Zone include home occupations, live/work, and



multi-family residential, as well as caretaker's unit and single room occupancy with a MUP or CUP. Accordingly, the allowance of only two (caretaker's unit and single room occupancy) residential use types in a commercial area under the proposed rezone is consistent with the type and amount of residential units which were analyzed in the Lompoc 2030 General Plan EIR for the H Street Corridor Infill Area Overlay.

- Allowance of food service (i.e., Food Service, Outdoor Dining, and Restaurant) uses in the industrial zones (I Zone and BP Zone).
- Creation of the Special Event Overlay (SE) Zone to apply to industrial areas of the City. The SE Overlay would allow special events on properties under the control of a winery or micro-alcohol business management that do not exceed 72 hours, do not exceed maximum posted or approved occupant load, and are located in areas where no manufacturing activities occur without a Temporary Use Permit (TUP). The SE Overlay also includes a Special Event TUP process for special events in the SE Overlay that are not exempt from a TUP. The Special Event TUP would be valid for 365 days and allow up to one event per month.
- Increased flexibility for residential uses in the OTC Zone and MU Zone by allowing residential uses to be located on the first floor; however, first floor residential uses in buildings along H Street and Ocean Avenue would not be allowed to face the street and residential access would have to be provided at the rear of the building. These changes would also allow for increased maximum residential density from the existing 21.8 dwelling units per net acre (DU/ac.) to a proposed 44 DU/ac in the OTC Zone and MU Zone, consistent with the maximum residential densities included in the 2030 General Plan for the associated land use types (OTC and MU). Additional standards for building placement and orientation, pedestrian access, and open space would also be included.
- Expanded allowable uses in the OTC Zone, and reconciliation and incorporation of Old Town Specific Plan standards into the Zoning Code, which could allow for the future or concurrent elimination of the Old Town Specific Plan. Allowable uses would include drive-throughs, and automobile sales, rental and minor repair. Drive-throughs would be limited to lots that are listed in the City's registry of OTC lots with previously existing drive-through uses and required to comply with Section 17.6.20.050 (Nonconforming Structures) of the Zoning Code. Urban form standards for building placement, building orientation, building transparency, parking placement, and pedestrian access would apply in the OTC Zone.
- Increased flexibility for creek setbacks along channelized drainages in the OS Zone. These changes would allow for



reduction of the 50-foot creek setback along channelized drainages, provided that project design: results in the avoidance of significant impacts to riparian areas, includes design features that control for potential adverse water quality effects and light spillover effects, complies with applicable landscape standards (e.g., native landscaping in open space areas), and is consistent with the General Plan, including policies that require the City to protect the Santa Ynez River and its tributaries as open space.

- Increased floor area ratio (FAR) in the I Zone to 0.75, increased from 0.50 FAR. Correspondingly, the Industrial Land Use Designation description in General Plan Land Use Element Table LU-1 would be amended to include an allowable building density of 0.75 FAR.
- Increased flexibility for uses in the BP Zone, including allowing Equipment Rental Yard and Large Vehicle and Boat Sales/Rental as permitted uses. The Business Park Land Use Designation purpose in General Plan Land Use Element Table LU-1 would be amended to remove the requirement that all activities be conducted indoors, and read as follows: “To provide areas for clean and attractive planned industrial centers on large, integrated parcels of land upon which all activities are conducted mostly indoors.”
- Allowance of above-ground utility facilities including transformers, telephone pedestals, fire hydrants, and light poles in the Airport Overlay Zone.

## Setting

As previously described, the Zoning Code Update would include various components that would apply throughout the entire City of Lompoc, while other components of the project would apply only to specific areas of the City.

Lompoc is one of seven incorporated cities within the County of Santa Barbara. The City lies in a flat valley (Lompoc Valley) at approximately 80 to 100 feet above mean sea level, surrounded by rolling hills to the north, east, and south. The Santa Ynez River runs along the eastern edge of the City in a southeast to northwest direction. The City has a Mediterranean climate characterized by warm, dry summers and cool winters with occasional rainy periods. The greater Lompoc Valley contains over 45,000 acres of agricultural land. The physical conditions in the Lompoc Valley make it one of the most versatile crop-growing regions in the state and the region is renowned for its flower seed industry and, more recently, its vineyards and wineries. The wineries and tasting rooms are primarily concentrated in the City’s Wine Ghetto industrial park, which serves as the western gateway to the Sta. Rita Hills American Viticulture Appellation.

The City has historically been and continues to be a largely



residential community, with approximately 30 percent of the City designated for residential uses of varying densities, approximately 6 percent of the City designated for business and commercial uses. A combined total of approximately 62 percent of the City is designated for community facility and open space uses.

The land use setting for specifically identified areas that would be effected by the project is described as follows:

- The CO Zone serves as a buffer between residential areas and major roadways in the southeastern portion of the City. The zone is surrounded by a variety of uses, including office and general commercial, mixed use, residential, and community facility uses.
- The I Zone is surrounded by a variety of uses including office commercial, general commercial, and neighborhood commercial, business park, residential, and community facility uses.
- The northern BP zoned area is surrounded by a variety of uses including general commercial, residential, community facility, and H Street Corridor Infill Area uses. The southeastern BP zoned area is surrounded by residential, general commercial, industrial, and community facility uses.
- The OTC Zone is surrounded by a variety of uses including office commercial, general commercial, and neighborhood commercial, mixed use, residential, and community facility uses.
- The MU Zone is surrounded by a variety of uses, including office commercial, general commercial, neighborhood commercial, and Old Town commercial, residential, and community facility uses.
- The HSO Zone is predominantly surrounded by residential uses with some business park, open space, and community facility uses, including the Lompoc Airport, in the near vicinity.
- The OS Zone is predominantly surrounded by residential, community facility, and agricultural uses.
- The Airport Overlay Zone is predominantly surrounded by open space, community facility, and business park uses.

**Required Entitlements**

The project requires City Council approval of the aforementioned amendments to the City of Lompoc Zoning Code and 2030 General Plan.

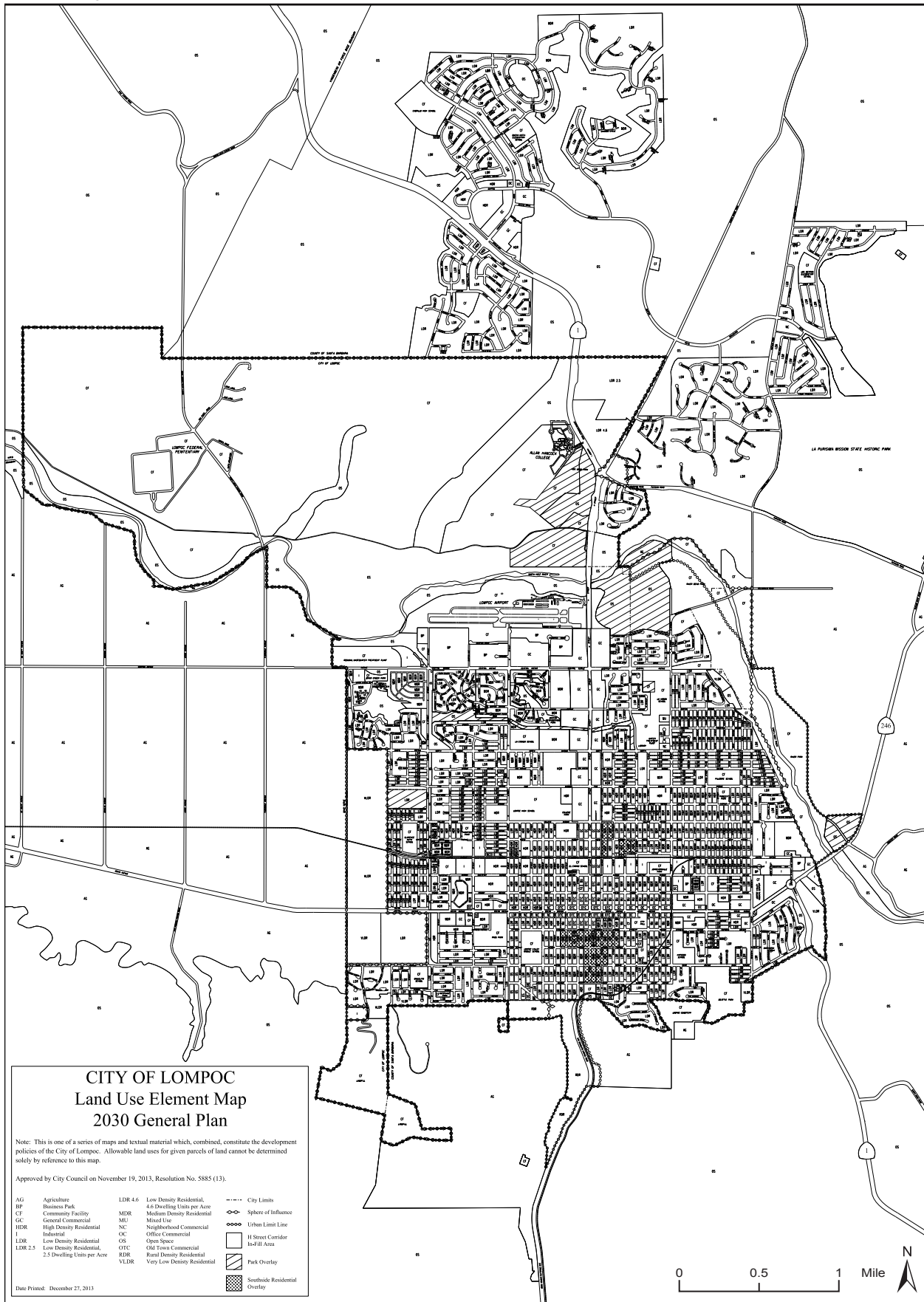
**Other Public Agencies Whose Approval is Required**

None









Base drawing source: City of Lompop, 2014.

Land Use Element Map

Figure 2

City of Lompop

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

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



## DETERMINATION

On the basis of this initial evaluation:

- I find that 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, and a SUBSEQUENT EIR will be prepared.
- I find that substantial changes have occurred 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, and a SUBSEQUENT EIR will be prepared.
- I find that 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 that: the project will have one or more significant effects not discussed in the previous EIR; significant effects previously examined will be substantially more severe than shown in the previous EIR; 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 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; and a SUBSEQUENT EIR will be prepared.
- I find that none of the conditions described above calling for preparation of a Subsequent EIR are likely to occur with respect to the proposed project, and an EIR ADDENDUM will be prepared and will focus on:
- Greenhouse Gas Emissions
  - Transportation and Traffic
  - Utilities and Service Systems

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Signature

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Date

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Printed Name



## ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<b>I. AESTHETICS. Would the Project:</b>					
a) Have a substantial adverse effect on a scenic vista?	Impact AES-1	No	No	No	N/A
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Impact AES-1	No	No	No	N/A
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Impact AES-3	No	No	No	N/A
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Impact AES-2	No	No	No	N/A

a-c) Visual conditions in and around the City of Lompoc have not substantially changed and no new scenic vistas or scenic highways have been designated in the City since the analysis of the 2030 General Plan in the 2030 General Plan EIR. The proposed Zoning Code updates are intended to implement the 2030 General Plan, including implementation of landscaping and screening standards and establishment of Hillside Development Standards intended to preserve the existing visual character and quality as well as the scenic resources in the City. Specifically, the Zoning Code updates would implement 2030 General Plan Policies 5.5, 5.6, 5.7, and 8.8 and Measures 8, 9, and 26. The proposed updates to the HSO Zone and corresponding change to the General Plan Land Use Element to delete Measure 23 and remove the requirement for new development to place buildings adjacent to H Street with parking areas behind would not change the type and density of allowable development in the HSO Zone. Therefore, the proposed Zoning Code updates that would specifically apply to the HSO Zone, CO Zone, BP Zone, OTC Zone, and the MU Zone, would allow for urban development of types and densities similar to the uses allowed in these areas under the 2030 General Plan and analyzed in the 2030 General Plan EIR.

Although the proposed increase in allowable FAR in the I Zone would increase the total amount and intensity of development in the industrial areas of the City at buildout, the additional development would be visually consistent and compatible with existing industrial and urban development in and near the I Zone. In addition, the parcels developed at the higher intensity would be limited in quantity due to a limited number of existing vacant and underutilized lots. The majority of existing and future new uses in the BP Zone would be indoors. All newly allowable uses, including equipment rental yards, large vehicle and boat sales/rental, and other uses conducted outdoors in the BP Zone under the proposed Zoning Code updates, would be subject to the same development standards that preserve viewsheds and aesthetic quality as the



uses allowed in these areas under the 2030 General Plan and analyzed in the 2030 General Plan EIR. These standards for the industrial zones include the requirement that storage areas are adequately screened with walls and landscaping and does not contain more than 50 percent of the primary use site area, and that no material shall be stored to a height greater than the height of the required wall or fence within ten feet of the required wall or fence.

In accordance with Section 5(E) of Resolution No. 6147(17), buildings for commercial cannabis uses must meet the minimum building code requirements for industrial structures. The roof may be constructed of solid translucent material provided that commercial cannabis activities cannot be seen beyond the property line and cannot be seen beyond the tenant space of the property where the commercial cannabis activity is located if there are other occupants who do not conduct cannabis commercial activities on that property. Auto-related uses, including automotive sales and rentals (e.g., motorcycles and vehicles), in the OTC Zone under the proposed Zoning Code updates would be subject to the City's urban form standards for building placement, building orientation, building transparency, parking placement, and pedestrian access. These requirements would ensure that the proposed uses are compatible with and preserve the existing character and quality of the OTC Zone.

All above-ground utility facilities including transformers, telephone pedestals, fire hydrants, and light poles allowed in the Airport Overlay Zone under the proposed Zoning Code updates, would be required to comply with the Airport Overlay Zone performance standards in Section 17.076.120 of the Zoning Code, including review and approval by the Airport Land Use Commission (ALUC), and prohibition of unusual commercial "attention getting" devices, or signs. Above-ground utility facilities would also be subject to height limitations in Section 17.076.070 of the Zoning Code, including the stipulation that no structure shall be allowed to exceed a height of 15 feet above the elevation of the airport take-off and landing area. These requirements would ensure that the proposed uses are compatible with and preserve the existing character and quality of the Airport Overlay Zone.

All development allowable under the proposed Zoning Code updates would also be subject to the City's Architectural Review Guidelines and the Architectural Design and Site Development Review standards contained in Section 17.5.12 of the Zoning Code, which are intended to promote orderly development and aesthetically pleasing community development as well as compliance with the 2030 General Plan. With these provisions and compliance with applicable standards and CUP requirements, the proposed Zoning Code updates would not result in new or substantially more severe impacts to a scenic vista or scenic resources when compared to the analysis of the land use designations and the H Street Corridor Infill area standards in the 2030 General Plan EIR.

d) Light and glare conditions in and around Lompoc have not substantially changed since the analysis of the 2030 General Plan in the 2030 General Plan EIR. As with development facilitated by the 2030 General Plan, development under the proposed Zoning Code updates would be subject to the lighting requirements for residential and commercial industrial land uses contained in the City's Architectural Review Guidelines and General Site Development Standards, including lighting and glare standards contained in Section 17.3.04 of the Zoning Code. In addition, in accordance with Section 17.4.04.160 of the Zoning Code, goods or merchandise displayed outdoors in commercial and mixed-use zones shall not consist of any items, such as mirrors or hubcaps, which are capable of reflecting sufficient light to cause a



traffic hazard. In accordance with Section 17.076.060 of the Zoning Code, uses allowed in the Airport Overlay Zone shall not include: illuminated signs; any use which would direct steady or flashing lights at aircraft during initial climb or final approach, other than an Federal Aviation Administration-approved navigational signal or visual approach slope indicator (VASI); or any use which would cause sunlight to be reflected toward an aircraft or initial climb or final approach. Additionally, allowable uses in the Airport Overlay Zone would be subject to the performance standards in Section 17.076.120 in the Zoning Code, which require review and approval of all development in the Airport Overlay Zone by the ALUC and the stipulation that the proposed use will not result in danger to aircraft from light or glare. As such, the proposed Zoning Code updates, including allowance of auto-related uses in the OTC Zone and above-ground utility facilities in the Airport Overlay Zone, would not result in a new source of substantial light or glare and would not introduce a new or substantially more severe impact related to light and glare when compared to the analysis of the land use designations and the H Street Corridor Infill area standards in the 2030 General Plan EIR.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<p><b>II. AGRICULTURE AND FOREST RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:</p>					
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Impact LU-3	No	No	No	N/A
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Impact LU-3	No	No	No	N/A
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	N/A; New CEQA checklist item added subsequent to General Plan EIR	No	No	No	N/A
d) Result in the loss of forest land or conversion of forest land to non-forest use?	N/A; New CEQA checklist item added subsequent	No	No	No	N/A



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<p><b>II. AGRICULTURE AND FOREST RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:</p>					
	to General Plan EIR				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	Impact LU-3	No	No	No	N/A

a-e) Approximately 3,600 acres of prime soils are located within the Lompoc City Limits, including 258 acres in the H Street Corridor Infill Area. However, none of the areas within the existing City Limits are currently in use for agricultural production or designated for agricultural land use, nor are any portions of the City under Williamson Act Contract. As determined in the Lompoc 2030 General Plan EIR, development and redevelopment in areas of the City containing prime soils would not convert these soils to non-agricultural use because none of these areas are currently in use for agricultural purposes. All changes resulting from the proposed Zoning Code updates would occur within the Lompoc city limits. Therefore, impacts to agricultural and forest resources would be similar to impacts of the General Plan Update evaluated in the 2030 General Plan EIR and the project would not result in any new or substantially more severe impacts to agriculture or forest resources.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<p><b>III. AIR QUALITY. Would the Project:</b></p>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	Impact AQ-1	No	No	No	N/A
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Impact AQ-2	No	No	No	N/A
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the	Impact AQ-2	No	No	No	N/A



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<b>III. AIR QUALITY. Would the Project:</b>					
project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?					
d) Expose sensitive receptors to substantial pollutant concentrations?	Impact AQ-2	No	No	No	N/A
e) Create objectionable odors affecting a substantial number of people?	Impact AQ-3	No	No	No	N/A

a) Analysis of the buildout facilitated by the General Plan Update in the 2030 General Plan EIR determined that development under the proposed land use changes and development plans for the City would result in inconsistencies with the local clean air plan (CAP) due to projected population growth. The proposed Zoning Code updates would help implement 2030 General Plan Housing Element goals and policies and, thus, would facilitate population growth in the City similar to what was projected in the 2030 General Plan and evaluated in the 2030 General Plan EIR. The proposed Zoning Code updates would also result in rezoning of the CO Zone to PCD zoning. The CO Zone is generally located in the southeastern portion of the City and is surrounded by office and general commercial, mixed use, residential, and community facility uses. Although the proposed rezone would allow for some residential uses in these proposed new zones in addition to the allowable commercial use types in these zones, these allowances would be consistent with the type and amount of residential units analyzed in the Lompoc 2030 General Plan EIR under the General Plan land use designations surrounding the CO Zone and the H Street Corridor Infill area standards. Accordingly, the project does not involve any land use changes or development that would result in an increase to the City of Lompoc’s population beyond what was projected in the 2030 General Plan. Therefore, the project would not result in any new or substantially more severe impacts relative to implementation of the CAP.

b-d) Analysis of the buildout facilitated by the General Plan Update in the 2030 General Plan EIR included evaluation of commercial uses including generators, pumps, air compressors, outdoor speakers, motors, heavy equipment and similar machinery associated with trucking companies, tire shops, auto mechanic shops, metal shops, shopping centers, drive-up windows, car washes, loading docks, and athletic fields. Operational emissions sources in Lompoc have not changed substantially since the analysis of the General Plan Update in the Lompoc 2030 General Plan EIR. The proposed Zoning Code updates, including expanded allowable uses, that would specifically apply to the HSO Zone, CO Zone, I Zone, BP Zone, OTC Zone, MU Zone, and the industrial areas of the City would allow for urban development similar to the uses allowed in these areas under the 2030 General Plan and analyzed in the 2030 General Plan EIR. The proposed rezone of the CO Zone to PCD zoning would allow for some residential uses in





the proposed zones in addition to the allowable commercial use types in these zones. This is consistent with the allowable uses under the office and general commercial, mixed use, residential, and community facility land use designations on the properties surrounding the existing CO Zone. The allowable auto-related and drive-through uses in the OTC Zone would have generally similar trip generation and related mobile air emissions when compared to the commercial uses, including tire shops, auto mechanic shops, drive-up windows, and car washes, evaluated as part of buildout of the OTC zone in the Lompoc 2030 General Plan EIR. Although the proposed increase in FAR would increase the development densities in the I Zone, potentially resulting in increased traffic and associated air pollutant emissions, the parcels developed at the higher density would be limited in quantity due to a limited number of existing vacant and underutilized lots. Any such development would also be required to comply with policies in the General Plan Circulation Element that reduce vehicle miles traveled in the City. Due to the limited number of properties affected by the proposed I Zone FAR increase and required compliance with trip reduction measures, these proposed zoning changes would not result in new or substantially more severe impacts to air quality beyond what was analyzed in the 2030 General Plan EIR.

Additionally, the proposed drive-through uses would be limited to development on previously developed sites in the OTC Zone, likely replacing non-drive-through uses on these sites. In accordance with municipal code requirements, local agencies, including the County of Santa Barbara and City of Buellton, have evaluated and compared emissions of drive-through and non-drive-through uses for proposed drive-through projects (Starbucks Coffee Shop and Drive-Thru Project, County of Santa Barbara, 2016; Jack-in-the-Box Restaurant Project, City of Buellton, 2008). These evaluations determined that the park-and-restart of vehicles visiting non-drive-through uses generates more emissions than the same number of vehicles normally utilizing a drive-through because vehicle starting emissions are higher than stabilized running exhaust emissions. Accordingly, replacing non-drive-through uses with drive-through uses as a result of the proposed Zoning Code updates and reducing the amount of park-and-restart activity on these sites, would reduce pollutant emissions from vehicles visiting these uses. As such, the project would not violate air quality standards, contribute substantially to existing or projected violations, result in a net increase of a criteria pollutant for which the region is in non-attainment, or expose sensitive receptors to substantial pollutant concentration beyond what was analyzed in the 2030 General Plan EIR. Therefore, the project would not result in new or substantially more severe impacts to air quality.

e) The proposed Zoning Code updates would allow food service (i.e., Outdoor Dining and Restaurant) uses in industrial zones (I Zone and BP Zone). These uses would not be expected to produce odors substantially more obtrusive or in greater amounts than the uses allowed in the industrial areas of the City under the 2030 General Plan and evaluated in the 2030 General Plan EIR. In compliance with the requirements of Section 5 of Resolution 6147(17), all commercial cannabis businesses would be required to be indoors and to provide and implement an Odor Abatement Plan that details odor control devices and techniques to ensure that odors from cannabis are not detectable off-site. City review and approval of proposed odor control devices and techniques included in the Odor Abatement Plan would be required in order to obtain a commercial cannabis activity use license for such operations. Additionally, any other buildout under the proposed Zoning Code updates would be required to comply with Mitigation Measure AQ-3(a) in the 2030 General Plan EIR to reduce potential odor impacts to a less than significant level by developing an Odor Abatement Plan for any potential odor generators.



Therefore, the project would not result in new or substantially more severe significant impacts relative to odor nuisance.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>IV. BIOLOGICAL RESOURCES. Would the Project:</b>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Impact BIO-2	No	No	No	N/A
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Impact BIO-4	No	No	No	N/A
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Impact BIO-1	No	No	No	N/A
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Impact BIO-3	No	No	No	N/A
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Impacts BIO-1 through BIO-4	No	No	No	N/A
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Section 4.15.1	No	No	No	N/A

a-c) Biological conditions in Lompoc have not changed since the analysis of the buildout facilitated by the General Plan Update in the 2030 General Plan EIR. The analysis in the 2030 General Plan EIR determined that development under General Plan buildout in the City,



including within the H Street Corridor Infill area, would result in impacts to sensitive habitats and special status plant and animal species. The project includes various updates to the City's Zoning Code that would apply to specific zones/areas in the City including the CO Zone, I Zone, BP Zone, OTC Zone, MU Zone, HSO Zone, and OS Zone. The CO Zone, I Zone, BP Zone, OTC Zone, and MU Zone are primarily composed of urban development with some vacant parcels consisting of barren ground and accumulated debris. As such, sensitive biological resources generally are not present and, thus, would not be adversely affected by development in these areas under the 2030 General Plan or proposed Zoning Code updates. However, the northern portion of the HSO Zone (H Street Corridor Infill area) and large portions of the OS Zone abut the Santa Ynez River and creeks in the City, which contain sensitive riparian habitats. Many of the proposed Zoning Code updates would also apply citywide, including in areas where special status species and sensitive natural habitats are present. Nevertheless, development under the proposed Zoning Code updates would be required to adhere to General Plan policies, comply with Mitigation Measures BIO-2(a) and BIO-2(b) in the 2030 General Plan EIR to encourage the protection of significant biological resources, including sensitive plant and animal species, and comply with applicable regulatory requirements pertaining to special status species, sensitive habitats, and wetlands. Additionally, all new above-ground utility facilities allowable in the Airport Overlay Zone under the proposed Zoning Code updates, including light poles with potential to result in light spillover in sensitive habitat areas include the Santa Ynez River corridor, would be subject to the City's Architectural Review Guidelines, which state that all exterior lighting should be adequately controlled and/or shielded to prevent glare and undesirable illumination of adjacent properties and streets, as well as performance standards in Section 17.076.120 in the Zoning Code to avoid adverse impacts from light and glare in the airport area. Therefore, the project would not result in new or substantially more severe significant impacts to sensitive plant and animal species or communities, or wetlands.

d) Vacant and underutilized parcels are scattered throughout Lompoc and, therefore, do not provide substantial wildlife movement corridors. The northern portion of the HSO Zone (H Street Corridor Infill area) and large portions of the OS Zone abut the Santa Ynez River, which may support wildlife movement through the river corridor. However, development would be prohibited in areas designated as Open Space, including the portion of the HSO Zone adjacent to the river. Additionally, the proposed Zoning Code updates would not result in development in areas beyond those analyzed in the 2030 General Plan EIR. As such, the project would not result in interference with the movement of native resident or migratory wildlife.

e, f) According to the Lompoc 2030 General Plan EIR, no habitat conservation or natural community plans apply to Lompoc. These conditions have not changed since the analysis of updated to the General Plan in the 2030 General Plan EIR. Additionally, potential buildout under the proposed Zoning Code updates would be of type and density similar to what was evaluated in the 2030 General Plan EIR and would not result in development in areas beyond those analyzed in the 2030 General Plan EIR. Therefore, the project would not result in new or substantially more severe conflicts with local policies or ordinances protecting biological resources, or a habitat conservation plan.



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<b>V. CULTURAL RESOURCES. Would the Project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Impact CR-2	No	No	No	N/A
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	Impact CR-1	No	No	No	N/A
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Impact CR-1	No	No	No	N/A
d) Disturb any human remains, including those interred outside of formal cemeteries?	Impact CR-1	No	No	No	N/A

a) Conditions related to historic buildings and structures in the City have not changed since the analysis of the General Plan Update in the 2030 General Plan EIR because no new historic structures or building have been identified. The proposed Zoning Code updates would include implementation of a Landmark designation to designate historic and iconic resources in the City. Implementation of a Landmark designation would help to achieve 2030 General Plan Policy 2.9 (2030 General Plan EIR Mitigation Measure CR-2[a]) requiring that a historic district be defined in the Historic Landmarks Ordinance and requiring the establishment of a process and criteria for landmark designation. This designation would provide for identification and preservation of specific resources which may be unusual, significant, or meaningful to the City’s history or streetscape. As such, the project would not result in the disturbance or adverse change in the significance of historical resources in the City and would serve to reduce and/or avoid potential impacts to historical resources that were identified in the 2030 General Plan EIR.

b-d) As determined in the Lompoc 2030 General Plan EIR, development facilitated by the 2030 General Plan could result in adverse effects to identified and previously unidentified archaeological resources, paleontological resources, and/or human remains because such resources have a moderate to high potential to be encountered in the City. The project does not propose any land use or zoning changes that would result in additional site disturbance beyond what was evaluated for General Plan buildout in the 2030 General Plan EIR. Additionally, future development under the proposed changes would be required to comply with City policies requiring site-specific archaeological and paleontological studies in areas of potential sensitivity on a project-by-project basis. Future development under the proposed Zoning Code updates would also be required to comply with all applicable existing Federal, State, and local codes and policies stipulating treatment methods for evaluation and treatment in the event that archaeological resources, paleontological resource, or human remains are encountered. As such, the project would not result in any new or substantially more severe impacts to such resources than what was evaluated in the 2030 General Plan EIR.



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>VI. GEOLOGY AND SOILS. Would the Project:</b>					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	Impact GEO-1	No	No	No	N/A
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Impact GEO-1	No	No	No	N/A
ii) Strong seismic ground shaking?	Impact GEO-1	No	No	No	N/A
iii) Seismic-related ground failure, including liquefaction?	Impact GEO-2	No	No	No	N/A
iv) Landslides?	Impact GEO-4	No	No	No	N/A
b) Result in substantial soil erosion or the loss of topsoil?	Impact GEO-3	No	No	No	N/A
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Impact GEO-3	No	No	No	N/A
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	Impact GEO-1	No	No	No	N/A
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Impact GEO-3	No	No	No	N/A

a-e) Geological conditions in Lompoc have not substantially changed since the analysis of the General Plan Update in the 2030 General Plan EIR. Buildout under the proposed Zoning Code updates would be of type and density similar to and generally in the same locations as potential development evaluated in the 2030 General Plan EIR. Development allowable under the proposed Zoning Code updates would also be required to comply with the California Building Code (CBC), the City’s municipal code, and General Plan Safety Element policies to minimize and/or avoid risks to life and property associated with geologic and soil hazards. Additionally,



development in the City under the project would connect to the local sewer system. Therefore, the project would not result in new or substantially more severe significant impacts relative to geological conditions or use of septic tanks or alternative wastewater systems that would be supported by soils in the area.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>VII. GREENHOUSE GAS EMISSIONS. Would the Project:</b>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Impact AQ-4; General Plan EIR Addendum	No	No	No	N/A
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Impact AQ-4; General Plan EIR Addendum	No	No	Yes	Further Addressed in EIR Addendum.

As discussed in the 2030 General Plan EIR, buildout in accordance with the General Plan Update would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to climate change. The following summarizes the regulatory framework related to climate change.

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented AB 32, the “California Global Warming Solutions Act of 2006.” AB 32 codifies the Statewide goal of reducing emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. In 2016, the governor signed Senate Bill 32 (SB 32) into law, which requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030.

While the State has adopted the AB 32 Scoping Plan and multiple regulations to achieve the AB 32 year 2020 target, there is no currently adopted State plan to meet post-2020 GHG reduction goals. ARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target set by SB 32. Achieving these long-term GHG reduction policies will require State and federal plans and policies for achieving post-2020 reduction goals.

a, b) Lompoc 2030 General Plan Conservation and Open Space Element Policies 7.1 through 7.6, 8.1, 8.2, and 9.1 through 9.3 are intended to limit, mitigate, and reduce criteria pollutant emissions. These policies include requirements for development projects to minimize vehicle-related air quality impacts and to engage in Best Management Practices for air quality impacts resulting from operation of the Lompoc Airport Property and its tenants. These policies also direct regional planning efforts to reduce basin-wide GHG emissions in compliance with AB 32 and SB 375 as well as consideration of all feasible GHG emissions reduction measures during the environmental review process for new project to reduce direct and indirect emissions associated with project vehicle trip generation and energy consumption. These General Plan



policies would serve to reduce GHG emissions associated with buildout under the General Plan. General Plan Circulation Element Policies 3.1 through 3.13 are intended to reduce reliance on automobile use and reduce the associated vehicular traffic-related emissions. Changes resulting from the proposed Zoning Code updates would not change the applicability of such policies to buildout in the City. The proposed Zoning Code updates would rezone the CO Zone to PCD and expand allowable uses in the OTC Zone. The changes to the CO Zone would allow for some residential uses in the proposed zones in addition to the allowable commercial uses consistent with what analyzed in the 2030 General Plan EIR. The proposed auto-related and drive-through uses in the OTC Zone would have generally similar trip generation and related GHG emissions when compared to the commercial uses, including tire shops, auto mechanic shops, drive-up windows, and car washes, evaluated as part of buildout of the OTC Zone in the Lompoc 2030 General Plan EIR. The proposed increase in FAR would increase the development densities in the I Zone, potentially resulting in increased traffic and associated air pollutant emissions. The increased allowable FAR in the I Zone is intended to facilitate development of storage facilities in the City, which would reduce the need for residents to travel outside of the City to utilize such facilities, thereby decreasing average vehicle miles traveled and associated GHG emissions in the City. Additionally, the I Zone parcels developed at the higher density would be limited in quantity due to a limited number of existing vacant and underutilized lots and would also be required to comply with policies in the General Plan Conservation and Open Space Element to limit, mitigate, and reduce criteria pollutant emissions as well as policies in the Circulation Element to reduce vehicular traffic-related emissions. Accordingly, the project does not involve any land use changes or development that would result in a substantial increase in Lompoc's population or vehicle miles traveled beyond what was projected in the 2030 General Plan EIR. Additionally, the proposed drive-through uses would be limited to development on previously developed sites in the OTC Zone, likely replacing non-drive-through uses on these sites. As previously discussed in Section III, Air Quality, replacing non-drive-through uses with drive-through uses in the OTC Zone as a result of the proposed Zoning Code updates and reducing the amount of park-and-restart activity on these sites would reduce GHG emissions from vehicles visiting these uses. As such, the project would not generate substantial additional GHG emissions or any new conflicts with applicable GHG reduction plans, policies, or regulations.

For commercial cannabis uses, the primary GHG of concern is carbon dioxide associated with power generation for vehicle use, and energy consumption directly associated with land uses or related to water consumption. Future development of commercial cannabis uses would be similar to uses allowed in the areas of the City where the various types of cannabis uses would be allowed and would not increase GHG emissions in considerably greater amounts than uses already allowable in those areas. For instance, commercial cannabis dispensaries would be allowed only in the OTC Zone, in the industrial and business park districts subject to approval of a CUP, and where retail pharmacies are allowed by right; indoor cannabis cultivation would be allowed only where agribusiness is allowed or industrial or business park districts are established; and manufacturing, distributing, processing, storing, staking, laboratory testing, packaging and labeling of cannabis would be allowed only where industrial or business park districts are established. Future development, including development for commercial cannabis uses, would continue to be required to comply with General Plan policies for the purpose of reducing and/or avoiding potential impacts associated with GHG emissions. The project would not be expected to result in new or substantially more severe impacts associated with GHG emissions. Nevertheless, the 2030 General Plan EIR addressed General Plan compliance with



AB 32 standards for year 2020 GHG emissions, but predated SB 32 and did not address the more recent 2030 GHG emissions targets. Therefore, additional analysis to determine the level of impacts relative to the SB 32 emissions targets will be required in an EIR Addendum.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Impact HAZ-2	No	No	No	N/A
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Impact HAZ-2	No	No	No	N/A
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	Impact HAZ-1	No	No	No	N/A
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Impact HAZ-1	No	No	No	N/A
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Impact HAZ-4	No	No	No	N/A
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Impact HAZ-4	No	No	No	N/A
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Impact HAZ-3	No	No	No	N/A
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Impact HAZ-3	No	No	No	N/A





a, b, d) The 2030 General Plan would facilitate development in 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. The 2030 General Plan EIR determined that areas of previous contamination or where users of hazardous materials are located are confined primarily to commercial and industrial areas of the City and allowing residential and mixed use development in these areas would increase the potential for exposure of City residents to hazardous materials. Development under the proposed Zoning Code updates would occur in the same areas of the City and, thus, be similarly exposed to hazards and hazardous materials associated with use and listed contamination sites as development under the 2030 General Plan. In addition, buildout under the proposed Zoning Code updates with potential to generate and/or utilize hazardous materials, including commercial cannabis development and auto-related uses in the OTC Zone, would be required to comply with existing local, state, and federal regulations for the use of hazardous materials and regulations that require remediation of contamination that exceeds regulatory action levels. Further research, testing, and remediation, including soil and groundwater sampling, under the appropriate oversight agency would reduce the risk of possible contamination.

Ordinance No. 1640(17) specifically requires that all applicants for a commercial cannabis use license submit procedures for identifying, managing, and disposing of contaminated, adulterated, deteriorated or excess medical cannabis product; a detail of the procedures to be utilized at the facility, for the control of associated hazards and hazardous materials, including a description of how chemicals and fertilizers will be stored, handled, used and disposed of, manufacturing methods, the transportation process, inventory procedures, and quality control procedures; as well as waste disposal information. Sections 6 through 10 of Resolution 6147(17) also include specific requirements and regulatory authorities for the control of hazards and hazardous materials associated with allowable commercial cannabis uses including hazardous material reporting and preparation of a hazardous materials management plan. Specific state regulations also control the use of pesticides, fertilizers, and other hazardous materials that may be used for commercial cannabis uses. Any person issued a permit or license allowable under the ordinance would be required to follow all local, state and federal requirements for the use of hazardous materials. This would apply to flammable material (such as ethanol) and to compressed gasses (such as carbon dioxide) under "Type 7" licensing ("level 2" manufacturing processes).

Furthermore, development under the proposed Zoning Code updates, including expanded allowable auto-related and drive-through uses in the OTC Zone, would be required to comply with General Plan Safety Element policies and Mitigation Measure HAZ-1 in the General Plan EIR, which requires reporting and actions to ensure that previously unidentified hazardous materials do not result in hazards to the public or the environment. Therefore, the project would not result in any new or substantially more severe hazard impact to the public or environment from listed hazardous materials sites or through transport, use, disposal, or release of hazardous materials.

c) The Lompoc Unified School District (LUSD) provides educational facilities and services to the entire Lompoc Valley. LUSD maintains eight public schools within the City of Lompoc (six elementary schools, one middle school, and one high school). The proposed Zoning Code updates would allow for development in the same areas of the City and of types similar to those



allowed under the 2030 General Plan and analyzed in the 2030 General Plan EIR. Therefore, the project would not result in new or substantially more severe significant impacts to surrounding schools due to hazardous emissions and/or hazardous materials handling.

e, f) Lompoc Airport is located immediately north of the Santa Ynez River and Vandenberg Air Force Base is located northwest of the City. Portions of the City are overflowed by aircraft approaching or departing from these two airports. Aircraft overflights of occupied urban areas, including those subject to the proposed Zoning Code changes, present a potential for off-airport aircraft accidents, which could result in injury or property damage. Buildout of areas within the City’s “Airport Overlay Zone” are subject to existing land use and zoning restrictions, and land uses within the Clear Zone of the Airport Overlay would be limited to above-ground utility facilities, open space, agriculture-related uses, automotive retail, and parking lots. Any development on parcels in the Approach Zones of the Airport Overlay area is subject to ALUC review and approval. Height restrictions are enforced in these areas and land uses that would result in a concentration of greater than 25 people per acre, or more than four residential units per acre, are prohibited. The storage of toxic or flammable materials is also prohibited within the Approach Zones. These requirements would not change with the proposed project and compliance with existing regulations, including coordination with the ALUC, would ensure that future land uses are compatible with airport-related land use restrictions. Therefore, the project would not result in any new or substantially more severe impacts to safety associated with airport operations.

g, h) According to the Lompoc 2030 General Plan EIR, buildout under the General Plan Update would facilitate development of residential uses in areas of the City that are at risk from wildland fires. Although there is risk of nearby wildland fires spreading into the areas of the City affected by the proposed Zoning Code updates, the project would not increase such risks. Additionally, buildout under the proposed Zoning Code updates would be required to comply with policies in the General Plan Public Services and Safety Elements to reduce the risk of injury or damage from wildland fires. Therefore, the project would not result in new or substantially more severe impacts associated with wildland fire hazards.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>IX. HYDROLOGY AND WATER QUALITY. Would the Project:</b>					
a) Violate any water quality standards or waste discharge requirements?	Impact HWQ-4	No	No	No	N/A



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>IX. HYDROLOGY AND WATER QUALITY. Would the Project:</b>					
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Impact HWQ-3	No	No	No	N/A
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Impact HWQ-4	No	No	No	N/A
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Impact HWQ-4	No	No	No	N/A
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Impact U-4	No	No	No	N/A
f) Otherwise substantially degrade water quality?	Impact HWQ-4	No	No	No	N/A
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Impact HWQ-1	No	No	No	N/A
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Impact HWQ-1	No	No	No	N/A
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	Impact HWQ-2	No	No	No	N/A
j) Inundation by seiche, tsunami, or mudflow?	Section 4.5	No	No	No	N/A



a-f) Hydrological conditions in Lompoc have not substantially changed since the analysis of the General Plan Update in the Lompoc 2030 General Plan EIR. The project does not involve any land use or zoning changes that would result in additional site disturbance beyond what was evaluated for General Plan buildout in the 2030 General Plan EIR. The proposed allowance of auto-related uses in the OTC Zone could result in polluted runoff that could adversely affect water quality. However, these uses would not be substantially different than the commercial uses, including tire shops, auto mechanic shops, drive-up windows, and car washes, evaluated in the OTC zone in the Lompoc 2030 General Plan EIR. Additionally, increased flexibility for setbacks in the OS Zone could result in development in closer proximity to channelized drainages than development anticipated in these areas in the 2030 General Plan EIR. However, such projects would be required to be consistent with the General Plan, including policies that require the City to protect the Santa Ynez River and its tributaries, as well as include design features that control for potential adverse water quality effects (e.g., direct runoff away from the creek, bioswales, etc.). Buildout under the proposed Zoning Code updates would also be required to comply with National Pollutant Discharge Elimination System (NPDES) Permit issued by the Regional Water Quality Control Board as well as General Plan Land Use Element Policy 5.1 and Resource Management Element Goal 6, Policy 6.1, and Policy 6.2 to reduce potential development impacts to water quality. Furthermore, compliance with existing local, state, and federal regulations for the use of hazardous materials, and Mitigation Measure HAZ-1 in the Lompoc 2030 General Plan EIR, would minimize potential impacts to water quality as a result of the proposed Zoning Code updates, including allowance of auto-related uses in the OTC Zone. Therefore, the project would not result in new or substantially more severe significant impacts related to hydrology and water quality.

g, h) The identified 100-year floodplain areas in Lompoc have not changed since the preparation of the General Plan EIR, and primarily occupy land around the Santa Ynez River. The General Plan Land Use Map designates all areas within the 100-year floodplain as Open Space, Community Facility, or Proposed Park. The proposed Zoning Code updates would not change the land use designations within the 100-year floodplain areas. Additionally, development within the 100-year floodplain would continue to be required to comply with the City's Floodplain Ordinance. Therefore, the project would not result in new or substantially more severe impacts to hydrology or water quality associated with a 100-year floodplain.

i) According to the 2030 General Plan EIR, the northern portion of Lompoc is within the inundation area for the Bradbury Dam. The project does not include any changes to the City Zoning Code that would increase exposure of persons to inundation hazards beyond those evaluated in the 2030 General Plan EIR. As with buildout of the City under the General Plan land use designations, development allowed under the proposed Zoning Code updates would be required to comply with the County of Santa Barbara Multi-Jurisdictional Hazard Mitigation Plan, including installation of a reverse 911 system and establishment of designated evacuation routes, to ensure that impacts related to the potential for dam inundation would be less than significant. Therefore, the project would not result in new or substantially more severe impacts due to hazards associated with dam or levee failure.

j) According to the 2030 General Plan EIR, Lompoc is not located within an area subject to tsunamis or seiches. Due to the distance of the City from the Pacific Ocean and major inland water bodies, these conditions have not changed since the preparation of the 2030 General Plan



EIR and potential buildout under proposed Zoning Code updates would be located outside of the areas subject to inundation by tsunamis or seiches. Additionally, development allowed under the proposed Zoning Code updates would occur on a relatively flat landscape and would not be subject to inundation by mudflow. Therefore, the project would not result in new or substantially more severe impacts associated with inundation by seiche, tsunami, or mudflow.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<b>X. LAND USE AND PLANNING. Would the Project:</b>					
a) Physically divide an established community?	Section 4.8	No	No	No	N/A
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Impact LU-1	No	No	No	N/A
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	Section 4.15.3	No	No	No	N/A

a-c) The proposed Zoning Code updates would not involve any other land use changes beyond those identified in the 2030 General Plan. As a result, no conflicts with policies aimed at mitigating environmental impacts associated with buildout in the City would occur. Additionally, the project does not include any proposed changes to the Zoning Code that would result in development that would divide an established community in the City or conflict with a habitat conservation plan or natural community conservation plan, as no such plans apply to the City. Ordinance Nos. 1640(17), 1646(18), and 1648(18) would add commercial cannabis dispensaries as an allowable use only in the OTC Zone, in the industrial and business park districts subject to approval of a CUP, and where retail pharmacies are allowed by right, indoor cannabis cultivation as an allowable use only where agribusiness is allowed or industrial or business park districts are established, and manufacturing, distributing, processing, storing, staking, laboratory testing, packaging and labeling as allowable uses only where industrial or business park districts are established. Under the ordinance, commercial cannabis businesses would be required to comply with all zoning, land use, and development regulations applicable to the underlying zone in which they are permitted to establish and operate as set forth in Resolution Nos. 6147(17) and 6170(18). Therefore, the project would not result in new or substantially more severe significant impacts associated with applicable land use, habitat conservation, or natural community conservation plans, or dividing an established community.



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>XI. MINERAL RESOURCES. Would the Project:</b>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Initial Study	No	No	No	N/A
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Initial Study	No	No	No	N/A

a, b) Based on the City’s General Plan and the County of Santa Barbara Comprehensive Plan Environmental Resources Management Element map for the Lompoc Area, the City does not contain any valuable mineral resources or delineated mineral resource recovery sites (City of Lompoc, 2014; County of Santa Barbara, 2009). As such, development in the City under the proposed Zoning Code updates would not directly result in loss of availability of a known or locally important mineral resource. Therefore, the project would not result in new or substantially more severe significant impacts relative to mineral resources.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>XII. NOISE. Would the Project Result in:</b>					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Impacts N-2 and N-3	No	No	No	Yes; Mitigation Measure N-3(c)
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	Impact N-1	No	No	No	Yes; Mitigation Measure N-3(c)
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	Impacts N-2 and N-3	No	No	No	Yes; Mitigation Measure N-3(c)
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Impacts N-1 and N-5	No	No	No	Yes; Mitigation Measure N-3(c)
e) For a project located within an	Impact N-4	No	No	No	N/A



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<b>XII. NOISE. Would the Project Result in:</b>					
airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?					
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	Impact N-4	No	No	No	N/A

a-d) According to the analysis of General Plan buildout in the Lompoc 2030 General Plan EIR, including development in the H Street Corridor Infill area and evaluation of commercial and industrial uses, development facilitated by the General Plan could expose existing and proposed noise-sensitive uses to temporary construction and long term operational noise in excess of local standards. The proposed Zoning Code updates would allow the following: equipment rental yards, large vehicle and boat sales/rental, and outdoor activities in the BP Zone; food service uses in the industrial zones (I Zone and BP Zone); and creation of the SE Zone to apply to the City’s Wine Ghetto. The SE Overlay would allow special events on properties under the control of a winery or micro-alcohol business management that do not exceed 72 hours, do not exceed maximum posted or approved occupant load, and are located in areas where no manufacturing activities occur without a Temporary Use Permit (TUP). The SE Overlay also includes a Special Event TUP process for special events in the SE Overlay that are not exempt from a TUP. The Special Event TUP would be valid for 365 days and only allow up to one event per month, limiting the frequency of increased noise levels from special events in a given location.

The proposed allowance of auto-related and drive-through uses in the OTC Zone would generate similar operational noise levels when compared to the commercial uses, including tire shops, auto mechanic shops, drive-up windows, and car washes, evaluated as part of buildout of the OTC Zone in the Lompoc 2030 General Plan EIR. As such, the proposed auto-related and drive-through in the OTC Zone uses would result in similar operations and trip generation and, thus, similar associated noise impacts as identified in the Lompoc 2030 General Plan EIR. Newly allowable above-ground utility facilities including transformers, telephone pedestals, fire hydrants, and light poles in the Airport Overlay Zone under the proposed Zoning Code updates would not generate operational noise greater than uses allowable in the Airport Overlay Zone evaluated in the Lompoc 2030 General Plan EIR. Operations and construction associated with development under the proposed Zoning Code updates would also be required to comply with the City’s Noise Ordinance (Section 8.08 of the Lompoc Municipal Code) and policies in the General Plan Noise Element including Policies 1.1, 1.2, and 2.1, and policies in the



General Plan Circulation Element that reduce vehicle miles traveled in the City. Policies in the Noise Ordinance prohibit any person from willfully making or continuing any loud, unnecessary, or unusual noise which causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the area, and restrict acts, including those that may occur with special events such as the use of drums, construction, or loading/unloading of vehicles, that are specifically declared to be loud, disturbing, and unnecessary noises in residential areas. These policies would apply to all development under the Zoning Code updates, which would minimize or avoid potential noise impacts from development under the proposed updates. Commercial operations including tire shops, auto mechanic shops, and drive-up windows, that are located in mixed use developments and/or adjacent to residential uses would also be required to comply with 2030 General Plan EIR Mitigation Measure N-3(c) to provide sound barriers for external equipment associated with such uses. Compliance with these regulations and mitigation measures would reduce and/or avoid potential noise impacts associated with exposure of new noise-sensitive land uses to operational, construction, and associated traffic noise.

Land uses and, therefore, traffic conditions in Lompoc have not substantially changed since the analysis of the General Plan Update in the Lompoc 2030 General Plan EIR. The proposed Zoning Code updates would allow for increased development intensity through increased allowable FAR in the I Zone, and associated vehicle trip generation and related noise, beyond that identified in the 2030 General Plan EIR. The proposed allowance of equipment rental yards and large vehicle and boat sales/rental in the BP Zone and flexibility for such uses in this zone to be conducted outdoors may also result in exterior noise levels in the BP Zone greater than anticipated for BP uses in the 2030 General Plan EIR. However, any development in the I Zone and BP Zone under the proposed Zoning Code updates would be required to comply with General Plan Noise and Circulation Element policies that would reduce potential noise exposure impacts to a less than significant level. These policies included a requirement to use the noise standards presented in the table entitled "Interior and Exterior Noise Standards" in determining land use designations and maximum noise levels allowable for new developments and would apply to future development under the proposed Zoning Code updates. Therefore, the project would not result in new or substantially more severe impacts related to noise.

e, f) The City of Lompoc 2030 General Plan Noise Element (Figure N-3) identifies Airport Noise Contours for both the Lompoc Municipal Airport and the Vandenberg Air Force Base (VAFB). Future development in the City, under the proposed Zoning Code updates, would continue to be required to coordinate with the Airport Land Use Commission and comply with City regulations to avoid potential airport-related noise impacts. Therefore, the project would not result in new or substantially more severe impacts related to airport-noise expose.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<b>XIII. POPULATION AND HOUSING. Would the Project:</b>					
a) Induce substantial population	Impact PH-2	No	No	No	N/A





Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>XIII. POPULATION AND HOUSING. Would the Project:</b>					
growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?					
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Impact PH-1	No	No	No	N/A
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Impact PH-1	No	No	No	N/A

a-c) Although the proposed elimination of the CO Zone and rezoning of properties currently zoned CO to PCD would allow for some residential uses (e.g., caretaker’s unit and single room occupancy) in the proposed zones with a MUP or CUP in addition to the allowable commercial use types in these zones, the allowance of residential uses in a commercial area under the proposed rezone is consistent with the type and amount of residential units analyzed in the Lompoc 2030 General Plan EIR for the HSO Zone. Additionally, although increased flexibility for residential uses in the OTC Zone and MU Zone would allow for increased maximum residential density in the OTC Zone and MU Zone, such changes would be consistent with the maximum residential densities included in the 2030 General Plan and analyzed in the 2030 General Plan EIR for the associated land use types (OTC and MU). Therefore, the project would not result in new or substantially more severe impacts related to an increase in population and/or housing/population displacement.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>XIV. PUBLIC SERVICES</b>					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
i) Fire protection?	Impact PS-1	No	No	No	N/A
ii) Police protection?	Impact PS-3	No	No	No	N/A
iii) Schools?	Impact PS-4	No	No	No	N/A



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<b>XIV. PUBLIC SERVICES</b>					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
iv) Parks	Impact REC-1	No	No	No	N/A
v) Other public facilities?	Impacts PS-5 and PS-6	No	No	No	N/A

a) As determined in the 2030 General Plan EIR, development in Lompoc facilitated by the 2030 General Plan would be served by the City of Lompoc Fire Department, Police Department, Unified School District, and other public facilities. The project does not involve any land use or zoning changes that would result in additional site disturbance or development of areas of the City beyond what was evaluated in the 2030 General Plan EIR. The proposed Zoning Code updates would ensure implementation of 2030 General Plan Housing Element goals and policies and, thus, would facilitate population growth in the City similar to what was projected in the 2030 General Plan. As described in the 2030 General Plan EIR, development facilitated by the 2030 General Plan would not result in any significant impacts to City population or City housing. Additionally, any future development of commercial cannabis uses would be subject to the provisions of Ordinance No. 1640(17) and Resolution No. 6147(17) in order to mitigate or reduce potential crime-related and safety impacts associated with commercial cannabis uses, including required approval of operations and security plans and safety measures by both the Chief of Police and Fire Chief, or their designees. Any extraction or related manufacturing process would be subject to applicable regulations established pursuant to Section 19341 of the California Business and Professions Code, and applicable sections of the California Building Code. Furthermore, any new development under the proposed Zoning Code updates requires compliance with the City and State Building and Fire Codes and National Fire Protection Association Standards. These codes ensure that future structures and uses are designed for the intended purposes to reduce public safety impacts. Developers under the proposed Zoning Code updates also would continue to be required to pay in-lieu fees for public services. Therefore, the project would not result in new or substantially more severe impacts related to the provision of new or expanded public services.



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>XV. RECREATION.</b>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	REC-1	No	No	No	N/A
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	REC-1	No	No	No	N/A

a, b) The project does not involve any additional recreational uses or permanent alterations of existing recreational uses in Lompoc. Additionally, buildout under the proposed zoning changes would not be any more intensive than evaluated in the General Plan EIR. As described in the 2030 General Plan EIR, future residential developers would continue to be required to meet parkland requirements, including payment of in-lieu park fees. As such, the project would not result in an increase use of recreational facilities that would induce physical deterioration or require construction with a potential adverse effect on the environment when compared to what was analyzed for the in the 2030 General Plan EIR. Therefore, the project would not result in new or substantially more severe impacts to parks or recreational facilities.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>XVI. TRANSPORTATION AND TRAFFIC. Would the Project:</b>					
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	Impact TC-1	Further Addressed in EIR Addendum.	No	Yes	Further Addressed in EIR Addendum.



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<b>XVI. TRANSPORTATION AND TRAFFIC. Would the Project:</b>					
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Impact TC-1	Further Addressed in EIR Addendum.	No	Yes	Further Addressed in EIR Addendum.
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Impact HAZ-4	No	No	No	N/A
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	Impact TC-2	No	No	No	N/A
e) Result in inadequate emergency access?	Impact TC-2	No	No	No	N/A
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	Impact TC-3	No	No	No	N/A

a, b) According to the 2030 General Plan EIR, development facilitated by the 2030 General Plan would result in deficiencies in the local circulation system. The proposed Zoning Code updates that would apply to the HSO Zone, CO Zone, BP Zone, OTC Zone, and MU Zone, would allow for development of types and densities similar to the uses allowed in these areas under the 2030 General Plan. Accordingly, development in these areas facilitated by the project would contribute a similar amount of traffic to City roadways and intersections as was evaluated in the General Plan EIR and, thus, result in similar deficiencies to local circulation. However, most vehicle trips for newly allowable food service uses and special events in the industrial areas of the City are anticipated to be off-peak and sporadic, and developers for all uses under the proposed Zoning Code updates would be required to implement General Plan Circulation Element improvements and policies that would reduce traffic impacts as well as Mitigation Measures TC-1(a) through TC-1(k) in the 2030 General Plan EIR to reduce impacts to City intersections. Nevertheless, the project’s proposed increase in allowable FAR on I Zone parcels by 50 percent, from 0.50 FAR to 0.75 FAR, is analyzed in the EIR Addendum, which incorporates the traffic estimates and results of the Traffic Impact Analysis for the proposed FAR change prepared by Associated Transportation Engineers in November 2019, and determines the level of impacts to circulation and congestion in the City.



c-e) According to the 2030 General Plan EIR, by emphasizing intensification and reuse of developed areas of the City, the 2030 General Plan could accommodate new mixed use and residential development along relatively highly traveled corridors in the City, such as H Street, which could increase hazards for pedestrians in these areas. Development under the proposed Zoning Code updates would occur along the same highly traveled corridors as development facilitated by the 2030 General Plan. In accordance with Section 17.4.04.160 of the Zoning Code, goods or merchandise displayed outdoors in commercial and mixed-use zones shall not consist of any items, such as mirrors or hubcaps, which are capable of reflecting sufficient light to cause a traffic hazard. Additionally, proposed implementation of new standards for pedestrian access would be consistent with the 2030 General Plan land use policies and land use categories that were analyzed in the General Plan EIR. Furthermore, future development under the Zoning Code updates would be required to comply with the 2030 General Plan policies and actions specifically intended to calm traffic and enhance the walkability throughout the City. Implementation of these policies, in combination with continued application of standard safety requirements and ongoing City programs, would generally improve overall safety conditions for pedestrians throughout the City. Therefore, the project would not result in new or substantial increases in traffic hazards in the City when compared to what was analyzed for the in the 2030 General Plan EIR.

f) Proposed implementation of the H Street Overlay (HSO) as well as increased flexibility for residential uses in the OTC Zone and MU Zone under the proposed zoning changes would include implementation of new standards for pedestrian access in the HSO Zone, OTC Zone, and MU Zone. Implementation of new standards would be consistent with Policies 1.7, 3.2, 3.5, 8.4 in the 2030 General Plan Land Use Element. Transit, bikeway and pedestrian policies and facilities in the City have not changed since the analysis of the land use designations in the 2030 General Plan EIR. Therefore, the project would not result in new or substantially more severe conflict with plans, policies, or programs for multimodal facilities than what was analyzed in the General Plan EIR.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>XVII. TRIBAL CULTURAL RESOURCES</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	N/A; New CEQA checklist item added subsequent to General Plan EIR	No	No	No	N/A



Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>XVII. TRIBAL CULTURAL RESOURCES</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Cod Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe?	N/A; New CEQA checklist item added subsequent to General Plan EIR	No	No	No	N/A

California Assembly Bill 52 (AB 52) amends Public Resources Code (PRC) Section 5097.94 (CEQA) and adds eight new sections to the PRC relating to Native Americans. AB 52 was signed into law in 2014 and took effect on July 1, 2015. This law establishes a new category of resource called tribal cultural resources (PRC Section 21074) and establishes a formal process for consulting with Native American tribes and groups regarding those resources. The consultation process must be completed before a CEQA document can be certified. Native American tribes to be included in the process are identified through consultation with the California Native American Heritage Commission (NAHC) (PRC Section 21080.3.1).

Tribal cultural resources are defined in Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1

The City initiated consultation with Native American groups and individuals for the project on September 13, 2017. The City mailed letters to 5 tribal groups or individuals who have requested consultation regarding projects in the City and surrounding area. The City did not receive responses from the consultation.

a, b) As described in Section V, *Cultural Resources*, and determined in the Lompoc 2030 General Plan EIR, development facilitated by the 2030 General Plan could result in adverse effects to identified and previously unidentified archaeological resources and human remains, including those of value to California Native American tribes, because such resources have a moderate to high potential to be encountered in the City. The project does not propose any land use or



zoning changes that would result in additional site disturbance beyond what was evaluated for General Plan buildout in the 2030 General Plan EIR. Additionally, future development under the proposed changes would be required to comply with City policies requiring site-specific archaeological studies in areas of potential sensitivity on a project-by-project basis. Future development under the proposed Zoning Code updates would also be required to comply with all applicable existing Federal, State, and local codes and policies stipulating treatment methods for evaluation and treatment in the event that archaeological resources or human remains, including tribal cultural resources, are encountered. As such, the project would not result in any new or substantially more severe impacts to such resources than what was evaluated in the 2030 General Plan EIR.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/ Resolve New or More Severe Project Impacts?
<b>XVIII. UTILITIES AND SERVICE SYSTEMS. Would the Project:</b>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Impact U-2	No	Further Addressed in EIR Addendum.	Yes	Further Addressed in EIR Addendum.
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Impact U-1	No	Further Addressed in EIR Addendum.	Yes	Further Addressed in EIR Addendum.
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Impact U-4	No	No	No	N/A
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Impact U-1	No	Further Addressed in EIR Addendum.	Yes	Further Addressed in EIR Addendum.
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Impact U-2	No	Further Addressed in EIR Addendum.	Yes	Further Addressed in EIR Addendum.
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Impact U-5	No	No	No	N/A
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Impact U-5	No	No	No	N/A



a, b, d, e) Analysis of the land use designations analyzed in the Lompoc 2030 General Plan EIR determined that development within the City of Lompoc facilitated by the 2030 General Plan would not result in significant impacts to wastewater treatment or water supply in the City of Lompoc.

The primary objectives for the project include, but are not limited to, implementation of the City's General Plan and compliance with legal requirements, including those related to the provision of public water and wastewater facilities and services. Additionally, the proposed Zoning Code updates do not involve any land use or zoning changes that would result in additional site disturbance beyond what was evaluated in the 2030 General Plan EIR. However, the project's proposed allowance of a new type of use (food service) in the industrial areas of the City, increased allowable FAR in the I Zone, as well as the allowance of commercial cannabis uses in various other areas of the City is analyzed in the EIR Addendum, which determines the level of impacts to the City's water and wastewater services and facilities.

c) The General Plan EIR determined that an increase in impervious surfaces within the City would result in the need for additional stormwater infrastructure in compliance with the City's Stormwater Management Plan (SWMP). The primary objectives for the project include, but are not limited to, implementation of the City's General Plan and compliance with legal requirements, including those related to the provision of stormwater facilities and services. Additionally, the proposed Zoning Code updates do not involve any land use or zoning changes that would result in additional site disturbance beyond what was evaluated in the 2030 General Plan EIR. Accordingly, development under the Zoning Code updates would result in a similar increase in impervious surfaces in the City as buildout under the 2030 General Plan. Therefore, the project is not anticipated to result in new or substantially more severe impacts to the stormwater systems in the City.

f, g) The Lompoc 2030 General Plan EIR stated that full General Plan buildout within the City would generate 47,600 tons per year of solid waste, which would represent an increase of 23 percent above the current rate. The Final EIR concluded that the Lompoc Sanitary Landfill currently has capacity to accept an the additional solid waste generated by buildout facilitated by the 2030 General Plan and, therefore, impacts related to solid waste would be less than significant. The proposed Zoning Code updates would allow for establishment of food service uses in the industrial areas of the City. According to the California Department of Resources Recycling and Recovery (CalRecycle) 2014 Waste Characterization Study, the 'Restaurant' business group generated approximately 1.9 tons of waste per employee per year in 2014 and 'Manufacturing' (i.e., Industrial) business groups generated an average of approximately 1.3 tons of waste per employee per year in 2014. Although the proposed Zoning Code updates would allow for higher waste generating uses (restaurants) than the uses (Industrial and Business Park) analyzed in the General Plan EIR, all restaurants allowed in the industrial areas of the City would be limited in quantity due to a limited number of existing vacant lots, thereby limiting the employees and waste generation associated with such establishments. All restaurants allowed in the industrial areas of the City would require review and approval by the City during the Building Permit plan check for adequate infrastructure and utilities. Restaurants in the industrial areas would also be required to adhere to all federal, state, and local regulations regarding solid waste, including requirements for proper on-site disposal, waste diversion, servicing and haul-off, and payment of landfill disposal fees. Ordinance Nos. 1640(17), 1646(18), and 1648(18) would add commercial cannabis dispensaries as an allowable





use only in the OTC Zone, in the industrial and business park districts subject to approval of a CUP, and where retail pharmacies are allowed by right, indoor cannabis cultivation as an allowable use only where agribusiness is allowed or industrial or business park districts are established, and manufacturing, distributing, processing, storing, staking, laboratory testing, packaging and labeling as allowable uses only where industrial or business park districts are established. The allowance of such uses in these particular areas of the city is not considerably different from those analyzed in the Lompoc 2030 General Plan EIR. As such, the project would not result in new or substantially more severe impacts related to solid waste when compared to what was analyzed for the land use designations in the General Plan EIR.

Environmental Issue Area	Where Impact Was Analyzed in the Lompoc 2030 General Plan EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Lompoc 2030 General Plan EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
<b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE. Would the Project:</b>					
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Impacts BIO-1 through BIO-4, CR-1, CR-2	No	No	No	N/A
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Sections 4.1 through 4.15	No	Further Addressed in EIR Addendum.	No	Further Addressed in EIR Addendum.
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Sections 4.1 through 4.15	No	Further Addressed in EIR Addendum.	No	Further Addressed in EIR Addendum.

a) As discussed in Section IV, *Biological Resources*, and Section V, *Cultural Resources*, the project would not result in potentially significant impacts to sensitive plant and animal species, sensitive communities, jurisdictional waters and wetlands, or cultural resources, beyond those identified in the 2030 General Plan EIR.

b) As described throughout this Initial Study, the proposed Zoning Code updates would not result in any new or substantially more severe impacts than what was analyzed in the Lompoc 2030 General Plan EIR. The 2030 General Plan EIR included analysis of cumulative impacts,



including regional traffic growth, associated with buildout of the City under the 2030 General Plan. The proposed Zoning Code updates would not result in any changes to the cumulative development in the City. However, additional analysis to determine the level of impacts relative to the State GHG emissions reduction targets, potential changes to traffic and circulation as a result of the proposed increased FAR in the I Zone, and City water and wastewater service and facilities capacity will be required in an EIR Addendum.

c) The project would not result in new or substantially more severe environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, beyond what was analyzed in the General Plan EIR. This is evidenced in the preceding discussions of each of the environmental issue areas in Section III, *Air Quality*, Section VIII, *Hazards and Hazardous Materials*, Section IX, *Hydrology and Water Quality*, Section XII, *Noise*, and Section XVI, *Transportation and Traffic*. Nevertheless, additional analysis of GHG emissions associated with the project and relative to State reduction targets, as well as analysis of potential changes to traffic and circulation, are necessary in the EIR Addendum to confirm this conclusion.



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# Appendix B

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Traffic Impact Analysis for the Proposed Lompoc Industrial Zoning Change



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## ***TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED LOMPOC INDUSTRIAL ZONING CHANGE, CITY OF LOMPOC***

Associated Transportation Engineers (ATE) is submitting the following traffic impact analysis for the Proposed Lompoc Industrial Zoning Change Project (the "Project") proposed in the City of Lompoc. The following study provides "planning level" impact analyses assuming square footage increases on industrial zoned parcels.

### **PROJECT DESCRIPTION**

The City is considering increasing the Floor Area Ratio (FAR) from the current 0.50 FAR to the proposed 0.75 FAR for parcels that are zoned for industrial uses. Figure 1 (attached) illustrates the locations of the industrial parcels identified for the analysis. As shown, the parcels have been grouped into Area 1, Area 2, Area 3, and Area 4. Table 1 summarizes the existing and future building square footage potentials and identifies the net increases in building sizes for Areas 1-4.

**Table 1  
Building Square Footage Potential - Industrial Parcels by Area**

Area	Building SF Potential		
	Existing Zoning (0.50 FAR)	Proposed Zoning (0.75 FAR)	Change
Area 1	265,200 SF	397,800 SF	+ 132,600 SF
Area 2	516,500 SF	774,800 SF	+ 258,300 SF
Area 3	671,700 SF	1,007,600 SF	+ 335,900 SF
Area 4	664,300 SF	996,400 SF	+ 332,100 SF

Source: Rincon Consultants.

## TRIP GENERATION

Trip generation estimates were calculated for the Project using the General Light Industrial rates contained in the Institute of Transportation Engineers (ITE) Trip Generation manual.<sup>1</sup> Table 2 shows the trip generation estimates for the Project (a worksheet showing the detailed trip generation calculations is attached for reference).

**Table 2**  
**Project Trip Generation**

Area	Size	Trip Generation(a)					
		ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Area 1	+ 132.6 KSF	4.96	658	0.70	93	0.63	84
Area 2	+ 258.3 KSF	4.96	1,281	0.70	181	0.63	163
Area 3	+ 335.9 KSF	4.96	1,666	0.70	235	0.63	212
Area 4	+ 332.1 KSF	4.96	1,647	0.70	232	0.63	209
<b>Totals:</b>	<b>+ 1,058.9 KSF</b>		<b>5,252</b>		<b>741</b>		<b>668</b>

(a) Trip generation based on ITE General Light Industrial rates per 1,000 SF.

As shown, the Project has the potential to increase traffic within the City by 5,252 average daily trips (ADT), with 741 trips occurring during the AM peak hour and 668 trips occurring during the PM peak hour. It is important to note that the trip generation forecasts assume that all of the industrial zoned parcels would be developed to the maximum 0.75 FAR, which is unlikely given the existing developments on many of the parcels.

## POTENTIAL IMPACTS

### Level of Service Definitions and City Standards

Because traffic flow on street networks is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating very good operation and LOS F indicating poor operation. Table 3 provides brief definitions for the level of service grading system. The City has adopted LOS C as acceptable operations for intersections within the City (with mitigations required for LOS D, E, & F).

<sup>1</sup> Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

**Table 3  
Level of Service Definitions**

LOS	Definition
A	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

Source: Highway Capacity Manual, 2016.

### Potential Traffic Impacts

Qualitative impact analyses and mitigations are provided below for each industrial area. Potential traffic impacts were assessed for each industrial area based on the General Plan Buildout level of service forecasts contained in the traffic analysis prepared for the City's General Plan Update.<sup>2</sup> The "Year 2030" level of service forecasts contained in the City's General Plan Circulation Element are based on buildout of the entire City area and assume that Central Avenue is widened to four lanes between O Street and V Street; and that the City's traffic signals are optimized to account for changes in traffic patterns and volumes.

Area 1 – Potential Impacts. Area 1 is located northwest of the V Street/Central Avenue intersection. As shown in Table 2, the FAR change within Area 1 could result in a net increase of 658 ADT, 93 AM peak hour trips, and 84 PM peak hour trips. Area 1 is served by the Central Avenue and V Street corridors. Table 4 lists the Buildout levels of service for the key intersections in the vicinity of Area 1. The table also shows the Project's potential impacts.

<sup>2</sup> City of Lompoc General Plan Update FEIR, Rincon Consultants, January 2010.

**Table 4**  
**Area 1 – GP Buildout (Year 2030) Levels of Service**

Intersection	Control	GP Buildout LOS(a)		Potential Impact?(b)
		AM Peak Hour	PM Peak Hour	
V St/Central Ave	Signal	14.6/LOS B	20.3/LOS C	No
V St/North Ave	All-Way Stop	> 50/LOS F	> 50/LOS F	YES
V St/Pine Ave	2-Way Stop	3.8/LOS A	3.1/LOS A	No
V St/College Ave	All-Way Stop	> 50/LOS F	> 50/LOS F	YES
V St/Laurel Ave	All-Way Stop	<b>29.8/LOS D</b>	<b>42.9/LOS E</b>	YES
V St/Ocean Ave	All-Way Stop	<b>43.3/LOS E</b>	<b>26.3/LOS D</b>	YES
H St/Central Ave	Signal	27.6/LOS C	<b>39.0/LOS D</b>	YES
O St/Central Ave	Signal	32.3/LOS C	26.6/LOS C	No
Bailey Ave/Central Ave	2-Way Stop	2.9/LOS A	2.4/LOS A	No
Floradale Ave/Central Ave	Signal	6.5/LOS A	10.2/LOS B	No

**Bolded values** exceed City's LOS C standard.

(a) LOS based on average seconds of delay per vehicle pursuant to Highway Capacity Manual.

(b) Potential Impact based on likelihood of intersection degrading to LOS D or worse with Project traffic.

As shown in Table 4, several of the key intersections within the V Street and Central Avenue corridors are forecast to exceed the City's LOS C standard. The Project would contribute to significant cumulative impacts at the following locations:

- > V Street/North Avenue (AM & PM)
- > V Street/College Avenue (AM & PM)
- > V Street/Laurel Avenue (AM & PM)
- > V Street/Ocean Avenue (AM & PM)
- > H Street/Central Avenue (PM)

Area 1 – Mitigation Measures. The City's General Plan Update includes mitigation measures required to provide LOS C (or better) under General Plan Buildout conditions. Table 5 lists the mitigated levels of service for the intersections in the vicinity of Area 1. The table also lists the likelihood that the intersections would operate at LOS C (or better) with General Plan Buildout + Project traffic.



**Table 5  
Area 1 – GP Buildout (Year 2030) – Mitigated Levels of Service**

Intersection	GP Buildout LOS(a)		LOS C Maintained With Project?(b)
	AM Peak Hour	PM Peak Hour	
V St/North Ave	13.7/LOS B	15.1/LOS B	YES
V St/College Ave	14.2/LOS B	10.5/LOS B	YES
V St/Laurel Ave	8.1/LOS A	10.1/LOS B	YES
V St/Ocean Ave	17.9/LOS B	17.5/LOS B	YES
H St/Central Ave	24.8/LOS C	30.2/LOS C	Likely

- (a) LOS based on average seconds of delay per vehicle pursuant to Highway Capacity Manual.
- (b) Would intersection operate at LOS C (or better) with GP Buildout + Project traffic?

As shown in Table 5, most of the impacted intersections are forecast to operate at LOS A or LOS B with the mitigations that were identified in the City’s General Plan Update. The H Street/Central Avenue intersection is forecast to operate near the middle of the LOS C range (LOS C = 20-35 seconds of delay for signalized intersections) during the PM peak hour with General Plan Buildout traffic. Area 1 would generate 84 PM peak hour trips. Assuming that 50% of those trips would traverse the intersection, the Project would add about 42 trips to the intersection during the PM peak hour. Given that the intersection is forecast to operate near the middle of the LOS C range with the planned improvements, it is reasonable to assume that the intersection would operate at LOS C with General Plan Buildout + Project traffic. The 42 additional trips are estimated to add less than 1 second of delay to the intersection.

Area 2 – Potential Impacts. Area 2 includes parcels that are located along West Laurel Avenue between V Street and R Street. As shown in Table 2, the FAR change within Area 2 could result in a net increase of 1,281 ADT, 181 AM peak hour trips and 163 PM peak hour trips. Table 6 lists the Buildout levels of service for the key intersections near Area 2. The table also shows the Project’s potential impacts.

**Table 6  
Area 2 – GP Buildout (Year 2030) Levels of Service**

Intersection	Control	GP Buildout LOS(a)		Potential Impact?(b)
		AM Peak Hour	PM Peak Hour	
V St/North Ave	All-Way Stop	> 50/LOS F	> 50/LOS F	YES
V St/Pine Ave	2-Way Stop	3.8/LOS A	3.1/LOS A	No
V St/College Ave	All-Way Stop	> 50/LOS F	> 50/LOS F	YES
V St/Laurel Ave	All-Way Stop	<b>29.8/LOS D</b>	<b>42.9/LOS E</b>	YES
V St/Ocean Ave	All-Way Stop	<b>43.3/LOS E</b>	<b>26.3/LOS D</b>	YES
O St/North Ave	All-Way Stop	15.4/LOS C	<b>35.4/LOS E</b>	YES
O St/Pine Ave	All-Way Stop	13.6/LOS B	<b>31.3/LOS D</b>	YES
O St/College Ave	All-Way Stop	14.0/LOS B	22.4/LOS C	No
O St/Laurel Ave	All-Way Stop	20.8/LOS C	20.0/LOS C	No
O St/Ocean Ave	Signal	14.0/LOS B	15.1/LOS B	No

**Bolded values** exceed City’s LOS C standard.

(a) LOS based on average seconds of delay per vehicle pursuant to Highway Capacity Manual.

(b) Potential Impact based on likelihood of intersection degrading to LOS D or worse with Project traffic.

As shown in Table 6, several of the key intersections within the vicinity of Area 2 are forecast to exceed the City’s LOS C standard. The Project would contribute to significant cumulative impacts at the following locations:

- > V Street/North Avenue (AM & PM)
- > V Street/College Avenue (AM & PM)
- > V Street/Laurel Avenue (AM & PM)
- > V Street/Ocean Avenue (AM & PM)
- > O Street/North Avenue (PM)
- > O Street/Pine Avenue (PM)

Area 2 – Mitigation Measures. The City’s General Plan Update includes mitigation measures required to provide LOS C (or better) under General Plan Buildout conditions. Table 7 lists the mitigated levels of service for the intersections in the vicinity of Area 2. The table also lists the likelihood that the intersections would operate at LOS C (or better) with General Plan Buildout + Project traffic.

**Table 7  
Area 2 – GP Buildout (Year 2030) – Mitigated Levels of Service**

Intersection	GP Buildout LOS(a)		LOS C Maintained With Project?(b)
	AM Peak Hour	PM Peak Hour	
V St/North Ave	13.7/LOS B	15.1/LOS B	YES
V St/College Ave	14.2/LOS B	10.5/LOS B	YES
V St/Laurel Ave	8.1/LOS A	10.1/LOS B	YES
V St/Ocean Ave	17.9/LOS B	17.5/LOS B	YES
O St/North Ave	13.5/LOS B	23.1/LOS C	YES
O St/Pine Ave	12.3/LOS B	21.0/LOS C	YES

(a) LOS based on average seconds of delay per vehicle pursuant to Highway Capacity Manual.

(b) Would intersection operate at LOS C (or better) with GP Buildout + Project traffic?

As shown in Table 7, most of the impacted intersections are forecast to operate at LOS A or LOS B with the mitigations that were identified in the City’s General Plan Update. The O Street/North Avenue and O Street/Pine Avenue intersections are forecast to operate near the middle of the LOS C range (LOS C = 15-25 seconds of delay for Stop-Sign controlled intersections) during the PM peak hour with General Plan Buildout traffic. Area 2 would generate 163 PM peak hour trips. Assuming that 20% of those trips would traverse the intersections, the Project would add about 33 trips to the intersection during the PM peak hour. Given that the intersection is forecast to operate near the middle of the LOS C range with the planned improvements, it is reasonable to assume that the intersection would operate at LOS C with General Plan Buildout + Project traffic. The 33 additional trips are estimated to add less than 1 second of delay to the intersections.

Area 3 – Potential Impacts. Area 3 includes parcels that are located along East Laurel Avenue between H Street and 3<sup>rd</sup> Street. As shown in Table 2, the FAR change within Area 3 could result in a net increase of 1,666 ADT, 235 AM peak hour trips, and 212 PM peak hour trips. Table 8 lists the Buildout levels of service for the key intersections in the vicinity of Area 3. The table also shows the Project’s potential impacts.

**Table 8  
Area 3 – GP Buildout (Year 2030) Levels of Service**

Intersection	Control	GP Buildout LOS(a)		Potential Impact?(b)
		AM Peak Hour	PM Peak Hour	
H St/Pine Ave	Signal	18.9/LOS B	18.0/LOS B	No
H St/College Ave	Signal	19.7/LOS B	21.8/LOS C	No
H St/Laurel Ave	Signal	27.9/LOS C	10.9/LOS B	No
H St/Ocean Ave	Signal	21.6/LOS C	23.3/LOS C	No
A St/North Ave	All-Way Stop	18.4/LOS C	<b>27.0/LOS D</b>	<b>YES</b>
A St/Pine Ave	All-Way Stop	15.7/LOS C	11.9/LOS B	No
A St/College Ave	All-Way Stop	15.7/LOS C	22.4/LOS C	No
A St/Ocean Ave	Signal	33.9/LOS C	<b>53.5/LOS D</b>	<b>YES</b>

**Bolded values** exceed City’s LOS C standard.

(a) LOS based on average seconds of delay per vehicle pursuant to Highway Capacity Manual.

(b) Potential Impact based on likelihood of intersection degrading to LOS D or worse with Project traffic.

As shown in Table 8, two of the key intersections within the vicinity of Area 3 are forecast to exceed the City’s LOS C standard. The Project would contribute to significant cumulative impacts at the following locations:

- > A Street/North Avenue (PM)
- > A Street/Ocean Avenue (PM)

Area 3 – Mitigation Measures. The City’s General Plan Update includes mitigation measures required to provide LOS C (or better) under General Plan Buildout conditions. Table 9 lists the mitigated levels of service for the intersections in the vicinity of Area 3. The table also lists the likelihood that the intersections would operate at LOS C (or better) with General Plan Buildout + Project traffic.

**Table 9  
Area 3 – GP Buildout (Year 2030) – Mitigated Levels of Service**

Intersection	GP Buildout LOS(a)		LOS C Maintained With Project?(b)
	AM Peak Hour	PM Peak Hour	
A St/North Ave	16.5/LOS C	21.1/LOS C	YES
A St/Ocean Ave	33.1/LOS C	33.8/LOS C	Unlikely

(a) LOS based on average seconds of delay per vehicle pursuant to Highway Capacity Manual.

(b) Would intersection operate at LOS C (or better) with GP Buildout + Project traffic?

As shown in Table 9, the A Street/Ocean Avenue intersection is forecast to operate at the upper end of the LOS C range with the mitigations that were identified in the City's General Plan Update (LOS C = 20-35 seconds of delay for signalized intersections). Area 3 would generate 235 AM trips and 212 PM trips. Assuming that 25% of those trips would traverse the intersections, the Project would add about 59 AM trips and 53 PM trips to the intersection. Given that the intersection is forecast to operate at the upper end of the LOS C range with the planned improvements, the Project has the potential to impact the intersection. The intersection is forecast to operate at LOS C-D assuming General Plan Buildout + Project traffic.

The mitigation recommended in the General Plan Update states, "Add a right-turn lane to the westbound intersection approved. 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."

Area 4 – Potential Impacts. Area 4 includes parcels that are located east of 7<sup>th</sup> Avenue between College Avenue and East Laurel Avenue. As shown in Table 2, the FAR change within Area 4 could result in a net increase of 1,647 ADT, 232 AM peak hour trips, and 209 PM peak hour trips. Table 10 lists the Buildout levels of service for the key intersections in the vicinity of Area 4, along with the Project's potential impacts.

**Table 10**  
**Area 4 – GP Buildout (Year 2030) Levels of Service**

Intersection	Control	GP Buildout LOS(a)		Potential Impact?(b)
		AM Peak Hour	PM Peak Hour	
A St/College Ave	All-Way Stop	15.7/LOS C	22.4/LOS C	No
A St/Ocean Ave	Signal	33.9/LOS C	<b>53.5/LOS D</b>	<b>YES</b>
7 <sup>th</sup> St/Laurel Ave	All-Way Stop	9.6/LOS A	12.5/LOS B	No
7 <sup>th</sup> St/Ocean-SR 246	Signal	12.9/LOS B	16.0/LOS B	No
12 <sup>th</sup> St-SR 1/SR 246	Signal	19.7/LOS B	<b>38.1/LOS D</b>	<b>YES</b>

**Bolded values** exceed City's LOS C standard.

(a) LOS based on average seconds of delay per vehicle pursuant to Highway Capacity Manual.

(b) Potential Impact based on likelihood of intersection degrading to LOS D or worse with Project traffic.

As shown in Table 10, two of the key intersections within the vicinity of Area 4 are forecast to exceed the City's LOS C standard. The Project would contribute to significant cumulative impacts at the following locations:

- > A Street/Ocean Avenue (PM)
- > 12<sup>th</sup> Street-SR 1/SR 246 (PM)

Area 4 – Mitigation Measures. The City’s General Plan Update includes mitigation measures required to provide LOS C (or better) under General Plan Buildout conditions. Table 11 lists the mitigated levels of service for the intersections in the vicinity of Area 4. The table also lists the likelihood that the intersections would operate at LOS C (or better) with General Plan Buildout + Project traffic.

**Table 11  
Area 2 – GP Buildout (Year 2030) – Mitigated Levels of Service**

Intersection	GP Buildout LOS(a)		LOS C Maintained With Project?(b)
	AM Peak Hour	PM Peak Hour	
A St/Ocean Ave	33.1/LOS C	33.8/LOS C	Unlikely
12 <sup>th</sup> St-SR 1/SR 246	16.4/LOS B	28.6/LOS B	YES

(a) LOS based on average seconds of delay per vehicle pursuant to Highway Capacity Manual.

(b) Would intersection operate at LOS C (or better) with GP Buildout + Project traffic?

As shown in Table 11, the A Street/Ocean Avenue intersection is forecast to operate at the upper end of the LOS C range with the mitigations that were identified in the City’s General Plan Update (LOS C = 20-35 seconds of delay for signalized intersections). Area 4 would generate 232 AM trips and 209 PM trips. Assuming that 20% of those trips would traverse the intersection, the Project would add about 46 AM trips and 42 PM trips to the intersection. Given that the intersection is forecast to operate at the upper end of the LOS C range with the planned improvements, the Project has the potential to impact the intersection. The intersection is forecast to operate at LOS C-D assuming General Plan Buildout + Project traffic.

The mitigation recommended in the General Plan Update states, *“Add a right-turn lane to the westbound intersection approved. 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.”*

This concludes our traffic impact analysis for the Proposed Lompoc Industrial Zoning Change Project proposed in the City of Lompoc. We appreciate the opportunity to assist the City with the Project.

Associated Transportation Engineers

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Principal Transportation Planner

SAS/DLD

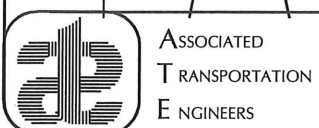
Attachments

# Industrial Parcels under .75 FAR (Vacant and Underutilized)



**Legend**

- Industrial Parcels Under .75 FAR (Vacant and Underutilized)
- Parcels



INDUSTRIAL PARCEL LOCATIONS

FIGURE 1



Associated Transportation Engineers  
Trip Generation Worksheet

LOMPOC INDUSTRIAL ZONING CHANGE

Use	Size	ADT		AM PEAK HOUR			PM PEAK HOUR								
		Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	In %	Trips	Out %	Trips		
Area 1 Industrial(a)	132,600 SF	4.96	658	0.70	93	88%	82	12%	11	0.63	84	13%	11	87%	73
Area 2 Industrial(a)	258,300 SF	4.96	1,281	0.70	181	88%	159	12%	22	0.63	163	13%	21	87%	142
Area 3 Industrial(a)	335,900 SF	4.96	1,666	0.70	235	88%	207	12%	28	0.63	212	13%	28	87%	184
Area 4 Industrial(a)	332,100 SF	4.96	1,647	0.70	232	88%	204	12%	28	0.63	209	13%	27	87%	182
<b>TOTALS:</b>	<b>1,058,900 SF</b>		<b>5,252</b>		<b>741</b>		<b>652</b>		<b>89</b>		<b>668</b>		<b>87</b>		<b>581</b>

(a) Trip generation based on ITE rates for General Light Industrial (ITE #110).