Organic Liberty Lompoc LLC Industrial Cannabis Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Lompoc
Planning Division, Community Development Department
100 Civic Center Plaza
Lompoc, California 93436
Contact: Brian Halvorson, Planning Manager

prepared with the assistance of

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

April 2021

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Initial Study

1. Project Title

Organic Liberty Lompoc, LLC, Commercial Cannabis Nursery, Manufacturing, Processing and Distribution Project

2. Lead Agency Name and Address

City of Lompoc
Community Development Department
100 Civic Center Plaza
Lompoc, California 93436

3. Contact Person and Phone Number

Brian Halvorson, Planning Manager
Email: b_halvorson@ci.lompoc.ca.us
(805) 875-8228

4. Project Location

The project is located at 1025 and 1035 West Central Avenue at the northeast corner of West Barton Avenue and West Central Avenue in the City of Lompoc, California. The project site is approximately 3.8 acres and is identified with Assessor Parcel Numbers (APNs) 093-450-055 and 093-450-056. The site is undeveloped and located in an industrial business park area of the city. Figure 1 shows the regional location of the project and Figure 2 shows an aerial view of the project site and the surrounding neighborhood setting.

5. Project Sponsor's Name and Address

Matthew Primm
Organic Liberty Lompoc, LLC
P.O. Box 94825
Las Vegas, Nevada 89193

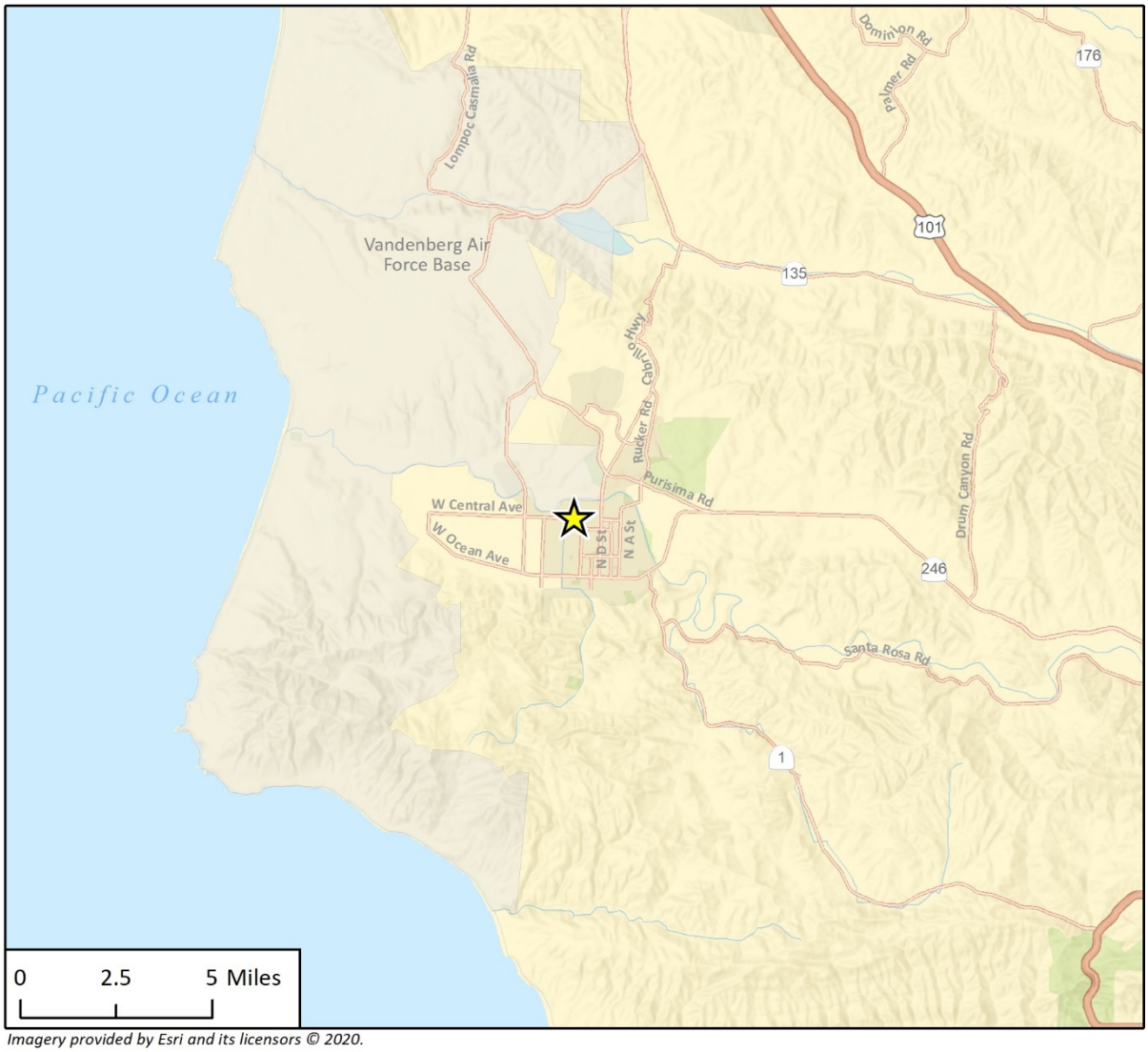
6. General Plan Designation

Business Park

7. Zoning

Business Park

Figure 1 Regional Project Location



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Project Location

N

Figure 2 Project Location

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Fig 2 Project Location

8. Description of Project

Organic Liberty Lompoc, LLC. ("Organic Liberty" or "Applicant") proposes to develop an industrial cannabis cultivation, manufacturing, processing, testing, and distribution center on an undeveloped 3.8-acre site. The project would include a lot line adjustment to combine two legal lots into one. The building would be approximately 91,000 square feet and two-stories, or 35 feet in height with screening for rooftop mechanical equipment up to 44 feet in height.

Hours of operation would typically be from 7:00 AM to 4:00 PM Monday through Saturday; however, 24-hour security personnel would be required, as well as additional extended hours for 1 to 2 employees who would manage the nursery. The project is anticipated to require up to 65 full-time equivalent employees and 15 part-time employees during peak periods. Figure 3 shows the proposed site plan and Figure 4 and Figure 5 show the exterior elevations and a rendering of the structure.

The first floor of the structure would contain the main office areas and break rooms for employees, as well as the manufacturing and processing facilities, main storage areas (dry and frozen), and waste areas, as shown in Figure 5. The second floor would be primarily used for the nursery, with additional storage facilities and offices, as shown in Figure 6. The facility would only sell cannabis products, which include artisanal cannabis bud, bulk cannabis bud, pre-rolled cannabis joints, and oil extract, to State licensed facilities on a wholesale basis and there would be no retail sales on-site. As such, the proposed industrial cannabis facility would not be open to the public and visitors would be permitted only when escorted and for a specific business purpose. Figure 7 shows a rendering of the proposed project and Table 1 below provides a summary of the project components.

Table 1 Project Summary

Building Area and Use	
First Floor – Storage/Nursery/Office/Processing/ Manufacturing	57,875 square feet
Second Floor – Storage/Nursery/Office	32,990 square feet
Total	**90,865 square feet**
Other Project Components	
Vehicle Parking Spaces	95 stalls, 2 motorcycle
Bicycle Parking Spaces	10 spaces
Floor Area Ratio	67 percent
Security Booth	150 square feet

Nursery

Nurseries are defined by the State of California as "cultivation sites that produce only clones, immature plants, seeds, and other agricultural products used specifically for the planting, propagation, and cultivation of cannabis." At a basic level, the nursery produces immature plants for sale to licensees who will grow them to maturity at off-site cultivation locations. The nursery component of the project would occur in 25,000 square-feet on the second floor of the building, and would consist of vegetative propagation using "mothers" and "clones."

Figure 3 Site Plan

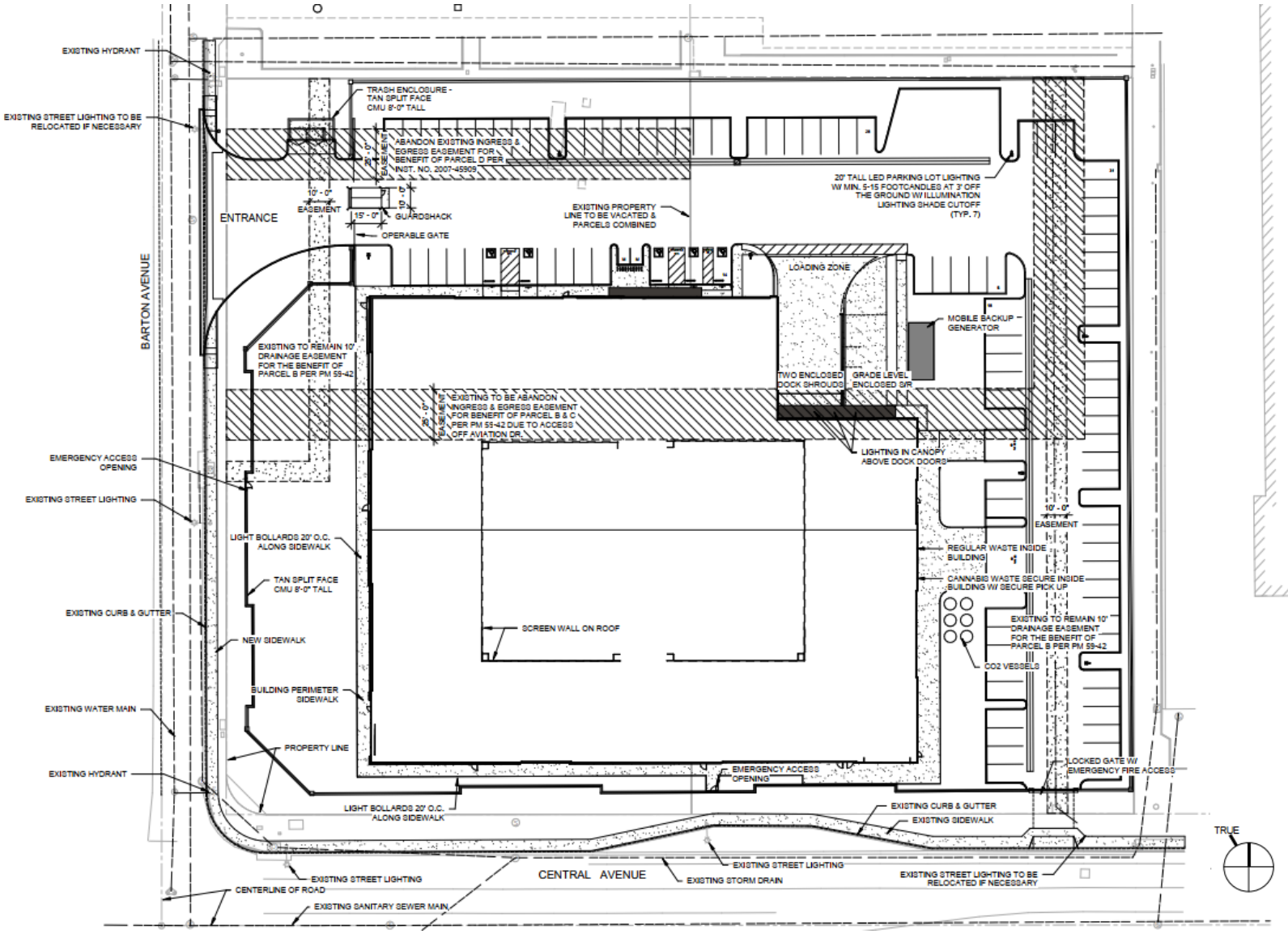


Figure 4 Exterior Elevations

Figure 5 First Floor Floorplan

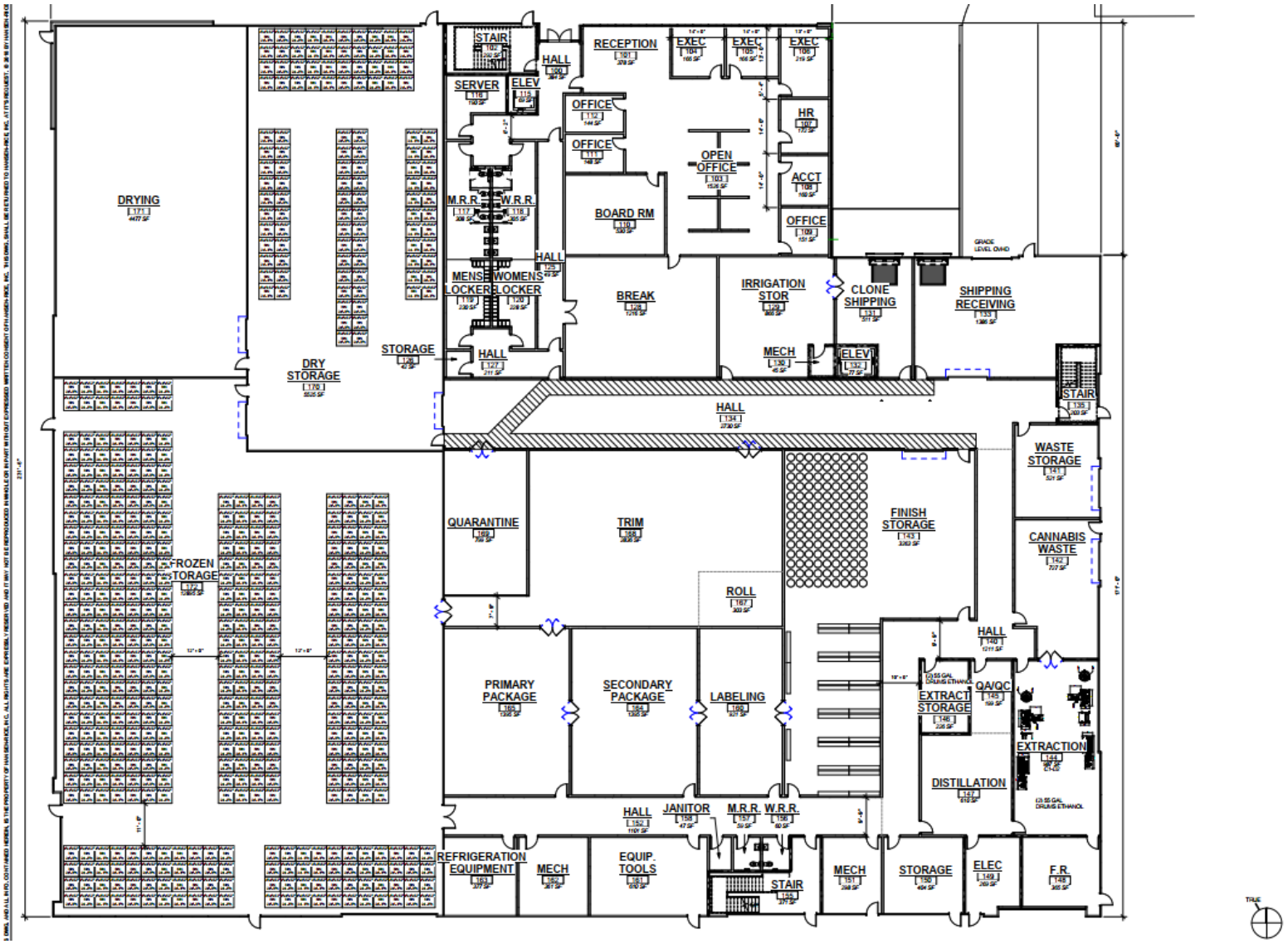


Figure 6 Second Floor Floorplan

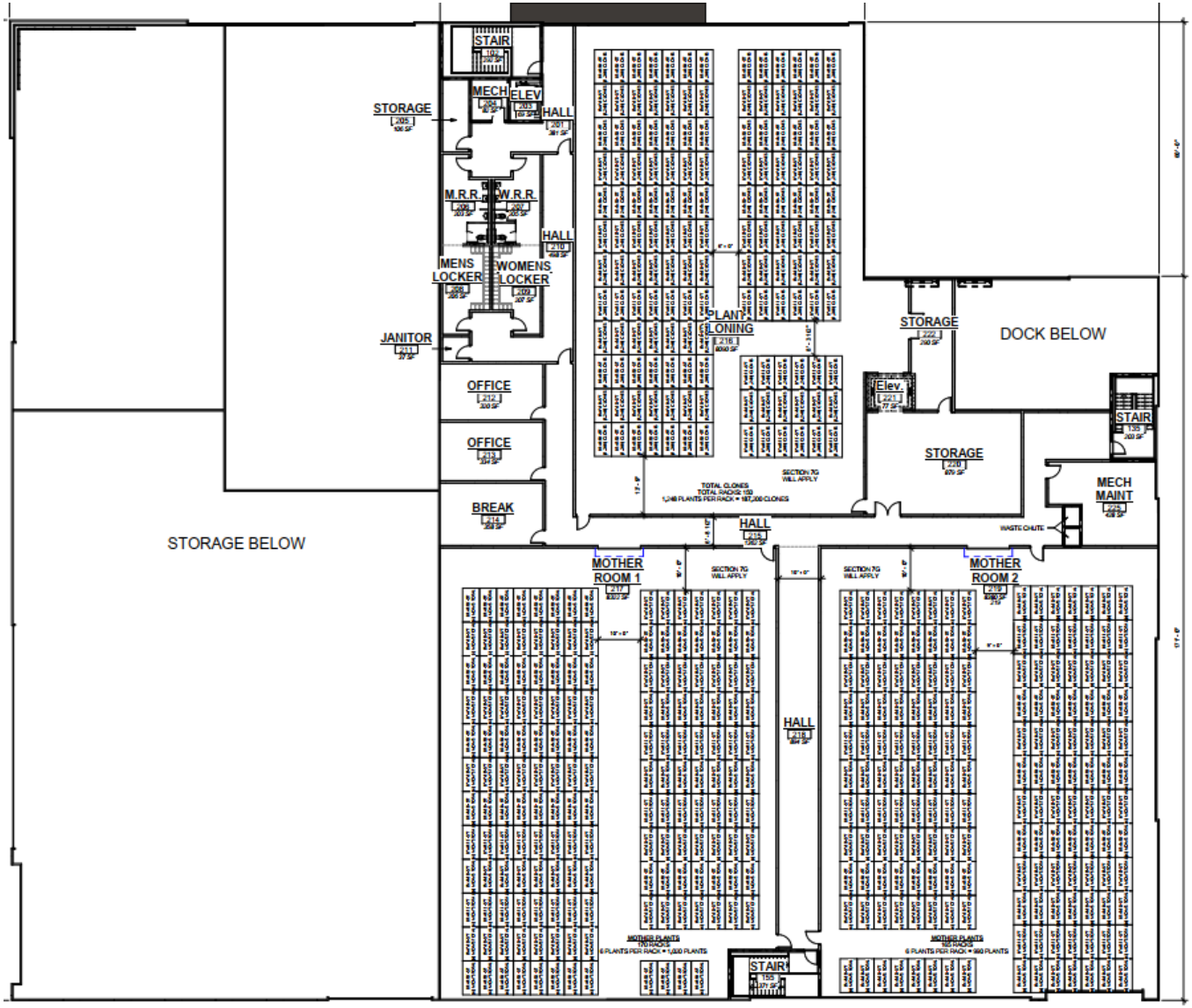


Figure 7 Project Conceptual Rendering Looking Northeast from West Central Avenue

A mother is a plant that is grown specifically for cloning purposes. The mother plants are kept in a constant vegetative state and never transitioned into the flowering stage. Stem cuttings from mother plants would be used to start the cloning process. The immature cloned nursery plants would be transported off-site, where they would be grown to maturity by a licensed facility. For the nursery operations, approximately 60 tons of compressed CO_2 will be used each year for the growth of the plants.

Processing, Manufacturing, Testing, Storage & Distribution

The proposed facility would also include areas for processing, manufacturing, testing, storage, and distribution. Processing operations would accept dried or fresh/frozen cannabis products from off-site, licensed cultivation facilities. Processing includes drying, destemming/trimming, sorting, and rolling/packaging, and would occur within approximately 17,500 square-feet on the first floor, as shown in Figure 5.

The manufacturing operations would utilize an ethanol extraction system to produce a cannabis concentrate within approximately 1,800 square-feet of the first floor.

Testing for quality control would be conducted in a dedicated laboratory, located on the first floor. Tested products will be stored until cleared for packaging and distribution. Packaging of products is to take place on the first floor.

Distribution is defined by the State of California as "the procurement, sale, and transport of cannabis and cannabis products between licensees." The proposed facility would procure cannabis cultivated at licensed off-site locations for processing and manufacturing. In addition, the facility would produce, sell, and transport finished cannabis products, including artisanal cannabis bud, bulk cannabis bud, pre-rolled cannabis joints, and oil extract. Deliveries to and from the project site would be within a 1,400 square-foot secured and enclosed shipping and receiving room in the northeast corner of the structure. The applicant would be required to obtain a distribution license from BCC

Access and Parking

Site access would be provided through a new encroachment and driveway off West Barton Avenue in the northwest corner of the site, as shown in Figure 3. An emergency access would also be provided from West Central Avenue in the southeast corner of the site. The emergency access would have a locked gate. A loading zone for deliveries and distribution would be located in the northeast corner of the building.

The project includes a request for modification from the parking standards set forth in Chapter 17.308 of the Lompoc Zoning Code. The proposed nursery, manufacturing, and office uses would require a minimum of 60 parking spaces under Chapter 17.308, and the project would provide 95 spaces.

Storm Water

The project would require approximately 7,258 cubic feet of storm water volume capture capacity based on the increase in impervious surfaces on site (per the impervious figure provided on sheet C-1). The project would provide infiltration chambers, to collect and infiltrate storm water. Surface drainage swales would be located throughout the parking lot, to divert storm water into catch basins, which would then transport the storm water into the infiltration chambers.

Water Use

The nursery component of the project would use approximately 3,500 gallons of water per day. Beyond this anticipated operational water usage, the project would involve typical "office use" of water by employees related to sinks and toilets.

Energy Use

The project would require approximately 3,054,782 kilowatt hours per year of electricity and approximately 97,017 therms per year of natural gas.

Odor Controls

The proposed building would be equipped with an air ventilation/filter system in the cannabis production facilities that contains carbon filters for the abatement of odors. The project would install a mechanical system which would include negative and positive air pressure rooms and carbon filtration technology to prevent odors from leaving the building. Ceiling mounted exhaust fans which are coupled with the carbon filters would be installed, to draw in odors, where they would be neutralized, before the air is discharged to the exterior of the building. The drawing in of air from the exhaust fans would create a negative pressure space in relation to outside the building, which would prevent air or odors from escaping from the building. At all mechanical exhaust locations, a combination of high efficiency particle capture filtration would be coupled with Activated Carbon Matrix (ACM) carbon filters to mitigate odors. Additional odor control measures in the form of Photocatalytic Oxidative (PCO) air cleaners would be included within the mechanical equipment serving the nursery rooms to reduce odors inside the rooms and would reduce the amount of overall odor required to be removed by the carbon filters on the exhaust.

The air ventilation/filter system would be designed and installed by a qualified HVAC technician to ensure a constant negative pressure in the building to minimize any cannabis odors in and around the facility. The system would be regularly maintained and equipment logs would be updated each time a new filter is changed and placed in visible location to inform each employee of when it is time to change out the filters.

Hazardous Materials and Waste

Solvents and Flammable Materials

The manufacturing process would require ethanol and other chemicals as solvents which would be flammable. Ethanol would be properly stored in 55-gallon drums with adequate secondary containment. Up to five 55-gallon drums (275 gallons) of storage would be required at any one time. Ethanol use would occur within engineered, commercial grade closed-loop machinery. The biomass and ethanol residue byproduct would be properly stored within designated waste containers in the Cannabis Waste Room located on the first floor and regularly picked up by City of Lompoc Solid Waste Division as green waste.

A material data sheet would be maintained for all solvents in use and used in the previous 12 months. Ethanol and other chemicals would be stored in a National Fire Protection Association (NFPA) rated flammable storage cabinet. In addition, any areas containing ethanol in the building would not exceed 0.83 percent by volume of ethanol vapor in the air, as required by the Occupational Safety and Health Administration (OSHA). The air filtration system detailed above would provide adequate ventilation to cycle the building's air.

The project would also use and store cleaning products and unprocessed plant material and plant waste materials that may be flammable. Areas used for the storage of flammable material products would be securely locked and protected from entry at all times. Surveillance camera(s) would monitor the storage areas, which would be secured using a restricted, authorized access only, lock providing authorized personal access only.

Pesticides/Fertilizers

Onsite pesticide storage would involve less than ten gallons of state-approved compounds. Fertilizer types will include blood meal, kelp meal, and fish meal, which are not considered hazardous. Hazardous pesticides would be stored in plastic bottles within an approved storage cabinet in the second-floor nursery storage room. No pesticide waste is anticipated. All storage areas would be restricted to logged and identified products. A documented logging system would ensure all materials are accounted for and properly stored in designated areas.

Cannabis Waste

Cannabis waste would consist of:

- Unsafe or unfit flowers, trim, leaves, stems, seeds
- Dead, diseased and/or contaminated cannabis plants
- Unused, unsafe or unfit cannabis plant parts
- Undesired, excess, unauthorized, obsolete, adulterated, misbranded or deteriorated cannabis
- Cannabis manufacturing byproduct waste, primarily involving ethanol, oils, waxes, and liquids containing THC from the extraction and distillation processes
- Any other product containing cannabis that is intended to be destroyed

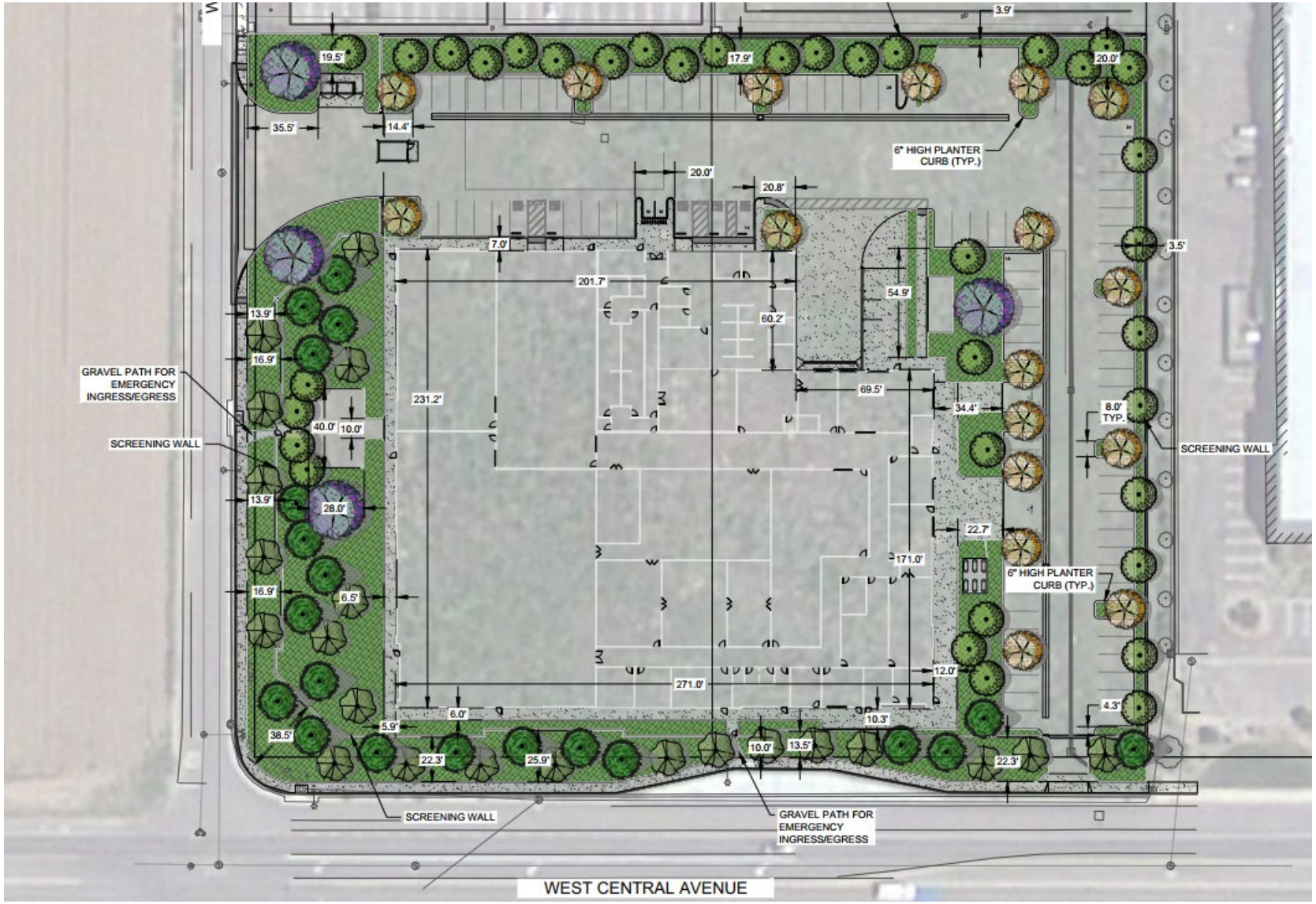
Cannabis waste would be transferred to the secured cannabis waste room, which would be restricted to authorized employees and waste haulers. A track and trace system and proper documentation would be used to ensure cannabis waste is weighed and tracked while at the cannabis facility and taken off-site. Any cannabis waste determined to be hazardous would be managed in compliance with Federal and State regulations.

Security and Landscaping

An eight-foot concrete block wall would be located around the perimeter of the site, including the parking area and building. A 150 square-foot security booth would be located near the entrance to the project site to check persons entering the site, and 24-hour security personnel would be on-site every day. In addition, there would be 20-foot-tall lights provided throughout the parking area which would have a lighting shade to direct light downwards.

Landscaping would be provided around the perimeter of the project site and parking areas, outside of the concrete wall, as shown in Figure 8. The project would plant approximately 89 on-site trees, including 32 parking lot trees. Landscaping would be concentrated on the western and southern perimeters, which would buffer and screen proposed building from vehicles and persons traveling along West Central Avenue.

Figure 8 Landscape Plan



Utilities Providers

The City of Lompoc would provide electric, water, sewer, and solid waste services to the project site. Natural gas would be provided by Southern California Gas Company (So.Cal Gas).

Emergency Services

The City of Lompoc Police Department and Fire Department will provide emergency services to the project site.

Construction

Construction of the project would involve site preparation, grading, building construction, and site paving and landscaping. The project would require approximately 3,930 cubic yards of fill material. Construction activities would take approximately 12 months.

9. Surrounding Land Uses and Setting

The existing setting and surrounding land uses include a mix of uses including single-family residential neighborhoods to the south across West Central Avenue, agricultural fields to the west, and a variety of commercial and office uses to the north and east. Table 2 provides additional details relating to existing, surrounding land uses and associated zoning designations.

Table 2 Surrounding Land Use Designation

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	**Undeveloped**	**BP – Business Park**	**BP – Business Park**
North	Industrial wine manufacturing facility	BP – Business Park	BP – Business Park
West	Agriculture	BP – Business Park	BP – Business Park
South	Single family neighborhood	Low Density Residential Medium Density Residential	7R1PD – Single Family Residential 7,000 square feet Planned Development R2PD – Medium Density Residential Planning Development
East	Manufacturing facilities	BP - Business Park	BP – Business– Park

10. Public Agencies Whose Approval is Required

The City of Lompoc is the lead agency for the project and would require the following permits:

- Lot Merger
- Development Review- Design Review
- Commercial Cannabis Use License – Cultivation
- Commercial Cannabis Use License – Manufacturing Types 6 and 7 and N
- Commercial Cannabis Use License - Processing
- Commercial Cannabis Use License – Testing
- Commercial Cannabis Use License – Distribution
- Grading Permit

- Building Permit Encroachment Permit
- Business Tax Certificate

In addition, permits from the following agencies would also be required:

- Bureau of Cannabis Control: Testing and Distribution
- California Department of Food and Agriculture: Calcannabis Cultivation Licensing, and Processing
- California Department of Public Health: Manufactured Cannabis Safety Branch license – Type 6, 7 and N
- State Water Resources Control Board Storm Water Pollution Prevention Plan
- Santa Barbara County Air Pollution Control District

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

No.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

□	Aesthetics	□	Agriculture and Forestry Resources	■	Air Quality
■	Biological Resources	□	Cultural Resources	□	Energy
□	Geology/Soils	■	Greenhouse Gas Emissions	□	Hazards & Hazardous Materials
■	Hydrology/Water Quality	□	Land Use/Planning	□	Mineral Resources
□	Noise	□	Population/Housing	□	Public Services
□	Recreation	□	Transportation	□	Tribal Cultural Resources
□	Utilities/Service Systems	□	Wildfire	■	Mandatory Findings of Significance

Determination

Based on this initial evaluation:

□ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case, because revisions to the project have been made by or agreed to by the project proponent, and Mitigation Measures applied. A MITIGATED NEGATIVE DECLARATION will be prepared.

□ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

□ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date: 4-26-21
Printed Name: Brian Halvorson	Title: Planning Manager
Signature	Date: 4-26-21
Printed Name: Grey Stones	Title: Principal Planner
Signature	Date: 4-26-21
Printed Name: STACY L. LAWSON	Title: SENIOR ENVIRONMENTAL COORDINATOR

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	□	□	■	□
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	□	□	□	■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	□	□	■	□
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	□	□	■	□

Aesthetic Setting

The project site is located near the Lompoc Airport within an industrial business park in a light industrial area of the City. The project site is currently undeveloped and relatively flat, with no on-site trees or large vegetation.

a. Would the project have a substantial adverse effect on a scenic vista?

According to the Urban Design Element of the City's General Plan, the project site is not located near a scenic vista (Lompoc 2014). The nearest scenic vista is located on a ridgeline near Ken Adam Park, approximately one mile north of the project site. The project site would not be visible from the ridgeline, due to existing development north of the project site. The project's height would be consistent with surrounding development, including the manufacturing facility to the east and north and would not impact view from the ridgeline. The City's Urban Design Element also established scenic road corridors. The closest designated scenic road corridor is approximately 0.8-mile northeast of the project site along Highway 1 near the Santa Ynez River. The project site is not visible from

Highway 1, due to intervening buildings, and would not impact views along this corridor. Impacts to scenic vistas would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Beginning at the southern City limits, Highway 1 becomes a designated state scenic highway (Caltrans 2018). The project site is located 2.8 miles northeast of the designated highway and is not visible from the highway, due to existing development and intervening buildings and vegetation. In addition, the project site has no on-site scenic resources such as historic buildings, trees, or rock outcroppings. The project would not impact scenic resources within a state scenic highway.

NO IMPACT

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project includes development of a light industrial building in an urbanized area. The light industrial building would be consistent with the surrounding development as there is a two-story manufacturing facility to the east and north. The project has a BP zoning designation and would be approximately 35 in height with screening for rooftop mechanical equipment being 44 feet in height, which would exceed the 35-foot height restrictions for the BP zone. However, pursuant to Lompoc Municipal Code (LMC) section 17.304.070, roof structures for screening may exceed established height limits in a reasonable manner.

Twenty-five percent of the project site would be landscaped area, primarily along the project site perimeter, which exceeds the 10 percent minimum BP zone requirement. In addition, the project would screen the parking lot with landscaping and provide 32 trees in the parking lot area, consistent with Lompoc Municipal Code (LMC) section 7.312.050. Rooftop mechanical equipment would be screened, consistent with LMC Section 17.312.040. Therefore, the project would not conflict with applicable regulations governing scenic quality and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The proposed project would include wall mounted light fixtures and there would be 20-foot-tall lights provided throughout the parking area, which would have a lighting shade to direct light downwards. Lights would be required to comply with LMC section 17.304.090.G which requires lights be designed to minimize light and glare on adjacent properties and includes development standards. Lights would be directed downward and shielded or recessed and would not illuminate areas off site.

The proposed building would include a minimum of windows, which would be located at the building entrance at the north side of the building, as shown in Figure 4. The building would not be constructed of materials that would create substantial amounts of glare, as shown in Figure 7. Therefore, the project would not create a new source of light or glare that would affect daytime or nighttime views and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	□	□	□	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	□	□	□	■
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))?	□	□	□	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	□	□	□	■
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 or conversion of forest land to non-forest use?	□	□	□	■

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

c. Would the project 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))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The project site is currently vacant, is not under Williamson Act contract, and does not contain any existing agricultural uses or forest resources. The project site has a non-agriculture land use designation of BP. Additionally, according to the California Department of Conservation (DOC) Important Farmland dataset, the project site is designated as Urban and Built-Up (DOC 2016). Most of the land surrounding the project site is designated Urban Built-Up or Vacant or Disturbed by the DOC. While land to the west across West Barton Avenue is designated Prime Farmland and is currently in active agriculture, its zoning and General Plan designation is as the Central Coast Business Park Specific Plan and is approved for industrial use. The proposed project would not impact agriculture uses adjacent to the project site. Therefore, implementation of the project would not result in impacts to farmland, timberland, or forest land, and would not result in the conversion or rezoning of nearby agricultural uses or conflict with a Williamson Act contract.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	□	□	□	■
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	□	□	■	□
c. Expose sensitive receptors to substantial pollutant concentrations?	□	□	■	□
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	□	■	□	□

Air Quality Standards and Attainment

The project site is located in the South Central Coast Air Basin (SCCAB), which is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). SBCAPCD is one of 15 local air quality management agencies established by the California Air Resources Board (CARB). As the local air quality management agency, SBCAPCD is required to monitor air pollutant levels to ensure that applicable state and federal air quality standards for criteria pollutants are met and, if they are not met, to develop strategies to meet the standards. Criteria pollutants include ozone, which is produced by a photochemical reaction between nitrogen oxides (NO_X) and reactive organic compounds (ROC), carbon monoxide (CO), nitrogen dioxide (NO_2), small particulate matter measuring no more than 10 microns in diameter (PM_{10}), fine particulate matter measuring no more than 2.5 microns in diameter ($PM_{2.5}$), and lead.

Depending on whether or not the air quality standards are met or exceeded, the SCCAB is classified as being in "attainment" or "nonattainment." The SCCAB has a nonattainment-transitional status for the state standard for PM_{10}). Thus, the SCCAB is required to implement strategies to reduce PM_{10} to recognized acceptable standards. The health effects for non-attainment criteria pollutants are described in Table 3.

Table 3 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[a]

[a] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: EPA, Air Quality Criteria for Particulate Matter, October 2004.

Source: U.S. EPA, https://www.epa.gov/criteria-air-pollutants

Air Quality Management

The 2001 Clean Air Plan was the first plan prepared by SBCAPCD and established specific planning requirements to maintain the 1-hour ozone standard. In 2006, CARB revised the state standards and made them more stringent by adding an 8-hour average to the ozone standard, which previously only included a 1-hour average. Both components of the standard must now be met before CARB can designate that an area is in attainment. The most recent 2019 Ozone Plan was adopted by SBCAPCD in December 2019, and is the sixth update to the 2001 CAP. The 2019 Ozone Plan only addresses SBCAPCD's progress toward attaining the state ozone standard. The SBCAPCD was recently designated attainment for the State ozone standards effective July 1, 2020 (SBCAPCD 2020). Thus, the SCCAB is required to implement strategies to reduce PM_{10} to recognized acceptable standards.

Air Emission Thresholds

In June 2017, the SBCAPCD published the most recent update to its Scope and Content of Air Quality Sections in Environmental Documents (Guidelines). The Guidelines establish criteria for determining the level of significance for project-specific impacts within its jurisdiction in accordance with the above CEQA checklist thresholds. Based on criteria applied in, or adapted from, the Guidelines, impacts related to emission of criteria air pollutants would be significant if a project would:

- During construction, cause a violation of the state standard for PM_{10} at nearby or upwind of sensitive receptors, based on whether the project would:
  - Emit greater than 25 tons per year of ROC; or
  - Emit greater than 25 tons per year of NOX.
- During operation:
  - Generate from all project sources (both stationary and mobile) greater than 240 pounds per day of ROC;
  - Generate from all project sources (both stationary and mobile) greater than 240 pounds per day of NO_X;
  - Generate from all project sources (both stationary and mobile) greater than 80 pounds per day of PM_{10};
  - Generate greater than 25 pounds per day of ROC from motor vehicle trips only;
  - Generate greater than 25 pounds per day of NO_X from motor vehicle trips only;

- Exceed the SBCAPCD health risk public notification threshold adopted by the SBCAPCD (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk); or
- Be inconsistent with the latest adopted federal and state air quality plans for Santa Barbara County.

The Guidelines state that due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with congested intersections are not expected to exceed the CO health-related air quality standards. As such, CO "hotspot" analyses are no longer required.

Methodology

The project's construction and operational emissions were estimated primarily using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (e.g., industrial park, surface parking lot), and location, to model a project's emissions.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips off-site associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the proposed project was analyzed based on the applicant-provided construction schedule, construction equipment list, and soil export volume. It is assumed that all construction equipment used would be diesel-powered. The applicant also specified an 800 kilowatt (kW) emergency generator, which is included as part of this analysis. The grading and site preparation phases were combined as part of this analysis due to the minimal amount of grading that is expected. This analysis assumes that the project would comply with all applicable regulatory standards. In particular, the project would be required to comply with SBCAPCD dust control measures and permitting requirements for projects involving earthmoving activities of any size or duration, sufficient to reduce fugitive dust emissions to the greatest degree possible.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, area source emissions, and stationary source emissions. Mobile source emissions are generated by vehicle trips to and from the project site and were estimated using the project-specific Vehicle Miles Traveled (VMT) analysis provided by Associated Transportation Engineers (ATE) in the Traffic Study (Appendix F). Emissions attributed to energy use include natural gas consumption for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings. Stationary source emissions include emissions from testing of the anticipated backup generator, which is assumed to be tested approximately 50 hours per year. These hours are the typical hours for new engines in Santa Barbara County (SBCAPCD 2018).

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The SBCAPCD Guidelines state that a project is consistent with the Clean Air Plan if its direct and indirect emissions have been accounted for in the Clean Air Plan's emissions growth assumptions. Therefore, the project as a whole would be considered to be inconsistent if the project's direct and indirect emissions have not been accounted for in the Clean Air Plan's emissions growth assumptions. The Clean Air Plan's direct and indirect emissions inventory for the County as a whole are reliant on population projections provided by the Santa Barbara County Association of Governments (SBCAG). SBCAG generates population projection based on the population projections contained in City General Plans. In this case, SBCAG has utilized population projections contained in the City of Lompoc's

General Plan. Because the project would not result in new residential uses, the project would not contribute to an increase in population and would be consistent with the population projections on which the Clean Air Plan is based. As a result, no impact would occur.

NO IMPACT

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

If the project's regional emissions do not exceed the applicable SBCAPCD thresholds, then the project's criteria pollutant emissions would not be cumulatively considerable.

Construction

Construction activities would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$), exhaust emissions from heavy construction vehicles and ROC that would be released during the drying phase after application of architectural coatings. Construction would consist of site preparation, construction of the proposed structures, paving, and architectural coating. Architectural coatings were assumed to be applied to the interiors and exteriors of all proposed buildings. PM_{10} emitted during construction activities varies based on the level of activity, the specific operations taking place, the equipment being operated, local soils, and weather conditions. Emissions associated with construction activity would be required to comply with standard SBCAPCD dust and emissions control measures. As discussed above, SBCAPCD has established construction thresholds for ROC and NO_x because of its recent designation of nonattainment-transitional for ozone under the California Clean Air Act. As shown in Table 4, construction emissions would not exceed the SBCAPCD threshold of 25 tons per year for ROC or NO_x.

Table 4 Project Construction Emissions

	Annual Emissions (tons/year)					
	ROC	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Year 2021	0.2	1.5	1.4	< 0.1	0.1	< 0.1
Construction Year 2022	1.1	0.7	0.7	< 0.1	< 0.1	< 0.1
Maximum Emissions	1.1	1.4	1.4	< 0.1	0.1	< 0.1
SBCAPCD Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**N/A**	**N/A**	**N/A**

Notes: See Appendix A for modeling results. Some numbers may not add up precisely due to rounding considerations.

Furthermore, the SBCAPCD considers short-term construction emissions of NO_X to be less than significant because countywide emissions of NO_X from construction equipment is insignificant compared to regional NO_X emissions from other sources, such as vehicles (County of Santa Barbara 2018b).

Project construction activities would be subject to the City's grading ordinance. A standard condition requiring a dust abatement plan consistent with SBCAPCD Rule 345 to minimize fugitive dust

emissions and associated impacts to air quality is proposed. The grading ordinance requires a grading permit and a Storm Water Pollution Prevention Plan for the project,

Construction of the project would not result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, as emissions are within SBCAPCD thresholds and activities would adhere to the City's grading ordinance, conditions of approval and the Storm Water Pollution Prevention Plan and SBCAPCD Rule 345. Therefore, construction emissions would be less than significant.

Operation

Table 5 summarizes the project's operational emissions by emission source (area, energy, and mobile). As shown in Table 5, the project's operational emissions would not exceed SBCAPCD thresholds of 240 pounds per day of ROC and NO_x or 80 pounds per day of PM_{10}. Therefore, operational increases in criteria pollutants would be less than significant.

Table 5 Project Operational Emissions

	Maximum Daily Emissions (lbs/day)					
Emission Source	**ROC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	2.5	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	0.3	2.6	2.2	<0.1	0.2	0.2
Mobile	0.2	0.9	2.7	<0.1	0.7	0.2
Stationary	0.4	2.0	<0.1	<0.1	<0.1	<0.1
Project Emissions	3.1	3.5	4.9	<0.1	1.0	0.5
SBCAPCD Total Emissions Thresholds	240	240	None	None	80	None
Threshold Exceeded?	**No**	**No**	**N/A**	**N/A**	**No**	**N/A**
SBCAPCD Mobile Emissions Thresholds	25	25	None	None	None	None
Threshold Exceeded?	**No**	**No**	**N/A**	**N/A**	**N/A**	**N/A**

Notes: See Appendix A for modeling results. Some numbers may not add up precisely due to rounding considerations.

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Land uses such as schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality conditions because infants, the elderly, and people with health afflictions are more susceptible to air quality-related health problems than the general public. Residential areas are also considered sensitive to air pollution because residents tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. The nearest sensitive receptors to the project site are single-family residences approximately 120 feet to the south. The project would not introduce any new sensitive receptors to the project site.

Construction Impacts

Construction-related activities would result in short-term, project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation grading, building construction, and other construction activities. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2017).

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately two years. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period (assumed to be the approximate time that a person spends in a household). OEHHA recommends this risk be bracketed with 9-year and 70-year exposure periods. Health risk assessments should be limited to the period/duration of activities associated with the project.

The maximum $PM_{2.5}$ emissions, which is used to represent DPM emissions for this analysis, would occur during site preparation activities. While site preparation emissions represent the worst-case condition, such activities would only occur for approximately four weeks, less than two percent, one percent, and 0.2 percent of the typical health risk calculation period of 9 years, 30 years, and 70 years, respectively. $PM_{2.5}$ emissions would decrease for the remaining construction period because construction activities such as building construction and paving would require less construction equipment. Therefore, given the short duration of exposure, DPM generated by project construction is not expected to create conditions where the probability that the Maximally Exposed Individual would contract cancer is greater than 10 in one million or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than one in one million for the Maximally Exposed Individual. Construction impacts to sensitive receptors would be less than significant.

Operational Impacts

The project would site a new source of operational TAC in the form of an 800-kW emergency generator. The specific generator model is unknown at this time; therefore, a similar generator model was used in the screening health risk assessment (i.e., Kohler KD800). Potential health risks from this stationary source were screened using the SBCAPCD *Diesel-Fired Internal Combustion Engine (DICE) Screening Tool*. The spreadsheet calculates cancer risk and chronic non-cancer risk due to DPM emitted by a DICE. The tool requires the engine size (e.g., brake horsepower [bhp]), the distance to the nearest resident and worker, the DPM emission factor, and the permitted hours. In addition, the tool requires the user to pick the type of dispersion (e.g., urban or rural), the meteorological data set from the nearest airport (e.g., Santa Maria Airport or Santa Barbara Airport), and to decide if building downwash would be included. Building downwash is a phenomenon where nearby buildings impact the dispersion of pollution from stacks. SBCAPCD recommends including building downwash if there is a sufficiently large building near the engine.

Based on the Kohler KD800 spec sheet, the engine size is approximately 1,195 bhp. The nearest resident was modeled 370 feet south and the nearest worker was modeled 110 feet east. The DPM emission factor was kept as 0.15 grams per brake horsepower per hour and the permitted hours for testing were assumed to be 50 hours per year. The dispersion was assumed to be urban and meteorological data from the Santa Maria Airport was used. The surrounding area does not have sufficiently large buildings; therefore, building downwash was not included. The DICE screening health risk outputs calculated the approximated cancer risk at the maximally exposed individual resident to be 4.5 per million and the chronic hazard index (HI) at the maximally exposed individual worker to be less than 0.1 (Appendix A). Neither health risk value exceeds the SBCACPD threshold of greater or equal to 10.0 per million for cancer risk nor the greater than 1.0 for chronic HI. Therefore, the backup generator engine passes the screening analysis and would not expose sensitive receptors to substantial pollutant concentrations.

In addition, long-term operational emissions include toxic substances such as cleaning agents, solvents, and flammable materials in use on site. Compliance with State and federal handling regulations would ensure that emissions remain below a level of significance. The use of such substances such as cleaning agents, solvents, and flammable materials is regulated by the 1990 Federal Clean Air Act Amendments as well as State-adopted regulations for the chemical composition of consumer products. As such, project-related TAC emission impacts during operation would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

For construction activities, odors would be short-term in nature. Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

Potential sources that may emit odors during operation of the proposed project would include odor emissions from the intermittent diesel delivery truck emissions, cannabis processing and manufacturing, and trash storage areas. The proposed building would be equipped with an air ventilation/filter system in the cannabis production facilities that contain carbon filters for the abatement of odors. The project would install a mechanical system which would include negative and positive air pressure rooms and carbon filtration technology to prevent odors from leaving the building. Ceiling mounted exhaust fans which are coupled with the carbon filters would be installed, which would draw in odors where they would be neutralized before the air is discharged to the exterior of the building. In addition, at all mechanical exhaust locations, a combination of high efficiency particle capture filtration would be coupled with Activated Carbon Matrix (ACM) carbon filters to mitigate odors. Additional odor control measures in the form of Photocatalytic Oxidative (PCO) air cleaners would be included within the mechanical equipment serving the nursery rooms to reduce odors inside the rooms and would reduce the amount of overall odor required to be removed by the carbon filters on the exhaust.

Pursuant to SBCAPCD Rule 303, a person shall not discharge air contaminants which cause nuisance or annoyance to any considerable number of people. The nearest residences are located approximately 120 feet south of the project building, which is downwind of the cannabis operation. While the project would include odor control features and techniques, there is the potential for

cannabis odors from on-site operations to create a nuisance for nearby residents. Therefore, impacts from odors are conservatively assessed as potentially significant and require mitigation.

Mitigation Measures

AQ-1 Odor Abatement Plan

The applicant shall develop and implement an Odor Abatement Plan (OAP) in accordance with SBCAPCD guidance.[1] The applicant shall submit the OAP for approval, prior to planning division building permit approval. The OAP shall include the following:

- Name and 24/7 telephone number of contact person(s) responsible for logging and responding to odor complaints;
- Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the responsible party on how to respond to an odor complaint;
- Description of potential odor sources, type and location;
- Description of potential methods for reducing odors, including minimizing potential add-on air pollution control equipment; and
- Contingency measures to curtail emissions in the event of a continuous public nuisance.

AQ-2 Odor Control Measures

The applicant shall implement best management practice devices and techniques to reduce and eliminate off site odor, which include but are not limited to:

- An exhaust air filtration system with odor control that prevents internal odors from being emitted externally
- An air system that creates negative air pressure between the commercial cannabis business's interior and exterior
- Store cannabis waste inside the building until it is time for removal off-site
- Keep rolltop doors and shipping/receiving doors shut when not in use
- Ensuring building is sufficiently insulated
- Oil-based neutralizer that is used with either a water-based evaporative system or a water-based high-pressure fog system
- Separate cannabis areas from commonly used office areas
- Recirculating odor controls near entry doors and in hallways and entrances to cultivation and processing areas

Odor prevention devices and techniques shall be incorporated to ensure that odors from the cannabis operations do not create a nuisance to any considerable number or persons

[1] Santa Barbara County Air Pollution Control District. 2017. Scope and Content of Air Quality Sections in Environmental Documents. June. Available at: https://www.ourair.org/wp-content/uploads/ScopeContentJune2017-LimitedUpdate.pdf

Significance After Mitigation

Implementation of Mitigation Measure AQ 1 and AQ 2 would ensure odors from cannabis operations would not be a nuisance to nearby residents and impacts from odor would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?	□	■	□	□
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?	□	□	□	■
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	□	□	□	■
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?	□	□	□	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	□	□	□	■
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?	□	□	□	■

Biological Resources Setting

A reconnaissance-level field survey of the entire 3.75-acre project site was conducted on December 18, 2020 to assess existing conditions and the potential for sensitive biological resources to occur. A 500-foot buffer area around the site was also surveyed for potentially suitable nesting bird habitat. A letter report prepared on December 30, 2020 documenting the methods and results of the reconnaissance-level field survey as well as queries of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2020), and the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (2020) are included as Appendix B. The potential for special-status species to occur within the project area was evaluated based on the results of the reconnaissance-level field survey. There is no potential for sensitive species to occur on the project site. A table summarizing this evaluation can be found within Appendix B.

A single monarch butterfly was observed flying over the project site during the field survey, but no food plants or overwintering habitat for the species are present within or in the vicinity of the project site. No other special-status species were observed and no habitat for special-status species exists within the project site (Appendix B). Ornamental trees and shrubs within 500 feet of the project area could provide suitable habitat for nesting birds. No intact native vegetation communities are present on site and the site is dominated by ruderal non-native vegetation. A small amount of native coyote brush (*Baccharis pilularis*) is scattered throughout the site, though individual plants are small and do not occur at such densities as to constitute a vegetation community or to provide suitable habitat for any special-status wildlife species.

a. Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

The project site has no natural or native vegetation communities that would support special-status species. Although vegetation observed within the project site is primarily ruderal, there is potential for passerine bird species to nest on-site. Ornamental shrubs and trees in the vicinity of the project site could also be used by numerous species of migratory birds as nesting habitat. The nesting season generally extends from February 1st through September 15th in California but can vary based upon annual climatic conditions. Thus, construction activities could result in impacts to nesting birds on or adjacent to the project site during vegetation removal, or disturbance-related nest abandonment. Native bird nests are protected by California Fish and Game Code (CFGC) Section 3503 and the Migratory Bird Treaty Act. Therefore, the project has the potential to significantly impact protected species. Implementation of Mitigation Measure BIO-1 would require nesting bird surveys and placement of avoidance buffers by a qualified biologist during the nesting season to reduce potential impacts.

Mitigation Measures

BIO-1 Nesting Bird Avoidance and Minimization Efforts

If project construction activities occur during the avian nesting season (between February 1 and September 15), a qualified biologist shall conduct a pre-construction survey for nesting birds no more than 14 days prior to construction. The survey shall include the entire project site and a 500-foot buffer to account for nesting raptors. If active nests (nests with eggs or chicks) are found, the qualified biologist shall establish an appropriate species-specific avoidance buffer of sufficient size to prevent

disturbance by project activity to the nest (up to 500 feet for raptors, up to 50 feet for all other bird species). All avoidance buffers shall be marked using high-visibility flagging or fencing, and, unless approved by the qualified biologist, no construction activities shall be allowed within the buffers until the adults and young have fledged from the nest and are no longer reliant on the nest site. The qualified biologist shall have authority to order the cessation of project activities if the nesting birds exhibit atypical behavior that may cause nest failure (nest abandonment and loss of eggs and/or young) until a new avoidance buffer is established. The qualified biologist shall confirm that breeding/nesting is completed and that the young have fledged prior to the removal of the buffer.

Prior to the start of construction, a report of the nesting bird survey results shall be prepared by a qualified biologist and submitted to the City for review and approval. If active nests are found, a qualified biologist shall prepare a nest monitoring report at the time the active nest(s) has/have become inactive. The report shall be submitted to the City and will document the methods and results of any monitoring that occurred, any alteration made to nest buffers, and the final status of the nest (i.e., successful fledging of the nest, nest depredation, nest failure due to construction activity, etc.).

Significance After Mitigation

Implementation of mitigation measure BIO-1 would ensure protection of nesting birds that may be within the vicinity of the project site during construction activities. These measures would reduce the potentially significant impact to special-status species and regulations to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project 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?

The project site is a vacant lot consisting of primarily non-native ruderal vegetation surrounded by urban development and agricultural fields. No riparian habitat or other sensitive natural communities exist within the vicinity of the project area. Therefore, the project would have no impact on any sensitive natural communities.

NO IMPACT

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

There are no state or federally protected wetlands present on the project site. The nearest wetland habitat identified by the National Wetland Inventory (NWI) is located along the Santa Ynez River, approximately 0.5 mile north of the project site (USFWS 2020). Because no wetlands occur on or near the project site, there would be no impacts to state of federally protected wetlands.

NO IMPACT

d. Would the project 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?

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. The project site is an urban infill parcel and is surrounded by a tilled agricultural field to

the west and industrial, residential, and commercial development to the north, east, and south. The site has no connectivity to natural habitats and therefore does not support substantial wildlife movement. There are no native wildlife nursery sites within the vicinity of the project site. No impacts to wildlife movement corridors or native wildlife nursery sites would occur as a result of project activities.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As discussed under Impact a, and b, there are no biologically sensitive species or habitats on the project site which would be impacted by the project and conflict with policies in the City of Lompoc General Plan. Project construction does not require the removal of trees which would violate the LMC Chapter 12.32 related to tree projection. There would be no impacts to local policies protecting biological resources.

NO IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not within an adopted habitat conservation plan or identified habitat conservation area. There would be no impacts to an applicable habitat conservation plan.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	□	□	□	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	□	□	■	□
c. Disturb any human remains, including those interred outside of formal cemeteries?	□	□	■	□

Cultural Resource Setting

This section is based on information provided in the Phase I Cultural Resources Study, prepared for the City of Lompoc by Rincon in January 2021 and included as Appendix C. To identify historical resources and archaeological resources that have the potential to be impacted by the proposed project, searches of the California Historical Resources Information System (CHRIS) and the Native American Heritage Commission (NAHC) Sacred Lands File (SLF), Native American outreach, background research and a pedestrian field survey of the project site were conducted. These efforts are summarized below.

California Historical Resources Information System Search

A search of the CHRIS from the Central Coastal Information Center (CCIC) branch located at University of California, Santa Barbara was conducted on November 12, 2020. The purpose of the search was to identify previously recorded cultural resources (prehistoric or historic), as well as cultural resources studies that have been conducted within 0.5-miles of the project site. The National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California State Historic Resources Inventory list, and available historic-period maps and aerial photographs were also reviewed.

The CHRIS search identified eight previously conducted cultural resources studies within 0.5-mile of the project site. Of those, one (SR-00288), encompassed the project site. Study SR-00288, an archaeological evaluation of the Mission Hills Interceptor and Pumping Station Project, conducted a 45 square-mile records search that encompassed the City of Lompoc, the eastern-most portion of the Lompoc Valley, the Purisima Hills, and the Lompoc Hills. That records search covered the current project site. Only two pumping stations, totaling approximately 12 acres, and nine miles of wastewater pipeline somewhere within the 45 square-mile area were surveyed as part of the previous

study. It is not known if any of the areas surveyed by Wilcoxon (1978) were within the current project site.

Native American Heritage Commission Sacred Lands File Search and Native American Outreach

A SLF search of the project site was requested form the NAHC on November 12, 2020. The NAHC responded on November 20th and stated results of the SLF search were negative, indicating that there are no known tribal heritage resources located in the project site. The NAHC additionally provided a list of nine Native American contacts with potential to have knowledge of cultural resources in the area of project site. Outreach to the Native American contacts was conducted via a combination of telephone and email in early January 2021. Two responses were received, from Patrick Tumamait of the Barbareño/Ventureño Band of Mission Indians and Fred Collins of the Northern Chumash Tribal Council. Both of these contacts indicated no comments/concerns regarding cultural resources. As of January 13, 2021, no additional responses have been received.

Pedestrian Survey

A field survey of the project site was conducted on December 22, 2020. During the survey, all areas of exposed ground surface were examined for prehistoric artifacts (e.g., chipped stone tools and production debris, stone milling tools, ceramics), historic-period debris (e.g., metal, glass, ceramics), or soil discoloration that might indicate the presence of a cultural midden, as detailed in Appendix C.

No previously unrecorded prehistoric or historic-period resources were identified during the survey.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

According to §15064.5, a historical resource includes those listed in or determined eligible for listing in the CRHR or a local register of historical resources or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (*CEQA Guidelines*, Section 15064.5[a][1-3]).

The project is proposed on a 3.8-acre site located and 1024/1035 West Central Avenue in Lompoc (assessor's parcel numbers: 093-450-055 and 093-450-056). As detailed in the Phase I Cultural Resources Study (Appendix C), the background research and pedestrian survey conducted for this study indicates that the project site is completely undeveloped and includes no built environment features and therefore no historical resources. The proposed project would therefore not result in a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Historic aerials indicate the majority of the project site has been previously disturbed by agricultural use as far back as 1954. The Phase 1 survey of the project site was conducted in January 2021 which observed disturbance throughout the project site and was negative for both prehistoric and historic-period cultural resources. In addition, the CCIC record search indicated no previously recorded cultural resources are located within the project site and 0.5-mile buffer. The potential for identifying unknown archaeological resources within the project site, given the reliable surface and subsurface visibility conditions during the Phase 1 survey and the negative results of the records search, is low.

However, there is always a potential for unanticipated subsurface archaeological resources to be discovered during ground disturbing activities. A standard condition of approval would be applied to the project which would include requirements to follow if cultural archaeological resources are unexpectedly encountered. Implementation of the condition of approval would reduce impacts to archaeological resources to less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No human remains are known to exist on the project site, and none were discovered during the pedestrian survey. While the project site is unlikely to contain human remains, the potential for the recovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access. Therefore, the impact to human remains would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	□	□	□	■
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	□	□	□	■

Energy Setting

The proposed project will be served electric power by the City of Lompoc's Electric Company. The City of Lompoc is a member of the Northern California Power Authority (NCPA), which generates power for its members. The most recent power content label (2018) for the City reports that 26 percent of the power used is eligible as renewable, primarily from geothermal power. Additionally, 14 percent of the power is sourced from large hydroelectric and 26 percent from natural gas. Coal is not used in generating power for NCPA.

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed project would use power for heating and cooling, lighting, additional grow lights, extraction equipment, and freezers. The estimated annual electric power use is 3,042,782 kilowatt hours (kWh) of energy consumed. Natural gas use is anticipated to be 162.749 kilo-British Thermal Unit (kBTU) per square foot.

According to an E-article from Business Energy Advisor.com, dated July 20, 2020, "On average, manufacturing facilities use 95.1 kilowatt-hours (kWh) of electricity and 536,500 kBTU of natural gas per square foot each year…" Against this standard of average manufacturing use, the proposed project would use less electricity and gas than the average manufacturing use.

Table 6 Estimated Energy Use

Estimated Building Size	Average Manufacturing Use Electric kwh/year	Average Manufacturing Natural Gas Use in kBtu per year	Proposed Natural Gas Use in kWh/year	Proposed Natural Gas Use in kBtu per year
115,988 square feet	11,030,457	1,073,000	3,042,782	162,749 kBTU/year

Therefore, the proposed cannabis cultivation, processing, manufacturing and distribution business will not result in wasteful, inefficient or unnecessary consumption of energy per square foot, as compared to recent average manufacturing use data, because it is proposed to use significantly less power and gas than average manufacturing uses. In addition, the structures will be new and must comply with current building, energy and green building code requirements.

The estimated power requirements are not excessive for an industrial manufacturing use.

NO IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The proposed project would not conflict with, or obstruct, a state or local plan for renewable energy or energy efficiency, including the state's Energy Action Plan II, and its 2008 update, as well as state energy requirements implemented in the California Green Building Code (2019), and the California Energy Code (2019). The project will be required to comply with the 2019 Green Building and CA Energy Codes, and will not conflict with the identified provisions in the Energy Action Plan II and its update.

NO IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	□	□	■	□
2. Strong seismic ground shaking?	□	□	■	□
3. Seismic-related ground failure, including liquefaction?	□	□	■	□
4. Landslides?	□	□	□	■
b. Result in substantial soil erosion or the loss of topsoil?	□	□	■	□
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	□	□	■	□
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	□	□	■	□
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?	□	□	□	■

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	□	□	■	□

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The proposed project will not result in substantial adverse effects, including the risk of loss injury or death involving the rupture of a known earthquake fault. No major faults are located in, or adjacent to the project site. The closest fault is the Santa Ynez River Fault, several miles to the south, and there are no Alquist-Priolo Faults in the region.

Although the region and site could be subject to strong seismic ground shaking, the proposed project would not directly or indirectly cause potential substantial adverse effects involving strong seismic ground shaking, because the adopted California Building Code stipulates seismic loads must be considered in structural design of buildings. Therefore, as building code compliance is mandatory, the potential for structural impacts on the building will be addressed in project design.

The proposed project would not directly or indirectly cause potential substantial adverse effects related to ground failure, including liquefaction. The preliminary geotechnical report prepared by Earth Systems Pacific (September 19, 2019) concluded there is potential on-site for both liquefaction and seismic settlement of dry sand. The potential for impacts was modeled and it was determined potential settlement from liquefaction and settlement of dry sand was 2-inches and 1-inch respectively, resulting in no special measures needed to protect structures. A condition requiring compliance with the recommendations of the referenced geotechnical report and soils report will be applied to the project.

The proposed project would not directly or indirectly cause potential substantial adverse effects related to landslides, as the subject property is flat and is surrounded by similarly flat parcels, without significant elevation changes.

Therefore, construction and operation of the proposed industrial buildings would not result in substantial adverse risks related to seismic activity, liquefaction, or landslides.

NO IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The proposed project will not result in substantial soil erosion or the loss of topsoil, as the proposed project site is flat and not prone to erosion. The applicant will be required to prepare and implement a Storm Water Pollution Prevention Plan, and the project will be conditioned to submit a Dust Control Plan to limit dust during construction.

NO IMPACT

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The proposed project is to be located on a flat site, on land that is generally stable, and located away from slopes or topographic changes. As discussed in Impact a.3 above, the proposed project will not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

NO IMPACT

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Substantial direct or indirect risks to life or property will not result from the development of the proposed project, due to the presence of expansive soils. A site specific preliminary geotechnical evaluation, conducted by Earth Systems Pacific (September 19, 2019) evaluated on-site soils based on soil borings and determined soils to be non-expansive, suggesting special measures to address expansive soils are not anticipated to be needed. ,

NO IMPACT

e. Would the project 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?

The proposed project will not have impacts due to the use of septic tanks or alternative wastewater disposal systems, because it will be required to be served by the sanitary sewer.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The proposed project will not directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature, as there is no evidence of paleontological resources on-site, and similar resources have not been identified on adjacent properties in development. No unique geologic features are present on this flat alluvial site. While the proposed project is located in an area of low incidence of cultural resources, any portion of the Lompoc Valley has the potential for cultural or paleontological resources to be found. A standard condition of approval for addressing accidental discovery of cultural resources would be applied to the project, which would reduce potential impacts to paleontological resources to less than significant.

LESS THAN SIGNIFICANT IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	□	■	□	□
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	□	■	□	□

Greenhouse Gases and Climate Change Setting

Climate change is the observed increase in the average temperature of the earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change, the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-twentieth century (Intergovernmental Panel on Climate Change 2007).

GHGs are gases that absorb and re-emit infrared radiation in the atmosphere. The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane, nitrous oxide, fluorinated gases such as hydrofluorocarbons and perfluorocarbons, and sulfur hexafluoride. Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and methane are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Anthropogenic GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and sulfur hexafluoride (United States Environmental Protection Agency 2020).

The accumulation of GHGs in the atmosphere regulates Earth's temperature. Without the natural heat-trapping effect of GHGs, Earth's surface would be about 34 degrees Celsius cooler (California Environmental Protection Agency 2006). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally occurring concentrations. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Some of the potential impacts of climate change in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018). While these potential impacts identify the possible effects of climate change at a statewide level, in general, scientific modeling tools are currently unable to predict what impacts would occur locally.

The City of Lompoc completed a baseline 2008 GHG emissions inventory that estimated communitywide emissions of 94,870 metric tons (MT) of CO_2 equivalents (CO_2e) per year from operational and area sources and 252,469 MT CO_2e from mobile sources (City of Lompoc 2011).

Methodology

GHG emissions for project construction and operation were calculated using CalEEMod version 2016.3.2. CalEEMod calculates emissions of CO_2, methane, and nitrous oxide associated with construction activities, energy use, area sources, waste generation, and water use and conveyance as well as emissions of CO_2 and methane associated with mobile sources. Operational emissions were modeled for the year 2030 to be consistent with the State's next GHG emission reduction milestone target of achieving 40 percent reduction in 1990 GHG emission levels by 2030. Emissions of all GHGs are converted into their equivalent global warming potential in terms of CO_2 (i.e., CO_2e). Model assumptions for construction and mobile emissions are described under Section 3.

Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kWh (California Air Pollution Control Officers Association 2017). The project would be served by Lompoc Electric, which uses PG&E transmission lines. Therefore, PG&E's specific energy intensity factors (i.e., the amount of CO_2, methane, and nitrous oxide per kWh) are used in the calculations of GHG emissions. The energy intensity factors included in CalEEMod are based on 2009 data by default at which time PG&E had only achieved a 14.1 percent procurement of renewable energy. Per SB 100, the statewide Renewable Portfolio Standard (RPS) Program requires electricity providers to increase procurement from eligible renewable energy sources to 60 percent by 2030. To account for the continuing effects of the RPS, the energy intensity factors included in CalEEMod were reduced based on the percentage of renewables reported by PG&E. PG&E energy intensity factors that include this reduction are shown in Table 7.

Table 7 PG&E Energy Intensity Factors

	2009 (lbs/MWh)	2030 (lbs/MWh)[2]
Percent procurement	14.1%[1]	60%
Carbon dioxide (CO_2)	641.35	311.54
Methane (CH_4)	0.029	0.014
Nitrous oxide (N_2O)	0.006	0.003

[1] Source: California Public Utilities Commission 2011

[2] RPS goal established by SB 100

Based on calculations provided by the project applicant, electricity usage for the building would consume approximately 3,054,782 kWh/year of electricity and approximately 97,017 therms/year of natural gas. Additionally, water usage for the project was specified by the project applicant at 1,277,500 gallons/year. The project would be constructed in accordance with the 2019 Title 24, Part 6 Building Energy Efficiency Standards. Nonresidential buildings built in accordance with the 2019 Building Energy Efficiency Standards will use approximately 30 percent less electricity than those constructed under the 2016 standards (CEC 2018b).

According to a cannabis waste management firm with clients throughout California, a mid-sized cannabis operation produces 250 to 500 pounds of waste a day (U.S. News & World Report 2019). Cannabis cultivation waste includes plant and soil waste, as well as waste from other materials such as containers used during cultivation, trash, and discarded piping and equipment. Plant and soil waste may be composted on site to be reused. However, for the purposes of this analysis, it is assumed that all waste would be hauled to a solid waste disposer, and that the facility would dispose of 500 pounds per day for 365 days per year (4,289 tons per year in total). CalEEMod was adjusted to account for these specifications.

Significance Thresholds

CEQA Guidelines section 15126.2(a) clarifies that an EIR shall focus analysis on the significant effects of a proposed project on the environment. CEQA Guidelines section 15064.4 requires a lead agency to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The lead agency is given discretion whether to:

1. Quantify GHG emissions resulting from a project, and/or
2. Rely on a qualitative analysis or performance-based standards.

The revisions to CEQA Guidelines section 15064.4.(2)(b) clarify that in determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. Section 15064.4(b) states that a lead agency should consider the following factors when determining the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The lead agency has discretion to select a model or methodology it considers most appropriate to enable decision makers to intelligently account for the project's incremental contribution to climate change. Currently, neither the State of California nor the City of Lompoc has established CEQA significance thresholds for GHG emissions.

In September 2020, Santa Barbara County amended their Environmental Thresholds and Guidelines Manual. The adopted Guidelines include an industrial stationary source GHG emissions threshold of 1,000 MT CO_2e per year, as shown in Table 8, which applies to industrial stationary sources subject to discretionary approvals (Santa Barbara County 2020b). The threshold applies to both direct and indirect emissions. According to the Environmental Thresholds and Guidelines Manual, direct emissions encompass the projects complete operations, including stationary and mobile sources. Indirect emissions encompass GHG emissions that are associated with electricity, water, and solid waste.

Table 8 Santa Barbara County GHG Emissions Thresholds

GHG Emission Source Categories	Operational Emissions
Stationary Source Industrial Projects	1,000 MT CO_2e per year

Source: Santa Barbara County 2020b

Stationary Sources include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate.

The City of Lompoc is located in Santa Barbara County and shares meteorological attributes, as well as similar land use patterns and policies, and thresholds deemed applicable in Santa Barbara County would also reasonably apply to projects within the City Lompoc. The proposed project would require permitting from SBCAPCD related to mechanical equipment proposed and would require discretionary approval. Therefore, the City has determined the Santa Barbara County industrial stationary source threshold is appropriate for the proposed project.

Senate Bill (SB) 32 and Executive Order (EO) S-3-05 extend the state's GHG reduction goals to meet a state goal of reducing GHG emissions to 1990 levels by 2020, 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. The Santa Barbara County industrial stationary source threshold was adopted consistent with the state requirements.

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Project construction would generate temporary GHG emissions primarily from diesel-powered construction equipment as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and construction equipment. Neither the City of Lompoc, nor the SBCAPCD have adopted significance criteria for construction activities. Therefore, this analysis amortizes construction emissions over the project's lifetime (typically assumed to be 30 years) and adds them to the operational emissions for comparison to the 1,000 MT CO_2e per year identified above to determine significance. Estimated annual construction-related GHG emissions are shown in Table 9. As shown in Table 9, project construction would emit approximately

352 MT of CO_2e over the construction period, or approximately 12 MT of CO_2e per year when amortized over a 30-year period.

Table 9 Estimated Construction GHG Emissions

Year	Project Emissions (MT/yr CO_2e)
2021	236
2022	116
Total	**352**
Total Amortized over 30 Years	12

See Appendix A for CalEEMod worksheets. Some numbers may not add up precisely due to rounding considerations.

Operational annual GHG emissions associated with the proposed project are shown in Table 10, which includes the construction emissions amortized over 30 years. Operational emissions also include the 60 tons (54 metric tons) of compressed CO_2 used for the nursery operations.

Table 10 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO_2e MT)
Construction	12
Operational	
Area	<1
Energy	959
Solid Waste	24
Water	3
Compressed CO_2	54
Mobile	
CO_2 and CH_4	94
N_2O	0
Total	**1,146**
Threshold	1,000
Exceed Threshold?	**Yes**

See Appendix A for CalEEMod worksheets.

The project would result in approximately 1,146 MT CO_2e per year from construction, area, energy, waste, water usage, and mobile emission sources. This would exceed the established threshold of 1,000 CO2e MT per year and require mitigation to reduce potential impacts. Implementation of a GHG Emissions Reduction Plan would reduce GHG emissions to below 1,000 MT CO_2e per year by requiring the development of a Greenhouse Gas Reduction Program (GHGRP) which includes energy efficient design components, off-site mitigation, and funding activities that reduce or sequester GHG emissions.

Mitigation Measures

GHG-1 GHG Emissions Reduction Plan

Prior to Planning Division sign-off of building permit issuance, the project applicant shall provide the Planning Division documentation showing how operational GHG emissions have been, or will be, reduced by 146 MTCO2e, so the project does not exceed 1,000 MT CO_2e per year, for its lifetime. This shall be accomplished using one or more of the following three (3) methods, to equal 4,380 MT CO_2e Mitigation Credits, which is equivalent to 146 MT CO_2e per year, for the estimated operational lifetime of the project (30 years).

1. **Purchase of GHG Mitigation Reduction Credits**

Directly undertake or fund activities that reduce or sequester GHG emissions ("Direct Reduction Activities") and retire the associated "GHG Mitigation Reduction Credits." A "GHG Mitigation Reduction Credit" shall mean an instrument issued by an Approved Registry and shall represent the estimated reduction or sequestration of 1 MT of CO_2e that shall be achieved by a Direct Reduction Activity that is not otherwise required (CEQA Guidelines Section 15126.4[c][3]). An "Approved Registry" is an accredited carbon registry that follows approved California Air Resources Board Compliance Offset Protocols. At this time, Approved Registries include American Carbon Registry, Climate Action Reserve, and Verra. Written evidence verifying the purchase of, and the type and amount of GHG Mitigation Credits purchased shall be submitted to the Planning Division prior to Planning sign-off on project building permits.

2. **Obtain and Retire Carbon Offsets**

A "Carbon Offset" shall mean an instrument issued by an Approved Registry and shall represent the past reduction or sequestration of 1 MT of CO_2e achieved by a Direct Reduction Activity, or any other GHG emission reduction project or activity that is not otherwise required (CEQA Guidelines Section 15126.4[c][3]). If the project applicant chooses to meet some or all of the GHG reduction requirements by purchasing carbon offsets on an annual and permanent basis, the offsets shall be purchased according to the City's preference for location, as available:

- Within Lompoc;
- Within the SBCAPCD jurisdictional area;
- Within the State of California; and
- Elsewhere in the United States.

Written evidence verifying the required number of carbon offsets have been obtained and retired, including the type, amount and location of the offsets, as well as the amount of GHG mitigated, shall be submitted to the Planning Division, prior to Planning sign-off on project building permits.

3. **Prepare and Implement a GHG Reduction Plan**
    a. Prepare a GHG Reduction Plan (GHGRP) that reduces annual project GHG emissions by an amount determined to be at, or below, the GHG threshold value at the time of project approval. A qualified professional air quality consultant shall prepare the GHGRP for submittal to the Planning Division for review. The qualified professional air quality consultant shall certify the GHGRP, as implemented, either solely or in combination with mitigation credits or carbon off-sets, will reduce GHGs by the required 4,380 MT CO_2e. The

GHGRP shall be designed to reduce GHG emissions through measures, including but not limited to, the following:

- Installation of renewable energy facilities (e.g., solar photovoltaics)
- Construction of buildings that achieve energy and water efficiencies beyond those specified in the California Code of Regulations, Title 24 requirements.
- Implementation of energy efficient building design exceeding California Building Code requirements
- Installation of energy-efficient equipment and appliances exceeding California Green Building Code standards
- Installation of outdoor water conservation and recycling features, such as smart irrigation controllers and reclaimed water usage, exceeding WELO requirements.
- Installation of low-flow bathroom and kitchen fixtures and fittings
- Installation of light emitting diode (LED) lights
- Provision of incentives and outreach for future employees to promote alternative transportation and transit use
- Promotion of alternative fuel vehicles
- Increased provision of EV charging parking spaces beyond required
- Off-site mitigation fees paid to SBCAPCD to implement local GHG reduction projects. Projects may include, but are not limited to, replacement of diesel school and/or urban buses with battery electric or fuel cell electric buses, installation of electric vehicle charging stations, retrofits of existing buildings to improve energy efficiency, installation of rooftop solar on existing buildings, and installation of residential and/or commercial battery energy storage systems. The final amount of off-site mitigation fees shall be determined based on accepted methodologies for assessing the per-unit cost of GHG emissions in Santa Barbara County.

b. Prior to occupancy, written, as-built verification, by the qualified air quality professional shall be submitted to the Planning Division, certifying all implementation measures included in the approved GHG reduction plan have been properly and fully implemented. The verification shall be signed and dated by the qualified air quality professional.

Significance After Mitigation

Implementation of Mitigation Measure GHG-1 would reduce project-related emissions below the threshold of significance of 1,000 MT of CO_2e per year. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The City of Lompoc has not adopted a Climate Action Plan. The County of Santa Barbara Planning Commission adopted the energy and Climate Action Plan (ECAP) for the County of Santa Barbara in May 2015 (County of Santa Barbara 2015). However, this plan applies to unincorporated areas of Santa Barbara County and not incorporated cities such as Lompoc. SBCAG has incorporated a sustainable community strategy into its Regional Transportation Plan/Sustainable Communities

Strategy (RTP/SCS) plan, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2040 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS includes an objective to improve the jobs-housing ratio in the County by encouraging more housing development on the South Coast and more job-producing development in the North County, including the City of Lompoc. As such, the project would be consistent with the RTP/SCS by creating job opportunities in Lompoc.

The 2017 Scoping Plan outlines a pathway to achieving the 2030 reduction targets set under SB 32. As discussed under a), the project's GHG emissions would exceed the identified 2030 GHG threshold. As a result, the project would potentially conflict with the reduction targets of 2017 Scoping Plan, and impacts would be potentially significant. These impacts would be mitigated to less than significant through Mitigation Measure GHG-1, which includes energy efficient design components, off-site mitigation, and funding activities that reduce or sequester GHG emissions.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	□	□	■	□
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?	□	□	■	□
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	□	□	■	□
d. Be located on a site that 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?	□	□	□	■
e. For a project located in 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 or excessive noise for people residing or working in the project area?	□	□	□	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	□	□	□	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	□	□	□	■

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project 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?

Construction of the project is expected to involve the temporary management and use of potentially hazardous substances including fuels, lubricating fluids, cleaners, and solvents which could result in accidental spills, leaks, toxic releases, or fire. Appropriate documentation for all hazardous waste that is transported, stored, or used in connection with specific project-site activities would be provided as required for compliance with existing hazardous materials regulations codified in the California Code of Regulations (CCR). Additionally, construction site operators would be responsible for preparing and implementing a Storm Water Pollution Prevention Plan, which would outline project-specific Best Management Practices to control the potential for discharge of pollutants or hazardous materials in storm water. According to the Phase I Environmental Site Assessment (ESA) prepared by Orswell and Kasman, Inc. for the project site, the project site does not have any recognized environmental conditions which could create a significant hazard to the public during construction activities (Appendix D).

Operation of the proposed cannabis nursery, manufacturing, and processing facility would not involve the routine transport, use or disposal of hazardous materials in quantities or conditions that would pose a hazard to public health and safety or the environment, as detailed below. Cultivation of cannabis would require the use of fertilizers, pesticides, and other agricultural chemicals. When hazardous, these substances would be handled pursuant to applicable state and local regulations and policies. Specifically, the project would comply with all pesticide laws and regulations enforced by the California Department of Pesticide Regulation and California EPA for application and storage protocols. In addition, the Occupational Safety and Health Administration (OSHA) regulates permitted businesses to ensure the health and safety of employees from occupational hazards. The project would be required to comply with all OSHA requirements for the safety of employees.

The manufacturing operations in the facility could include both non-volatile and volatile extraction processes. Non-volatile processes typically involve the use of lower risk solvents, such as water (non-reactive) or ethanol (non-explosive, but flammable) to produce cannabis extract. Volatile processes typically include or require equipment or substances that are volatile in nature (flammable and/or explosive) such as compressed butane gas and other hydrocarbon compounds. All extraction systems would be reviewed and approved by the City Building and Fire Departments for compliance with applicable building and fire codes. In addition, operators of the facility would require a manufacturing license from the California Department of Public Health, which would require documentation and engineering certification for the extraction system. Compliance with applicable codes would reduce potential impacts from the hazardous materials used in the manufacturing process. Volatile/hazardous materials for the manufacturing operations would be required to be transported by a properly permitted, licensed and authorized hazardous materials transportation company.

Cannabis waste (organic and hazardous) would be stored in in rooms 141 and 412, as shown in Figure 5 and Figure 6. All cannabis and cannabis byproduct waste material would be made unusable and unrecognizable prior to leaving the facility by blending and incorporating it with non-cannabis organic material, organic-waste, organic-absorbents, or other means pursuant to the California Code of Regulations Title 16 Division 42. Organic cannabis waste will be transported in a secured waste receptacle by an authorized cannabis waste disposal contractor. Hazardous waste would be transported by a licensed hazardous waste company and disposed of at a permitted hazardous waste

treatment, storage, and disposal facility. The operators of the facility would be required to submit a hazardous waste management in accordance with PRC and applicable state and local laws to the Manufacturing Cannabis Safety Branch of the California Department of Public Health. Compliance with existing regulations would not create a significant hazard to the public or environment and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

There are no existing or proposed schools within 0.25 mile of the project site. The nearest school is La Canada Elementary School approximately 0.4 mile southeast. In addition, as discussed under impact a, and b above, the project would not create significant hazards to the public. Impacts from handling hazardous materials within 0.25 mile of a school would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that 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?

The Phase I ESA conducted a records review of public lists of sites that generate, store, treat, or dispose of hazardous materials or sites for which a release or incident has occurred. In addition, regulatory information was obtained from review of online sources (e.g., State Water Resources Control Board GeoTracker database, Department of Toxic Substances Control [DTSC] EnviroStor database). The project is not located on a hazardous materials site and its construction would not create a significant hazard to the public or environment (Appendix D).

NO IMPACT

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 or excessive noise for people residing or working in the project area?

According to the City of Lompoc Airport Master Plan (LAMP), adopted July 1993, the project site is not located within the LAMP plan area.).

The proposed project would not involve any uses that would direct light at an aircraft, cause sunlight to be reflected at an aircraft, generate smoke or otherwise affect safe air navigation, or generate electrical interference. In addition, the City's General Plan and proposed land uses and height restrictions have been reviewed for compliance with the LAMP. The project would comply with all applicable land use regulations, including height, for the proposed development. Therefore, the project would be considered consistent with the LAMP and would not result in additional safety hazards for people residing or working in the project area.

NO IMPACT

f. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

The proposed development site is an infill site with existing developed roadway access that would not interfere with any emergency response plan or evacuation plan and route. If construction requires lane closures, a traffic impact plan is required to be approved by the City of Lompoc Engineering Division, prior to implementation. The project would be required to comply with applicable California Fire Code requirements regarding emergency access. There would be no impacts to an emergency response or evacuation plan.

NO IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As discussed in Section 19, *Wildfire*, the project site is not located near areas designated to have risks to wildland fires. There would be no impacts from wildland fires.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	□	■	□	□
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	□	□	■	□
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	□	□	■	□
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	□	□	■	□
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or	□	□	■	□
(iv) Impede or redirect flood flows?	□	□	■	□
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	□	□	■	□
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	□	□	■	□

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction

Project construction would involve ground-disturbing activities and use of heavy construction equipment, which would have the potential to impact soil erosion and increase sediment loads in storm water run-off resulting from exposed or disturbed soil. Additionally, spills, leakage, or improper handling and storage of substances such as oils, fuels, chemicals, metals, and other substances used during various construction phases could be collected in storm water run-off and impact water quality.

Construction activities would disturb more than one acre and would be subject all state and federal requirements pertaining to the preservation of water quality. A National Pollution Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities is required when a project involves clearing, grading, disturbances to the ground (such as stockpiling), or excavation that would result in soil disturbances of one or more acres of total land area. Coverage under the General Permit must be obtained prior to construction.

Under the conditions of the General Permit, the developer would be required to eliminate or reduce non-storm water discharges to waters of the nation, develop and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project construction activities, and perform inspections of the storm water pollution prevention measures and control practices to ensure conformance with the site SWPPP. The General Permit prohibits the discharge of materials other than storm water discharges, and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established at 40 CFR 117.3 or 40 CFR 302.4. The General Permit also specifies that construction activities must meet all applicable provisions of Sections 30 and 402 of the Clean Water Act. Conformance with Section 402 of the Clean Water Act would ensure that the preferred project does not violate any water quality standards or waste discharge requirements

In addition, the project would be required to prepare and submit a Storm Water Pollution Prevention Plan for review by the City of Lompoc. With compliance with construction-related water quality and erosion control requirements, construction of the proposed project would not violate water quality standards, substantially alter the drainage pattern of the area such that substantial erosion or siltation would occur and would not degrade water quality. Impacts during construction would be less than significant.

Operation

The proposed project would increase the total area of impervious surfaces on the project site by approximately 122,236 square feet, which would result in a greater potential to introduce pollutants to receiving waters. Project operation could impact water quality from storm water generated by impervious parking lots, rooftops, sidewalks, and paved areas on the project site, which could contain pollutants from automotive chemicals, trash, landscaping, and sediment. The project site is currently vacant and entirely pervious.

The project would be subject to the City of Lompoc's Post-Construction Requirements found in the City's Low Impact Development and Hydromodification Guidelines. In compliance with the City's Post-Construction Requirements, the project would need to submit a complete Storm Water Control Plan, which would demonstrate adequate storm water management features and facilities to capture and infiltrate approximately 7,244 cubic feet of storm water on-site. The City also requires all run-off from

paved areas to be filtered for trash, sediment, oil and grease before it is infiltrated. A Maintenance Agreement is required to ensure the property owner(s) are required to maintain the storm water control measures implemented as a part of the project.

The project would also be subject to the Lompoc Municipal Code (LMC) Chapter 13.32 Storm Water Quality Management, which addresses discharge prohibitions regulations, authority to inspect, and enforcement of storm water quality violations.

The project would provide infiltration chambers, which collect the required volume of storm water for infiltration. Surface swales would be located throughout the parking lot which would divert storm water into catch basins, which would then discharge the storm water into the infiltration chambers. A condition of approval will be required prohibiting discharge of process water or filtration water into the storm drains on, or off-site.

The proposed project will include filtration of the water prior to, or after, application to the plants in cultivation. Lompoc's water has higher levels of salts and Lompoc's Regional Wastewater Reclamation Plant is currently just below its waste discharge limit for sodium and TDS. If brine were discharged into the wastewater system this could cause a potential exceedance of water quality standards in surface and subsequently in lower basin groundwater. In addition, discharge of brine or filtration water to the City's storm drain system would have the potential to cause impacts to surface and ground water quality. Therefore, impacts to water quality are potentially significant and require mitigation.

Mitigation Measures

HWQ-1 Discharge Requirements

Brine or filtration water shall not be discharged to Lompoc's Wastewater Reclamation Plant through the City's sanitary sewer system or discharged to Lompoc's Storm Drain System. If the project will require the disposal of bring or filtration water, the applicant shall provide a disposal plan to the City Utilities Department prior to certificate of occupancy.

Significance After Mitigation

Implementation of Mitigation Measure HWQ-1 would reduce project-related impacts to water quality. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The City of Lompoc Water Division would provide water to the project site primarily through pumping of groundwater from the Lompoc Plain Basin. As discussed in the 2015 Urban Water Management Plan (UWMP), the City is committed to the sustainable management of groundwater and must implement its Groundwater Management Plan (Lompoc 2016; Lompoc 2013). As discussed in Section 19, Utilities and Service Systems, the Water Division has sufficient supplies to service the project during normal and dry years under existing and projected demands. Therefore, water demand from the project would not substantially deplete groundwater supply.

Development under the proposed project does not include installation of new groundwater wells or use of groundwater from existing wells. The proposed project would increase impervious surfaces by approximately 122,000 square-feet. This increase could impact groundwater recharge in the area. However, the project would include infiltration chambers which would capture and infiltrate approximately 7,258 cubic feet of storm water based on the increase in impervious surfaces. The infiltration chambers would allow storm water run-off from the project site to infiltrate into the ground surface and would not substantially interfere with groundwater recharge of water supply aquifers. Therefore, the proposed project would not substantially interfere with groundwater recharge. Impacts related to groundwater would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

The project site is in an area of minimal flood risk and would not redirect flood flows, as discussed under impact d below. The site does not contain a river or stream which would be altered and result in flooding on- or off-site. The nearest watercourse to the site is San Miguelito Creek, located approximately 0**.25** mile west of the project site.

The project would be required to submit a Storm Water Control Plan and comply with the City's Post-construction Requirements, found in the Low Impact Development and Hydromodification Guidelines. These requirements ensure the project to control storm water runoff in a manner which would not lead to a substantial increase in the volume and rate of runoff from the increase in impervious surfaces. The project would provide infiltration chambers which would capture and infiltrate approximately 7,258 cubic feet of storm water to address the run-off generated by the increase in impervious area on-site. Therefore, the project would not alter the existing drainage patterns in a manner that would result in flooding off-site or impact the capacity of the storm water system along Central Avenue. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The project site is located approximately ten miles from the coast and in a relative flat area with no large bodies of water nearby. Therefore, impacts from tsunami or a seiche is not expected. According to the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map No. 06083C0736G, the project site is located in Zone X which is considered an area of minimal flood hazard and is outside of FEMA designated flood zones (FEMA 2012). Due to the minimal flood risk, impacts from the release of pollutants would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed under Impact a and c.(i) through c.(iv), the project would comply with all applicable regional and City regulations related to water quality and would not have significant impact on water quality in the area during construction or operation. In addition, the project will be conditioned to properly dispose of process water and salts, per all applicable laws and wastewater pretreatment requirements and prohibitions. Therefore, the project would not conflict with or obstruct implementation of the Central Coast RWQCB Water Quality Control Plan.

The project site is located in the western management area of the Santa Ynez River Valley Groundwater Basin, which is a medium priority basin under the Sustainable Groundwater Management Act (DWR 2020). As discussed under Impact b, the project would not impact groundwater supplies or the sustainable management of groundwater in the area. Therefore, the project would not conflict with or obstruct implementation of a sustainable groundwater management plan.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	□	□	□	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	□	□	■	□

a. Would the project physically divide an established community?

The project site is vacant and located within the existing City limits in an urbanized area of the City of Lompoc. The project site is surrounded by light industrial, and agricultural uses to the north, east, and west as well as single family neighborhoods the south. The project does not include new roadways or similar linear features that would block movement between, or within, established communities, and would not separate connected land uses, neighborhoods, or other areas from each other. Therefore, no impacts would occur.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Lompoc General Plan

The project site has a land use designation of Business Park (BP). As described in the City's General Plan, the BP designation is applied for planned industrial centers on large, integrated parcels of land upon which all activities are conducted mostly indoors. Typical uses and activities identified include industrial services, wholesaling, warehousing (with inside storage only), and administrative facilities (Lompoc 2010). The proposed cannabis facility would be consistent with industrial services and warehouse type uses allowed in the BP land use. Development standards under the BP designation include a maximum floor area ratio (FAR) of 0.75. The proposed structure would have a FAR of 0.56. Therefore, the project would be consistent with the parcel's General Plan designation.

The City's General Plan identifies goals and policies to guide land use patterns to strategically accommodate future growth while preserving and enhancing the City as a whole. The proposed project's consistency with the City's applicable land use policies is described in Table 11.

Table 11 General Plan Land Use Element Consistency

General Plan Goal or Policy	Proposed Project Consistency
Policy 1.3. The City shall encourage development of under-developed and vacant land within its boundaries, and shall oppose urbanization of agricultural lands east of the City and west of Bailey Avenue	**Consistent.** The project would develop a vacant parcel within City limits.
Police 2.2. The City shall protect residential neighborhoods from encroachment by adverse or incompatible non-residential uses (for example, new intensive agriculture or industry) and impacts associated with non-residential uses, including impacts to neighborhood character and public health	**Consistent.** The project is consistent with the land use and zoning designations. As described throughout this document, specifically related to air quality, noise, and hazards and hazardous materials, the project would not create significant impacts to nearby residences.
Policy 3.1. The City shall ensure that a sufficient and balanced supply of land continues to be available for residential, commercial, and industrial uses, with priority given to underdeveloped and vacant land within the City boundaries.	**Consistent.** The project is consistent with its land use designation and would place a new use on vacant land in the City.
Policy 3.3. The City shall protect existing commercially- and industrially-designated lands to ensure adequate space for non-residential development, to attract new business and employment centers, and to help achieve a jobs to housing balance in the City.	**Consistent.** The project would provide an industrial-type use consistent with the City's land use plan.
Policy 5.2. The City shall protect prime agricultural lands east of the City and west of the Urban Limit Line.	**Consistent.** The project would not place a sensitive use or impact operations of the agriculture uses to the west of the project site.

Lompoc Zoning Ordinance

The project is zoned Business Park (BP), which permits cannabis cultivation, manufacturing, and testing uses as shown in Table 17.216.030A of the LMC. The project would comply with zoning regulations for the BP zone. The proposed structure would be 35 feet in height, consistent with building standards of the BP zone of a maximum height of 35 feet. The structure would have screening for rooftop mechanical equipment up to 44 feet in height, which is permitted pursuant to LMC 17.304.070.

The project would not conflict with the City's General Plan or zoning ordinance. Therefore, impacts of the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	□	□	□	■
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?	□	□	□	■

a. Would the project 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?

b. Would the project 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?

The project site is not located near any known material mineral resources and development of the project site would not result in a loss of availability of a locally-important or known mineral resource, as mapped by the California Geologic Survey's Mineral Land Classification (DOC 2015). No impact would occur.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	□	□	■	□
b. Generation of excessive groundborne vibration or groundborne noise levels?	□	□	■	□
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■

Overview of Sound Measurement

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible

(8times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud ([10.5x the sound energy] Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in level, as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00a.m.) hours. It is also measured using CNEL, which is the 24-hour average noise level with a +5dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn}/CNEL depends on the distribution of traffic during the day, evening, and night. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 60-plus CNEL range. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (FHWA 2018).

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (Federal Transit Administration [FTA] 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Sensitive Noise Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. According to the City of Lompoc Noise Element, the following land uses are considered noise-sensitive: residences, schools, hotels/motels, and open space (City of Lompoc 2014).

Vibration-sensitive receivers, which are similar to noise-sensitive receivers, include residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas. Vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studies or medical facilities with sensitive equipment).

The nearest sensitive receivers include the single-family residences approximately 120 feet to the south of the project site.

Noise Setting and Thresholds

Noise in the project area is dominated by vehicle traffic noise on Central Avenue. According to Figure N-1 of the General Plan Noise Element, 65 dB noise level contours from the roadway extend 74 feet from the roadway centerline (City of Lompoc 2014). According to Figure N-2 of the General Plan Noise Element, future (year 2030) 65 dB, noise level contours from the roadway extend 105 feet from the roadway centerline. The roadway centerline is approximately 40 feet from the project boundary. Per the City's General Plan Noise Element's Noise Level Contours, a small portion of the project is within the 65 dB noise level contour from Central Avenue (City of Lompoc, 2014).

The Noise Element contained in the City's General Plan contains noise guidelines and policies that establish acceptable noise levels for different land uses. The General Plan states that the maximum exterior sound level acceptable in manufacturing/industrial land uses are 65 L_{dn} for interior noise and 75 L_{dn} for exterior noise and 45 L_{dn} for interior noise and 60 L_{dn} for exterior noise for nearby residential uses.

Due to the "Shelter-In-Place" Executive Order N-33-20 (issued March 19, 2020) by Governor Gavin Newsom, in response to the global novel coronavirus pandemic, many businesses and schools were closed at the time noise measurements were collected, and the number of vehicles on the local roadways were reduced compared to typical conditions. Therefore, in lieu of taking site measurements that would inaccurately represent ambient noise, existing traffic noise levels were calculated based on the City of Lompoc General Plan Noise Element Noise Level Contours and the project's Traffic Impact Analysis (TIA) (ATE 2020).

a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance?*

Construction Noise

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation rate of 6dBA per doubling of distance for stationary equipment.

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation (FHWA 2018). Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels.

Construction activity would result in temporary noise in the project site vicinity, exposing surrounding nearby receivers to increased noise levels. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving). Typical heavy construction equipment during project grading could include dozers, loaders, graders, and dump trucks. It is assumed that diesel engines would power all construction equipment. Construction equipment would

not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

The nearest sensitive receivers are single-family residences south of the project site. Over the course of a typical construction day, construction equipment would be located as close as 120 feet to the properties but would typically be located at an average distance farther away due to the nature of construction and the lot size of the project. For example, during a typical construction day, the equipment may operate across the horizontal distance of the site (200 to 400 feet) from a nearby noise receiver. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 300 feet from the single-family residences.

At a distance of 300 feet, a dozer and a backhoe are estimated at a noise level of 63.6 dBA L_{eq} at the exterior of nearby residential sensitive receptors, which would exceed the land use compatibility standard of 60 L_{dn}. (calculations are included in Appendix E). However, the residences to the south have an existing, approximately 6-foot-tall CMU block wall at the property line would attenuate construction noise. Per the most conservative FHWA reduction for shielding, the CMU wall would result in a 5 dBA reduction (FHWA 2011). Therefore, exterior noise levels would not exceed the land use compatibility standard of 60 L_{dn}. In additions, FHWA's guidelines indicate that typical structures provide an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows. Therefore, construction activities would also not exceed interior noise compatibility standard of 45 L_{dn}. Additionally, construction activities would comply with Section 8.08 of the LMC which regulates construction noise between the hours of 9:00 p.m. and 7:00 a.m. Therefore, construction noise impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

Operation

Stationary Noise Sources

Noise sources associated with operation of the proposed project would consist of low speed on-site vehicular noise, landscaping maintenance, general conversations, emergency generator, and mechanical equipment (e.g., air handling unit, variable refrigerant flow heat pump, dedicated outside air unit, make-up air unit, exhaust fan, air conditioning unit, packaged rooftop unit, and fan filter box). Due to the distances and low noise levels associated with general site activities, on-site traffic, and landscape maintenance, these sources are not considered substantial and are not analyzed further. Therefore, noise modeling was focused on the emergency generator and mechanical equipment. The assessment methodology assumes that all receivers would be downwind of stationary sources. This is a conservative assumption for total noise impacts since only some receivers would be downwind at any one time. Each point source was assumed to attenuate at 6 dBA per doubling of distance. All point sources were summed for cumulative noise exposure to nearby sensitive receivers. Specific inputs for rooftop mechanical equipment and the emergency generator are discussed below.

ROOFTOP MECHANICAL EQUIPMENT

Rooftop mechanical equipment proposed for the project are shown in Table 12 with type, quantity, make, model, and sound power level. For modeling purposes, the equipment was assumed to be located as a point source in the center of the rooftop. The equipment would be enclosed with rooftop screening; there would be no gaps in the screening towards the south (i.e., no gaps facing the residences). Per the most conservative FHWA reduction for shielding, a 5 dBA reduction as assumed

for rooftop mechanical equipment noise to the south (FHWA 2011). It was conservatively assumed that all equipment would be fully operational at 100 percent load.

Table 12 Rooftop Mechanical Equipment

Type	Quantity	Make	Model	Sound Power Level (dBA)
Roof Mounted Air Handling Unit	4	Inspire	IVX-352-40D-O	79
Variable Refrigerant Flow Heat Pump	1	Mitsubishi	PURY-EP216TSNU-A	82
Dedicated Outside Air Unit	1	Aaon	Custom Unit	92
Packaged Air Conditioning Unit	4	Trane, Carrier, Lennox, Ruud	RUUD RGEDZ Series	89
Make-Up Air Unit	3	Captiveaire	Modular Packaged Unit	90
Exhaust Fan	4	Greenheck	Vektor Series	75
Air Conditioning Unit	4	Mitsubishi	P-Series	52
Packaged Rooftop Unit	5	Inspire	PCKG-ER-2-14000	90
Fan Filter Box	6	Inspire	SFF-2250-4	75

Source: Project Applicant

GENERATOR

The project would use an 800 kW emergency generator. An example 800 kW generator is a Kohler KD800, which would generate a noise level of 96 dBA at 23 feet (Kohler 2016). Outside of emergency operation, the generators would not be operated other than for periodic testing and maintenance requirements during normal facility operation. The generator would be placed at the northeastern corner of the project building. The generators would not be tested during the nighttime hours; generators are typically tested for up to 15 minutes per day when tested, and this length of time was assumed in the dBA L_{dn} calculations. The 8-foot tall CMU block wall surrounding the site would provide attenuation from the generator to the nearby properties; in addition, the single-family residences to the south have an existing, approximately 6-foot tall CMU block wall at the property line that would also attenuate generator noise. Per the most conservative FHWA reduction for shielding, a 5 dBA reduction was assumed for each wall (FHWA 2011).

STATIONARY NOISE LEVELS

Noise levels from project stationary equipment at the nearest receivers are shown in Table 13. As shown in Table 13, the project's combined operational noise levels do not exceed the City's exterior or interior noise levels. Impacts would be less than significant.

Table 13 Operational Noise Levels

Receiver	Noise Levels (dBA L_{dn})				
	Rooftop Equipment[1]	Emergency Generator[2]	Combined Exterior Noise Levels	Combined Interior Noise Levels[3]	Exceed Thresholds?[4]
Single Family Residential to the South	57	43	57	37	No
Commercial to the North	63	59	64	44	No
Commercial to the East	63	57	64	44	No

[1] Rooftop equipment was modeled 260 feet from single-family residences to the south, and 230 feet from the commercial areas to the north and east; a 5 dBA reduction was included for rooftop screening to the single-family residences to the south.

[2] Emergency generator was modeled 370 feet from single-family residences to the south, 110 feet from the commercial area to the east, and 130 feet from the commercial area to the north. A 5 dBA reduction for the project's block wall was assumed to each receiver; an addition 5 dBA reduction was included for the single-family receivers due to the existing block wall on the northern residential boundary.

[3] Interior noise-levels assumed a 20 dBA reduction, per FHWA guidelines (FHWA 2011).

[4] Applicable thresholds include exterior noise thresholds of 60 dBA L_{dn} and 65 dBA L_{dn} for residential and commercial (restaurant), respectively; and interior noise thresholds of 45 dBA L_{dn} and 55 dBA L_{dn} for residential and commercial (restaurant), respectively.

Off-site Traffic Noise

Revise analysis to reflect Lompoc's standards Lompoc standard is significant of a 5 dBA change – no matter how or where it occurs.

The project would generate new vehicle trips that would increase noise levels on nearby roadways. These trips would occur primarily on Central Avenue. Table 14 shows the existing traffic and project generated traffic volumes on Central Avenue during the peak PM hour.

Table 14 Traffic Volumes During PM Peak Hours

Roadway	Segment	Existing Peak PM Hour Traffic	Project Peak PM Hour Traffic	Existing with Project Peak PM Hour Traffic
Central Avenue	East of Barton Avenue	854	73	927

Source: Associated Transportation Engineers 2020

Project-generated traffic noise increases are shown on Table 15. The speed limit on Central Avenue is listed at 55 miles per hour. A typical vehicle classification mix of 97 percent automobiles, 2 percent medium trucks, and 1% heavy trucks was assumed for this project.

Table 15 Off-site Traffic Noise Increases

Roadway/Segment	Noise Increase (dBA $_{Leq}$)		
	Existing	Existing + Project	Increase
Central Avenue	65.7	66.1	0.4

As shown in the table, traffic noise increases would reach as high as 0.4 dBA, which is well below the criterion of 5 dBA of change or more for off-site traffic noise impacts. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The project does not include any substantial vibration sources associated with operation. Thus, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receivers, especially during grading and excavation of the project site. The greatest vibratory source during construction in the project vicinity would be a large bulldozer. Neither blasting nor pile driving would be required for construction of the project. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2013, FTA 2018). Table 16 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 16 Vibration Levels Measured during Construction Activities

Equipment	PPV at 25 ft. (in/sec)
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

Source: FTA 2018

Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities, such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation, are based on information contained in Caltrans' *Transportation and Construction Vibration Guidance Manual* and the Federal Transit Administration and the FTA *Transit Noise and Vibration Impact Assessment Manual* (Caltrans 2013; FTA 2018). Maximum recommended vibration limits by the American Association of State Highway and Transportation Officials (AASHTO) are identified in Table 17.

Table 17 AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: Caltrans 2013

Based on AASHTO recommendations, limiting vibration levels to below 0.2 In/sec PPV at residential structures would prevent structural damage regardless of building construction type. These limits are applicable regardless of the frequency of the source. However, as shown in Table 18 and Table 19, potential human annoyance associated with vibration is usually different if it is generated by a steady state or a transient vibration source.

Table 18 Human Response to Steady State Vibration

PPV (in/sec)	Human Response
3.6 (at 2 Hz)–0.4 (at 20 Hz)	Very disturbing
0.7 (at 2 Hz)–0.17 (at 20 Hz)	Disturbing
0.10	Strongly perceptible
0.035	Distinctly perceptible
0.012	Slightly perceptible

Source: Caltrans 2013

Table 19 Human Response to Transient Vibration

PPV (in/sec)	Human Response
2.0	Severe
0.9	Strongly perceptible
0.24	Distinctly perceptible
0.035	Barely perceptible

Source: Caltrans 2013

As shown in Table 18, the vibration level threshold at which steady vibration sources are considered to be distinctly perceptible is 0.035 in/sec PPV. However, as shown in Table 19, the vibration level threshold at which transient vibration sources (such as construction equipment) are considered to be distinctly perceptible is 0.24 in/sec PPV. This analysis uses the distinctly perceptible threshold for purposes of assessing vibration impacts.

Although groundborne vibration is sometimes noticeable in outdoor environments, groundborne vibration is almost never annoying to people who are outdoors; therefore, the vibration level threshold for human perception is assessed at occupied structures (FTA 2018). Therefore, all vibration impacts are assessed at the structure of an affected property.

A dozer creates approximately 0.089 in/sec PPV at a distance of 25 feet (Caltrans 2013). A dozer may be used within 120 feet of the nearest off-site structure; at this distance, vibration levels would be 0.016 in/sec PPV. This would be lower than the distinctly perceptible impact for humans of 0.24 in/sec and the structural damage impact of 0.20 in/sec PPV. Therefore, temporary impacts associated with construction would be less than significant.

The project does not include any substantial vibration sources associated with operation. Therefore, operational vibration impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Lompoc City Airport is the nearest public airport, located approximately 900 feet to the north of the project site. According to the noise compatibility contours figure for Lompoc City Airport in the Santa Barbara County Airport Land Use Compatibility Plan (Santa Barbara County Airport Land Use Commission 2017), the project site is located outside the airport's 65 CNEL noise contour. Therefore,

no substantial noise exposure from airport noise would occur to construction workers, users, or employees of the project, and no impacts would occur.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	□	□	■	□
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	□	□	□	■

a. Would the project induce substantial unplanned population 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)?

The proposed project does not involve the construction of new housing which would lead to a direct population increase. The project would include a cannabis nursery, manufacturing, and processing facility that would employ up to 65 people full-time and 15 people part-time during peak periods. The increase in employment opportunities would not result in a substantial increase in population, as it is anticipated that most employees would come from the regional workforce. Therefore, the project is not anticipated to induce substantial population growth. No new infrastructure is proposed and the project would not open new areas of additional growth. Therefore, the project would not induce substantial population growth and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site is currently vacant and is in an already developed area that has been intended for development in the City's General Plan. The project would not displace people or housing, necessitating the construction of replacement housing elsewhere. Therefore, there would be no impact.

NO IMPACT

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15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
1	Fire protection?	□	□	■	□
2	Police protection?	□	□	■	□
3	Schools?	□	□	■	□
4	Parks?	□	□	■	□
5	Other public facilities?	□	□	■	□

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Lompoc Fire Department would provide fire protection and emergency services to the project site. The nearest fire station to the site is Lompoc Fire Station #2, which is approximately one mile southeast of the project site at 110 N. D Street. Fire Station #1, approximately 1.7 miles south of the project site at 115 S. G Street, would provide secondary response services.

The project would develop an approximately 91,000 square-foot cannabis facility which would incrementally increase the demand for fire and emergency response services in the area because the project site is currently vacant. However, the project site is located in a developed, industrial area already served by Lompoc Fire Department. In addition, the City of Lompoc adopted the most recent California Fire and Building Codes in LMC Title 15, and the project would be required to comply with requirements fire access and on-site fire prevention facilities. The development of the proposed cannabis facility would be consistent with surrounding uses and would not place an unanticipated burden on fire protection services or affect response times or service ratios such that new or expanded fire facilities would be needed. Impacts on fire services would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Lompoc Police Department would provide law enforcement and safety services to the project site. The Lompoc Police Department is located approximately two miles southeast of the project site at 107 Civic Center Plaza. As discussed under Impact a.1. above, the project involves the development of a 91,000 square-foot cannabis facility which would incrementally increase the demand for police services in the area as the project site is currently vacant and cannabis facilities could generate police service calls such as burglaries and thefts. The project site and surrounding area are currently served by Lompoc Police Department, which is located within two miles of the City's police headquarters. The project is consistent with the existing land use designation, which was envisioned for future light industrial development in the City's General Plan. In addition, the project would have a 150 square-foot security booth located near the entrance to the project site to check persons entering the site as well as 24-hour security personnel on-site every day, which would help reduce potential security risk from the cannabis use and reduce the demand on police services. Therefore, the project would not require the construction or expansion of police protection facilities beyond those already planned under General Plan assumptions. Impacts on police services would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Schools in Lompoc are in the Lompoc Unified School District. The proposed cannabis facility does not include housing units which would directly increase the student population in the City and impact Lompoc Unified School District. As discussed in Section 14, *Population and Housing*, the project would require approximately 65 full time equivalent employees and 15 part-time employees which would likely be drawn from the local population. Though some employees may relocate to the area as a result of job opportunities, there would not be a significant increase of students from relocated employees. Impacts on schools would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Please see Section 16, *Recreation*, for an analysis of impacts related to parks and recreation resources. Impacts were found to be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The project would require approximately 65 full time equivalent employees and 15 part-time employees which would likely be drawn from the local population. Though some employees may relocate to the area as a result of job opportunities resulting from the proposed project, a substantial change increase population from relocated employees would not occur. Impacts from an increase demand on public facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	□	□	□	■
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?	□	□	□	■

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?

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?

The nearest recreation facilities to the project site include Barkin' Park 0.5 miles south, Briar Creek Park 0.7 miles west, and River Bend Park 1.4 miles east of the project site. The proposed project would require approximately 65 full time equivalent employees and 15 part-time employees, who could increase the use of recreational facilities in the City. However, as discussed in Section 14, *Population and Housing*, the employees would likely be drawn from the local population and would not result in a significant increase in residents. Therefore, the project would not result in a significant increase in use of recreation facilities or require the construction of new facilities. The proposed project would not have an impact on recreational facilities.

NO IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	□	□	■	□
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	□	□	■	□
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	□	□	■	□
d. Result in inadequate emergency access?	□	□	■	□

Transportation Regulatory Setting

Senate Bill 743 and Vehicle Miles Traveled

Senate Bill (SB) 743 was signed into law by Governor Brown in 2013 and tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under the California Environmental Quality Act (CEQA). SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process that changes transportation impact analysis as part of CEQA compliance. SB 743 requires the Governor's OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. In January 2018, OPR transmitted its proposed CEQA Guidelines implementing SB 743 to the California Natural Resources Agency for adoption, and in January 2019 the Natural Resources Agency finalized updates to the CEQA Guidelines, which incorporated SB 743 modifications, and are now in effect. SB 743 changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (Public Resource Code, § 21099 (b)(2)). In addition to new exemptions for projects consistent with specific plans, the CEQA Guidelines replaced congestion-based metrics, such as auto delay and level of service (LOS), with vehicle miles traveled (VMT) as the basis for determining significant impacts, unless the Guidelines provide specific exceptions.

CEQA Guidelines Section 15064.3(b) indicates that land use projects would have a significant impact if the project resulted in VMT exceeding an applicable threshold of significance. The City of Lompoc has not adopted VMT thresholds. Therefore, Santa Barbara County VMT thresholds published in Transportation Analysis Updates would be the appropriate for the project (Santa Barbara County 2020a). The current County-wide average is 15.9 VMT per employee and a project would have significant VMT impacts if it exceeded 15 percent below the County average.

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Roadway Facilities

In December 2019 California's Third District Court of Appeal ruled that under SB 743, automobile delay may no longer be treated as a significant impact in CEQA analysis (*Citizens for Positive Growth & Preservation v. City of Sacramento*). While this CEQA document does not apply vehicle delay as an impact metric or threshold, this analysis and the completed Traffic Report (Appendix F) prepared by Associated Transportation Engineers in July 2020 provides a discussion of the project's impacts on roadway facilities for informational purposes, because they are relevant to consistency with local standards for the performance of the circulation system.

Table 20 shows the estimated trip generation from the project based on trip generation rates provided in the Traffic Report, which concludes the project would generate approximately 428 new daily trips including 68 AM peak hour trips and 73 PM peak hour trips (Appendix F).

Table 20 Estimated Project Vehicle Trip Generation

			AM Peak Hour			PM Peak Hour		
Land Use	Size (KSF)	Daily Trips	In	Out	Total	In	Out	Total
Proposed Cannabis Facility	109,000	428	52	16	68	23	50	73

Notes: KSF = thousand square feet

Source: Appendix F

The Traffic Report concluded that all study area intersections would operate above the City's operating standard except for Central Avenue/H Street intersection, which would operate at a Level of Service (LOS) D during existing plus project conditions PM peak hour, LOS D during cumulative plus project AM peak hour, and LOS E during cumulative plus project conditions (Appendix F). According to the Traffic Report, the project would be required to pay its fair share for intersection improvements, which would be consistent with City policies.

Transit, Bicycle, and Pedestrian Facilities

The project is located near City of Lompoc Transit (COLT) Route 2, with the nearest bus stop located approximately 1,000 feet east from the project site along W. Central Avenue. The project would not degrade local access to bus stops along W. Central Avenue, which can be accessed via the local sidewalk network. In addition, the project would not result in a substantial increase in population growth which would place significant demand on COLT. Therefore, implementation of the project would not conflict with plans, programs, and policies regarding transit facilities.

The project area includes intermittent sidewalks, with complete sidewalks on the south side of W. Central Avenue and sidewalks on the north side to the east of the project site. There are no sidewalks

along W. Central Avenue fronting the project site or the adjacent agriculture use to the west and no sidewalks along W. Barton Avenue fronting the project site. The proposed project would improve pedestrian facilities by installing sidewalks along the W. Central Avenue and W. Barton Avenue fronting the project site.

Class II bike paths exist along W. Central Avenue, which would not be impacted by the proposed project. According to the City's Pedestrian and Bicycle Master Plan, there are no planning pedestrian or bicycle facility improvements near the project site that would be impacted by the proposed project (Lompoc 2020). Therefore, implementation of the project would not conflict with plans, programs, or policies addressing transit, bicycle, or pedestrian facilities.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As described above, the project would have significant VMT impacts if it exceeds 15 percent below the County average of 15.9 VMT per employee. A VMT Study was prepared for the project by Associated Transportation Engineers in July 2020 (Appendix F), which anticipated that a majority of employees would reside in the City of Lompoc and the adjacent unincorporated County urbanized areas of Vandenberg Village, Mission Hills and Mesa Oaks. The average distance from these areas to the project site range from two to four miles, which would equate to four to eight VMT per employee per day (Appendix F). The Traffic Report also estimated VMT using CalEEMod forecasted trip lengths, which estimated a one-way employee commute length for the project at 6.6 miles, which equates to 13.2 VMT per employee per day. Under both estimates, the project's estimated VMT of 8.0 to 13.2 VMT per employee would be 17 to 49 percent less than the County average of 15.9 VMT per employee. Therefore, the project would have a less than significant impact on VMT and would not conflict with CEQA Guidelines section15064.3.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The proposed cannabis facility would be compatible with the business park uses in the surrounding area. Site access would be provided through a new encroachment and driveway off of W. Barton Avenue in the northwest corner of the site, as shown in Figure 3. According to the Traffic Report (Appendix F), W. Barton Avenue is flat and has adequate site distances and low traffic volumes for safe ingress/egress to the site. Therefore, the project would not increase hazards due to a design feature and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

An emergency access would be provided off W. Central Avenue in the southeast corner of the site, which would have a locked gate. In addition, project site ingress/egress locations are subject to the City Public Works and Fire Department review and approval, which would ensure that the project would provide adequate access for emergency vehicles. Impacts to emergency access would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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), or	□	□	■	□
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 Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	□	□	■	□

Tribal Cultural Resources Setting

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

4. 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), or
5. 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 Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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 Code Section 5024.1?*

Rincon contacted the Native American Heritage Commission (NAHC) on November 12, 2020, to request a Sacred Lands File (SLF) search of the project site. The NAHC responded on November 20th and stated results of the SLF search were negative, indicating that there are no known tribal heritage resources located in the project site.

On January 20, 2021, the City of Lompoc mailed notification letters to the NAHC contact list for the project site. Patrick Tumamait of the Barbareño/Ventureño Band of Mission Indians responded on January 29, 2021 and asked if the project conducted a phase 1 study within the last 3 months. Greg Stones from the Planning Division spoke with him on February 1, 2021, and on February 4, 2021 left a message indicating that a phase 1 was conducted within the last 3 months. No further consultation was required under AB 52. Correspondence is included in Appendix G.

As discussed in Section 5, *Cultural Resources*, there is always a potential for unanticipated subsurface archaeological and tribal resources to be discovered during ground disturbing activities. A standard condition of approval would be applied to the project which would include requirements to follow if archaeological resources are unexpectedly encountered. Implementation of the condition of approval would reduce impacts to tribal cultural resources to less than significant

LESS THAN SIGNIFICANT IMPACT

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	□	□	■	□
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	□	□	■	□
c. 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?	□	□	□	■
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	□	□	■	□
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	□	□	□	■

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The project site is located in a fully urbanized area with existing utility infrastructure in place.

The City's Electric Division will be able to serve the proposed project with electricity but will likely have to expand and potentially upgrade electric infrastructure to serve this and other pending projects in the area. An evaluation of the exact improvements required is pending. However, as the project is located in a fully urbanized area, with existing area-wide infrastructure in place,

improvements are anticipated to be limited to new or replacement lines to be trenched into existing disturbed roadways or placed in existing conduits. As a result, no significant environmental effects would result from minor expansion or the location of new or replaced service lines and facilities within this fully urbanized area.

Conditions of approval addressing the City's policy of extending facilities at the request and expense of a developer are recommended. A system impact study will be needed, and can be performed upon submittal of required plans, electrical load survey(s), deposits, or other information that may be required.

The City's Water, Wastewater and Solid Waste Divisions have confirmed they have infrastructure available and adequate capacity to serve the proposed project. Storm Water facilities are required to be installed on-site.

Natural gas will be provided by the Southern California Gas Company and they have confirmed there is adequate infrastructure and capacity to serve the proposed use without having to upgrade facilities in and around the site.

Telecommunication facilities are adequate to serve the proposed site. The project area is urbanized, and existing telecommunication facilities are present in the project area.

These potential impacts will be less than significant, individually and cumulatively, as there is adequate infrastructure to provide the necessary services without resulting in a significant impact.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The proposed project would require approximately. 4,345 gallons per day or approximately 1,355,640 gallons per year (312 working days). The City of Lompoc's Water Division would provide water service to the project and determined there are sufficient supplies to provide potable water to the project during normal, dry and multiple dry years based on the water needs of the project and based on an evaluation of existing and planned infrastructure. Therefore, impacts to water supply would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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?

The proposed project's wastewater needs have been evaluated and a determination has been made by the Lompoc Regional Wastewater Reclamation Plant staff, they have adequate capacity to serve the project's projected demand, in addition to the provider's existing and projected commitments.

NO IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

There is adequate capacity in the Lompoc Regional Landfill to accept the waste that will be directed there. Recycling of construction materials will be required, and commercial recycling is available. The majority of the waste generated from the site will be cannabis waste mixed with non-cannabis materials suitable for composting or grinding as greenwaste and will be diverted to these waste streams. Therefore, the proposed project will not generate solid waste in excess of state or local standards, or in excess of the capacity of the local landfill, or otherwise impair the attainment of Solid Waste reduction goals and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project will be able to comply with federal, state, and local management and reduction statutes and regulations related to solid waste, recycling and construction recycling, including SB 1016, AB 1826, and AB 341. The proposed project will comply with SB 1016, AB341, AB1826 and the Lompoc Municipal Code. There is adequate capacity in the Lompoc Regional Landfill to accept the waste that will be directed there. Recycling of construction materials will be required, and commercial recycling is available. Additionally, the majority of the waste generated from the site will be cannabis waste mixed with non-cannabis materials suitable for composting or grinding as green waste and will be diverted to these waste streams. There would be no impacts related to conflicts with solid waste reduction measures.

NO IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	□	□	□	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	□	□	□	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	□	□	□	■
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	□	□	□	■

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or

downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is not located within, or near, a Very High Fire Hazard Severity Zone or state responsibility area. The nearest Very High Fire Hazard Severity Zone is located approximately three miles northeast near La Purisima Mission State Historic Park (CalFire 2007). Because the site is not within or near a state responsibility area or a Very High Fire Hazard Severity Zone, no impacts related to wildfires would occur.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?	□	■	□	□
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	□	■	□	□
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	□	□	■	□

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?

Based on the analysis provided throughout this Initial Study, implementation of the proposed project would not substantially degrade the quality of the environment and would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of California history or prehistory. Biological resources are addressed in Section 4, Biological Resources. With implementation of Mitigation Measure BIO-1 related to nesting birds, the proposed project would

not substantially reduce wildlife habitat or population. Based on the ability of the identified mitigation measures to reduce potential impacts to less than significant levels, the proposed project's impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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)?

Cumulative impacts associated with some of the resource areas are addressed in the individual resource sections above: Air Quality, Energy Use, Greenhouse Gases, Electric, Water y, Wastewater and Solid Waste [CEQA Guidelines Section 15064(h)]

Based on SBCAPCD thresholds, a project would have a significant cumulative air quality impact if it is inconsistent with the applicable adopted federal and state air quality plans. The project is consistent with the Clean Air Plan and would not exceed criteria pollutant emission thresholds or result in a cumulatively considerable contribution to air quality impacts. Greenhouse Gas impacts would be less than significant with a greenhouse gas reduction strategy required under Mitigation Measure GHG-1. The City of Lompoc's Water and Wastewater Divisions have determined they have sufficient existing water supplies and capacity to accommodate cumulative development in addition to the project. Other issues (e.g., Geology/Soils, Hazards and Hazardous Materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. Therefore, the impacts of development of the site under the proposed project would be individually limited and not cumulatively considerable.

Although incremental changes in certain issue areas would occur as a result of the project, development of the site under the proposed project would be consistent with existing general plan goals, programs, and policies, and zoning ordinance requirements for the proposed light industrial development. The proposed project is consistent with the City's General Plan designation. The project would incrementally increase noise in the vicinity but would comply with LMC standards for construction and would not exceed noise thresholds. In addition, the project would incrementally increase traffic compared to existing conditions. However, the project would not lead to a significant cumulative increase in VMT as it is below VMT thresholds.

The Mustang Lompoc Investors Cannabis Facility project is a similar indoor cannabis facility that is being proposed approximately 600 feet northeast of the project site. Similar to this project, the Mustang Lompoc Investors Cannabis Facility project is consistent with the City's General Plan Designation and would not lead to a significant cumulative increase in VMT. Noise impacts from construction and operation of the Mustang Lompoc Investors Cannabis Facility project would also less than significant. Construction activities from both projects may occur at the same time. However, noise rapidly attenuates due to the effects of distance, intervening structures, and topography that block the line of sight, and the Mustang Lompoc Investors Cannabis Facility project is located further away from sensitive receivers to the south than the proposed project. In addition, both project's contribution to cumulative off-site traffic noise would be well below the criterion for traffic noise impacts. Therefore, the proposed project would not result in a significant contribution to cumulatively considerable impacts, and impacts would be less than significant with mitigation incorporated.

NO IMPACT

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Effects on human beings are generally associated with impacts related to such issue areas as air quality, geology and soils, hazards, hydrology and water quality, noise, and traffic safety. Potential impacts associated with air quality, geology and soils, hazards, hydrology and water quality, noise, and traffic safety would be less than significant. Mitigation Measures AQ1 and AQ2 have been designed to reduce potential air quality odor impacts. Therefore, the project would not cause substantial adverse effects on human beings, either directly or indirectly.

LESS THAN SIGNIFICANT IMPACT

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