Mustang Lompoc Investors Cannabis Facility 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

Mustang Lompoc Investors Cannabis Facility 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 site is located at 1501 North O Street and 801/805 Cordoba Avenue at the northwest corner of North O Street and Cordoba Avenue in the City of Lompoc, California. The project site is approximately three acres and is identified with Assessor Parcel Numbers (APN) 093-450-018, 093-450-019, and 093-450-020. The site is currently 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

John Dewey
Mustang Lompoc Investors, LLC
17 Corporate Plaza
Newport Beach, California 92660

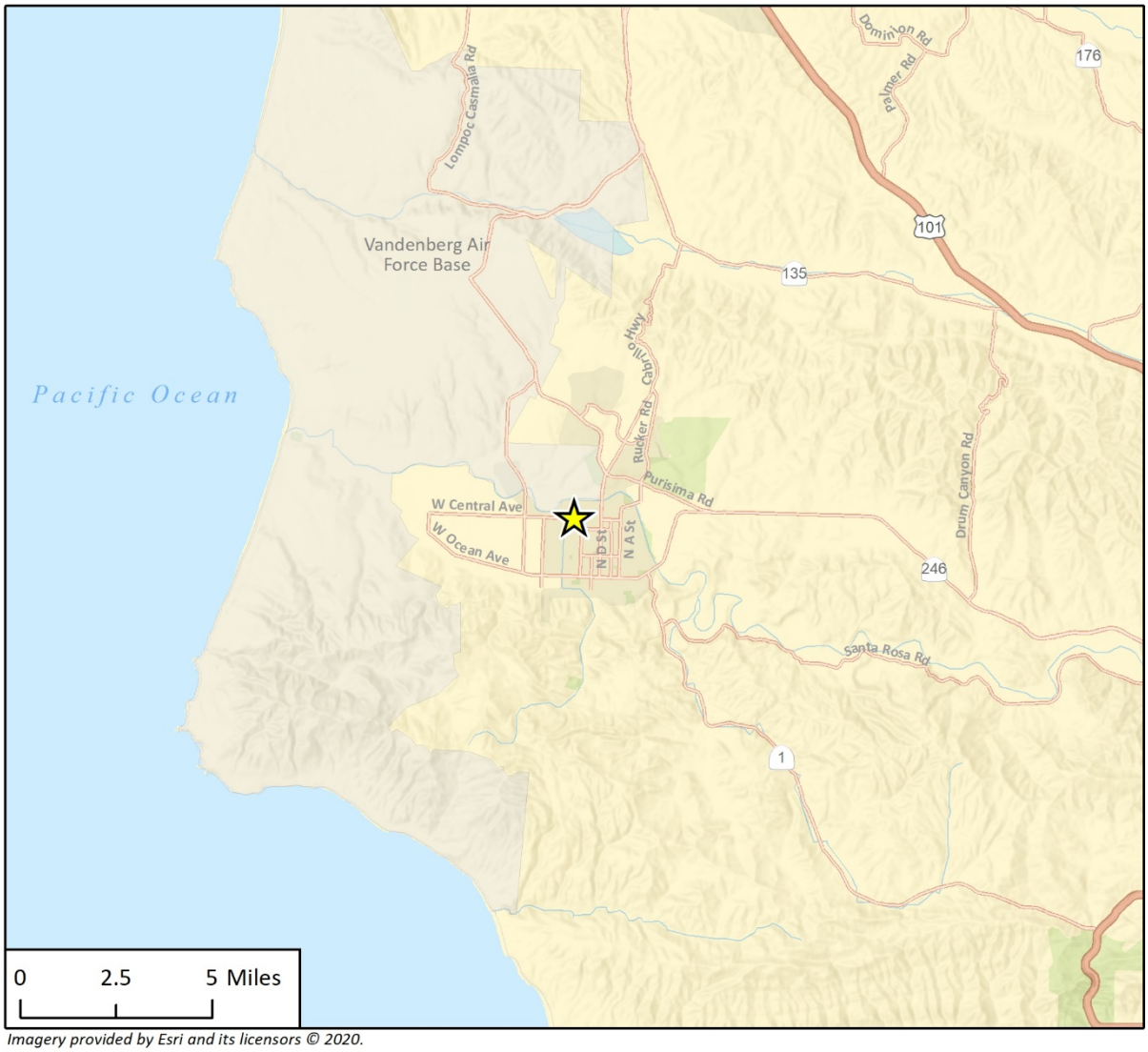
6. General Plan Designation

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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8. Description of Project

Mustang Lompoc Investors, LLC proposes a lot line adjustment to remove lot lines and to develop an industrial cannabis cultivation, harvesting, and processing manufacturing, and distribution facility on an undeveloped three-acre site. The facility would be approximately 68,126 square feet and one-story, or 29.5 feet in height. The growing and processing facility would typically operate from 7:00 am to 5:00 pm six days per week and would require approximately 30 employees. Figure 3 shows the proposed site plan and Figure 4 shows the exterior elevations and a rendering of the building.

Of the total building area, 8,617 square-feet would be dedicated to office use, 20,964 square-feet would be dedicated to cannabis processing, and 38,545 square-feet would be dedicated to growing areas, as detailed in Table 1. The facility would only sell cannabis products to State licensed facilities on a wholesale basis and there would be no retail sales on-site. As such, the proposed facility would not be open to the public and visitors would be permitted only with a specific business purpose. Table 1 below provides a summary of the project components.

Table 1 Project Summary

Building Use and Area	
Office Use	8,617 square feet
Processing and Extraction	20,964 square feet
Growing Area	38,545 square feet
Total	**68,126 square feet**
Other Project Components	
Vehicle Parking Spaces	61 stalls, including 3 Americans with Disabilities Act (ADA) designated stalls
Bicycle Parking Spaces	3 spaces
Landscaping	14,921 square feet

Growing Area

The project would include indoor cultivation of cannabis. A majority of the building (approximately 39,000 square feet) would be used for cultivation, as shown in Figure 5. There would be six approximately 6,300 square-foot vegetation grow rooms, which would be constructed out of insulated metal panels. Two of these vegetation grow rooms would be for younger plants, and four would be for finishing and flowering plants. Growing tables would be located in each grow room, which would be connected to the irrigation system and lighting system. Growing operations would require approximately 18 tons of CO_2 each year for plant growth.

Processing, Manufacturing and Distribution

Approximately 21,000 square feet of the northern portion of the building would be dedicated to pre- and post-harvesting uses, as shown in Figure 5. Pre-harvesting areas would include a 676 square-foot fertigation area, where fertilizers would be dissolved and distributed into the irrigation system, and approximately 2,200 square-feet of mother plants and clone operations. Hazardous materials and any hazardous waste would be stored in cabinets within the mother plant room in the northwest portion of the building.

Figure 3 Site Plan

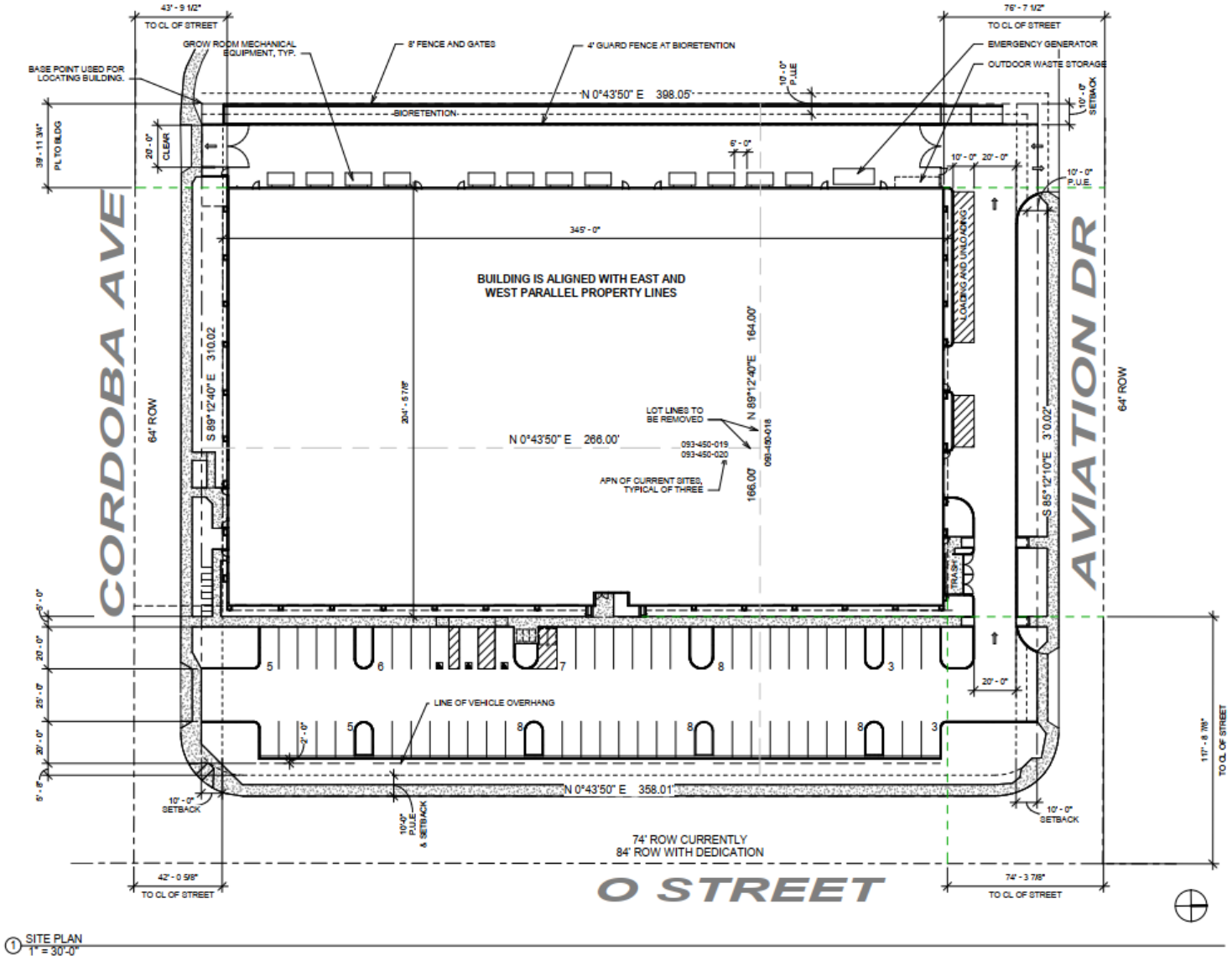


Figure 4 Exterior Elevations

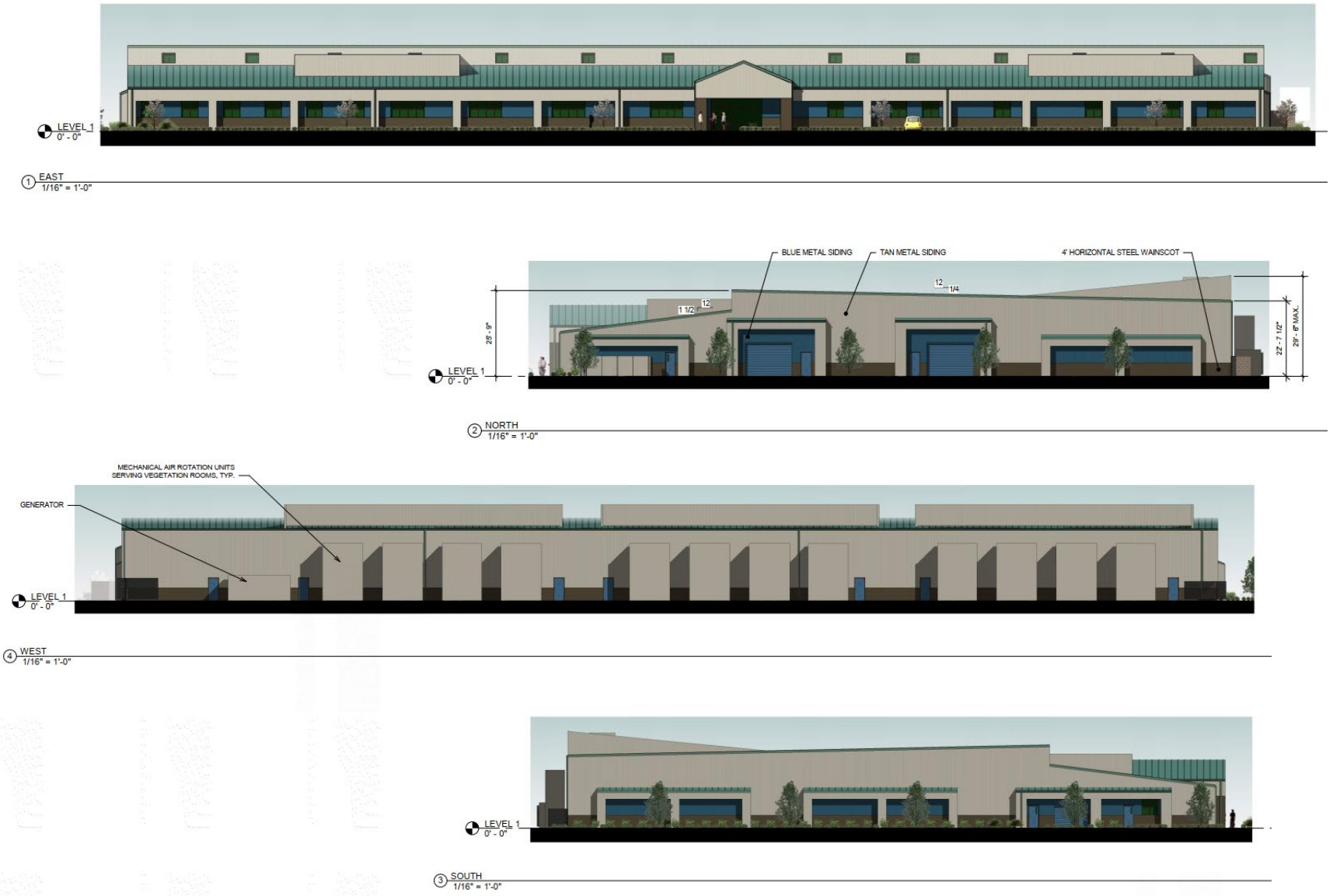
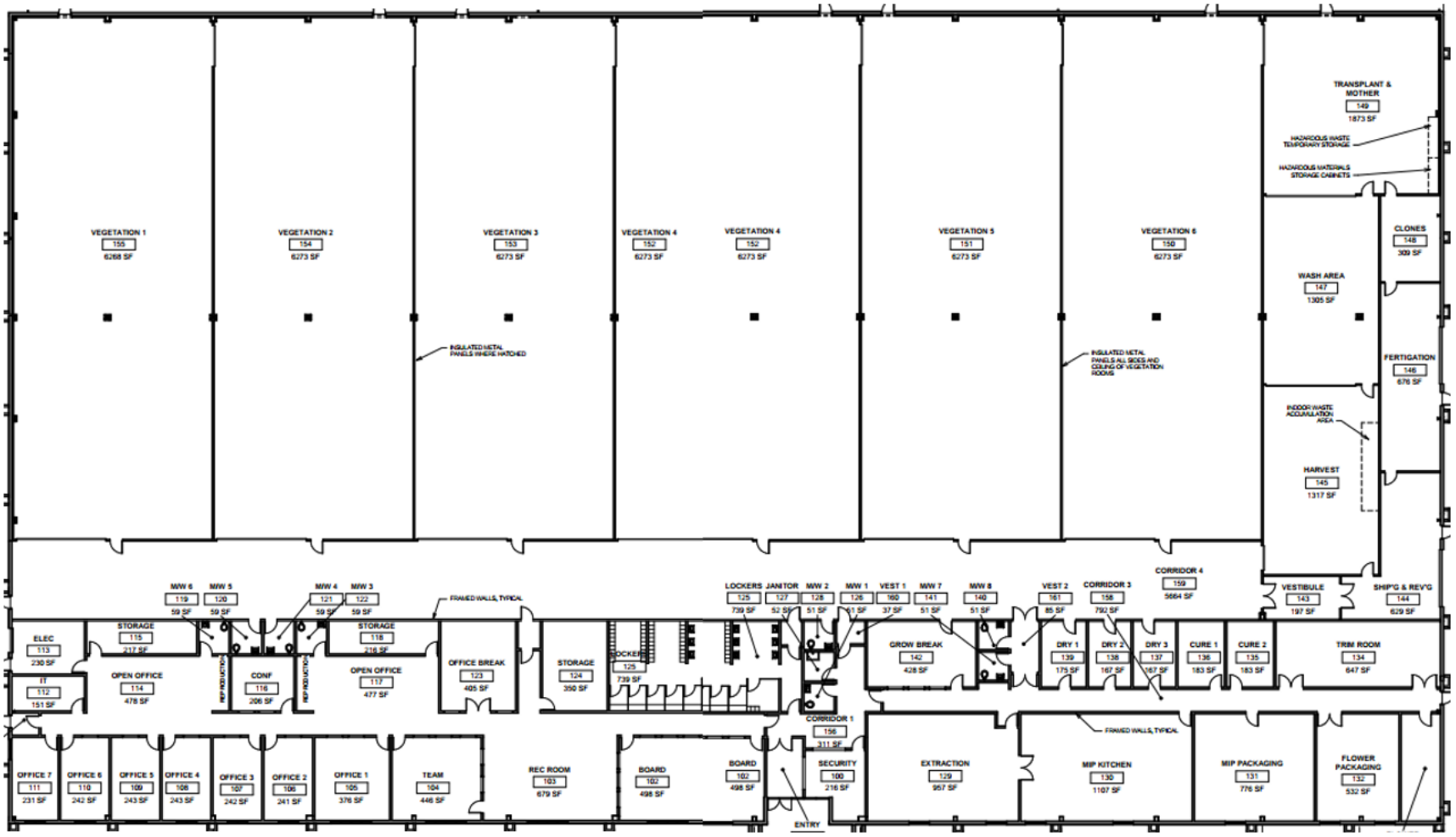


Figure 5 Floor Plan



Post-harvesting areas include 1,300 square-feet of wash areas, 1,300 square-feet of harvesting and organic waste storage, and approximately 2,300 square-feet of trimming, flower storage and packing, and drying areas. The project would also include 2,604 square-feet of volatile and/or non-volatile extraction and cannabis infused product kitchen, where a variety of cannabis based and infused products (such as edibles) and solvent-based concentrates would be produced. Shipping and receiving areas for cannabis products would also occur in this portion of the building, adjacent to the designated loading facilities along the northern portion of the building.

Office Areas

The remainder of the building, approximately 8,600 square feet in the southeast portion, would be dedicated for general office uses. Individual offices, meeting rooms, break and recreation rooms would be the primary use in this area. This area also includes the main entrance to the building, storage areas, electronic and information technology rooms, and lockers/restrooms.

Access and Parking

Site access would be provided via two driveways off Aviation Drive in the northwest and northeast corners of the project site. These driveways would be 32 feet wide for truck access for deliveries and loading/unloading processes. In addition, two other 10-foot-wide driveways would connect to Cordoba Avenue. The southwest driveway connecting to Cordoba Avenue would be limited to fire access, as shown in Figure 3.

The project would provide 61 on-site parking spaces in a parking lot in the western portion of the project site adjacent to O Street. Three of the parking spaces would be Americans with Disabilities Act (ADA) designated. Designated loading and unloading area would be located to the north of the building, adjacent to the shipping and receiving areas in the building.

Storm Water

The project would increase impervious surfaces on-site by approximately 108,000 square-feet. Storm water would be routed through an on-site system of gutters and storm drains to an approximately 370 foot-long by 8-foot wide, bio-retention basin with approximately 6,669 cubic feet of storage/infiltration volume , located along the western project boundary. The bio-retention basin would be landscaped and would be sized to capture, hold and infiltrate the 85th percentile 24-hour storm event. Storm Water beyond that required to be infiltrated would discharge into an existing City-owned catch basin on Cordoba Avenue, which would then connect to a 15-inch storm drain along Cordoba Avenue.

Odor Control

The proposed building would be equipped with an air ventilation/filter system for the abatement of odors in the cannabis growing and production areas. These areas would have recirculating ventilation systems where the odors are aggregated and filtered using CosaTron technology, which would remove odor, dust, and other pollutants from the air.

In addition, any areas that are connected to an exterior opening (doorway) would be operated under a pressure difference, relative to the outdoors, such that there would be defined points of exhaust, which would be treated with a high-pressure fog and essential oil mixture of FogCo/Benzaco. The formulated oil/neutralizing solution would be mixed into the high-pressure fog and would neutralize and eliminate and remaining odors before being released outside of the building.

Energy and Water Use

The indoor cultivation component of the project would require electricity for lighting, air circulation, and dehumidification and natural gas to create chilled and hot water for air cooling and condensing. The project would use approximately 15,000 kilowatt hours (kWh) of electricity per day for the cultivation operations. For the chilled and hot water production, the project would require approximately 144,500 kilo-British thermal units (kBtu) of natural gas per day. In addition to the indoor cultivation, typical office energy needs would also be required.

The cultivation areas would also require water for irrigation, which would use a zero runoff sub-irrigation system. Plants would be placed in a shallow tabletop frame that would be flooded with fertilizer-amended water. Any water not absorbed by the plants would return to the storage tank to be disinfected and reused. The project would require approximately 8,000 gallons per day.

Security and Landscaping

Wall-mounted lights would be installed near the mechanical equipment along the west side of the building and near the loading zones. Pole mounted lights would be placed outside around the remainder of the site and parking areas. The project would have on-site security personnel and a security office located near the main building entrance in the eastern portion of the building.

The project would include approximately 15,000 square-feet of landscaping around the perimeter of the project site and in the parking lot, as shown in Figure 6. The landscaping would be primarily ornamental grasses, shrubs, and trees that are drought tolerant. The landscaping would include 12 trees within the parking lot and 19 trees along the northern, southern, and eastern perimeters. The bio-retention basin planted with grasses would be located on the western perimeter.

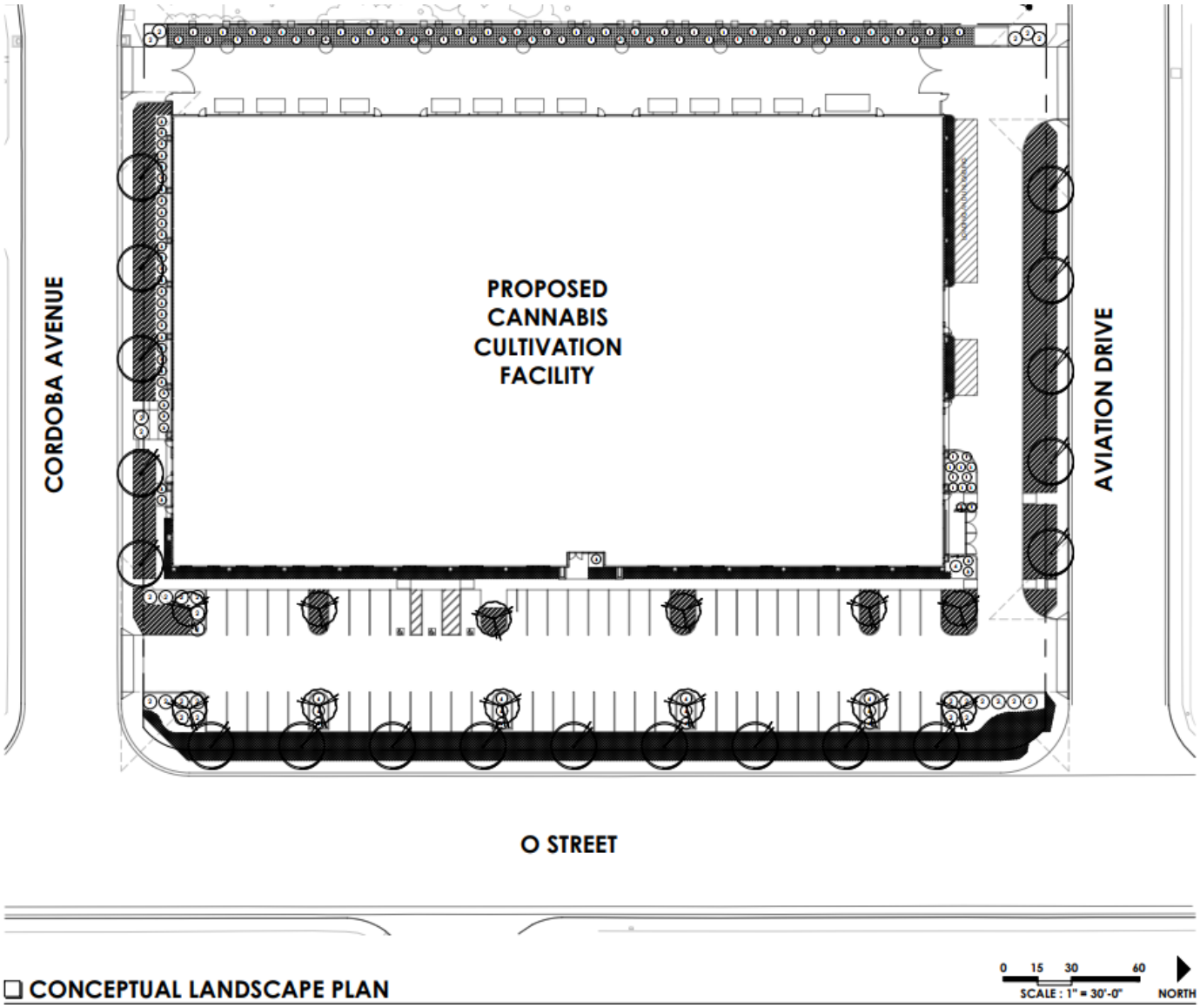
Hazardous Materials and Waste

Liquid and dry fertilizers and pesticides, consisting of biological and natural insecticides and mineral oil fungicide, would be stored on-site. Food grade surface disinfectants such as Zerotol and chlorine dioxide would also be stored on-site. Ethanol and potential volatile solvents would also be utilized for extraction processes in the processing and extraction area of the building. All solvents would be stored in accordance with the California Department of Public Health and Occupational Safety and Health Administration (OSHA) requirements within the processing and extraction areas. Hazardous materials would be stored in designated hazardous materials storage cabinets in accordance with OSHA safety requirements.

The project would generate organic cannabis waste consisting of unfit flowers, trimmed materials, leaves, stems, and seeds, dead or contaminated cannabis plants, and non-hazardous liquid concentrate waste or liquid extract waste. The non-hazardous waste would be stored in a designated indoor waste accumulation area in the cannabis harvesting room and periodically mixed with inert material as required by law and transferred to the secured, outdoor dumpster located on the north of the building. The dumpster would be emptied regularly by City of Lompoc Solid Waste Division.

Anything designated hazardous waste (ignitable, corrosive, toxic, or infections) would be securely stored until a permitted private waste hauler transfers it to a fully permitted facility.

Figure 6 Landscape Plan



Utilities Providers

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

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. Construction activities would take approximately nine months. The project would generate 2,725 cubic yards (CY) of cut material and require 1,585 CY of fill material, for 1,140 CY of material exported from the project site.

9. Surrounding Land Uses and Setting

The existing setting and surrounding land uses include an existing equipment rental and storage facility to the south across West Central Avenue, vacant land and the Lompoc Airport to the north, and a variety of commercial and industrial uses to the east and west. 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	Vacant and Lompoc Airport	BP – Business Park	BP – Business Park
West	Industrial Facilities	BP – Business Park	BP – Business Park
South	Industrial facility	BP – Business Park	BP – Business Park
East	Commercial Center	GC – General Commercial	PCD – Planned Commercial Development

10. Other Public Agencies Whose Approval is Required

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

- Development Review- Design Review
- Lot Merger
- Commercial Cannabis Use License – Cultivation
- Commercial Cannabis Use License – Manufacturing
- Commercial Cannabis Use License – Processing
- Commercial Cannabis Use License – Distribution
- Grading Permit
- Building Permit

- Encroachment Permit

In addition, the following agencies would also be required:

- Bureau of Cannabis Control: Manufacturing Type 6 and 7, Distribution
- California Department of Food and Agriculture: Calcannabis Cultivation Licensing.
- California Department of Public Health: Manufactured Cannabis Safety Branch license – Edible Cannabis
- 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.

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	4-26-21 Date
Greg Stones Printed Name	Principal Planner Title
Signature	4-26-21 Date
Stacy Lawson Printed Name	Senior Environmental Coordinator Title
Signature	4-26-21 Date
Brian Halvorson Printed Name	Planning Manager Title

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 in a light industrial and commercial area of the City. The site is currently undeveloped and relatively flat with no on-site trees or substantial 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 0.9 mile north of the project site. The project site is partially visible from the ridgeline, but the existing Walmart commercial center and other structures partially obstruct the area from view. The project's height would be consistent with surrounding development, including the adjacent Walmart Supercenter and would not impact view from the ridgeline to the area. The City's Urban Design Element also established scenic road corridors. The closest designated road corridor is approximately 0.7 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 would develop a light industrial building in an urbanized area. The light industrial building would be consistent with the height and design of the surrounding light industrial and commercial development. The project has a BP zoning designation and would be approximately 29 feet, 6 inches in height, which would not exceed the 35-foot height restrictions. The project would provide 12 percent of the site as landscaped area, which exceeds the 10 percent BP zoning requirement and landscaping would primarily be located around the perimeter of the site. In addition, the project would screen 12 percent of the parking lot with landscaping and provide one tree for every parking space, consistent with Lompoc Municipal Code (LMC) section 7.312.050. Grow room mechanical equipment located on the outside of the western portion of the building would have fencing surrounding the area and 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, specifically on the western and northern elevations adjacent to the grow room mechanical equipment and the loading zone. The project would also include pole-mounted lights in the parking lot. 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 have windows primarily located on the east side of the building, as shown in Figure 4. The building would have metal siding typical of industrial facilities which would not create significant amounts of glare. 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 Vacant or Disturbed Land and is surrounded by urban and built-up land (DOC 2016). 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} and was designated as 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. The health effects for nonattainment 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, http://www.epa.gov/airquality/urbanair/

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 PM10 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 NO_X.
- 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 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 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 E). 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 for 15 minutes every two weeks.

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 will 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 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 NOx.

Table 4 Project Construction Emissions

	Maximum Emissions (tons/year)					
	ROC	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Year 2021	0.2	1.4	1.2	< 0.1	0.1	< 0.1
Construction Year 2022	0.8	0.5	0.5	< 0.1	< 0.1	< 0.1
Maximum Emissions	0.8	1.4	1.2	< 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 to minimize fugitive dust emissions and associated impacts to air

quality is proposed, consistent with SBCAPCD Rule 345. 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 lbs per day of ROC and NO_x or 80 lbs per day of PM_{10}. Therefore, impacts 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	1.9	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.5	0.4	<0.1	<0.1	<0.1
Mobile	0.3	1.0	3.0	<0.1	0.8	0.2
Stationary	0.4	2.0	1.1	<0.1	<0.1	<0.1
Project Emissions	2.6	2.5	4.5	<0.1	0.8	0.2
SBCAPCD Total Emissions Thresholds	240	240	None	None	80	None
Threshold Exceeded?	**No**	**No**	**N/A**	**N/A**	**No**	**N/A**
Santa Barbara County 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 500 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 2017a).

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 non-carcinogenic TACs that exceed a Hazard Index greater than one in one million for the Maximally Exposed Individual. This impact would be less than significant.

Operational Impacts

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 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 for the abatement of odors in the cannabis growing and production areas. These areas would have recirculating ventilation systems where the odors are aggregated and filtered using CosaTron technology, which would remove odor, dust, and other pollutants from the air. Any areas that are connected to an exterior opening (doorway) would be operated under a pressure difference relative to the outdoors such that there would be defined points of exhaust, which would be treated with a high-pressure fog and essential oil mixture of FogCo/Benzaco. The formulated oil/neutralizing solution would be mixed into the high-pressure fog and would neutralize and eliminate and remaining odors before being released outside of the building. 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.

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 500 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 SPCAPCD 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 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;
- 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.

[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

AQ-2 Odor Control Measures

The project 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.

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

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 3.01-acre project site was conducted on December 18, 2020 to assess 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 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 each special-status species to occur within the project area was evaluated. A table summarizing this evaluation can be found within Appendix B, which determined the project site has no potential for sensitive species.

No special-status species were observed during the field survey, and no habitat for special-status species exists within the project site. Ruderal vegetation on-site, as well as 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 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 1st and September 15th) 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.

NO IMPACT

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. 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 Impacts a, and b, there are no special-status species or sensitive 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 natural community conservation plan. Therefore, the project would not conflict with the provisions of any adopted conservation plans.

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 Resources Setting

This section is based on information provided in the Mustang Lompoc Investors, LLC Cannabis Growing and Processing Facility Project Negative Phase I Archaeological Resources Report, 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) and 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 seven previously conducted cultural resources studies within 0.5-mile of the project site. Of those, two (SR-00288 and SR-04293) encompasses the project site. Study SR-00288 included 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. Study SR-04293 is a Phase I cultural resources assessment which encompassed the current project site and included a records search and literature review, Native American outreach, and a pedestrian field survey. The studies did not identify any cultural resources on the project site.

The CHRIS search additionally identified no previously recorded cultural resources within the project site or within 0.5 mile of it.

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 contacts was conducted via a combination of telephone and email in early January 2021. Two responses in response 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 15, 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?

CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC], Section 21084.1). 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-acre site located at 1501 North O Street and 801/805 Cordoba Avenue in Lompoc, (assessor's parcel numbers: 093-450-018, 093-450-019, and 093-450-020). As detailed in the Negative 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 observed disturbance throughout the project site and was negative for both prehistoric and historic-period cultural resources. In addition, the CHRIS search indicated no previously recorded cultural resources are located within the project site and 0.5-mile buffer. 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, extraction equipment, and cooling. The estimated annual electric power use is 5,493,916 kWh per year. Natural gas use is anticipated to be 52,741,591 BTU per year kilo-British Thermal Unit (kBTU).

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.

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.

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?	□	□	□	■
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?

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. Therefore, adverse effects from fault rupture would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

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. Adverse effects from seismic ground shaking would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The proposed project would not directly or indirectly cause potential substantial adverse effects related to ground failure, including liquefaction. While there is potential on-site for both liquefaction and seismic settlement of dry sand, nearby properties have identified this risk as relatively low. The adopted version of the California Building Code requires a soil survey and geotechnical information, with recommendations to address any issues related to soil instability. The code requires all recommendations of these studies are to be followed in construction. Therefore, adverse effects from seismic-related ground failure would be less than significant

LESS THAN SIGNIFICANT IMPACT

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 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. There would be no adverse effects from 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. Soil erosion impacts would be less than significant.

LESS THAN SIGNIFICANT 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. 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 and impacts would be less than significant (see response to a.3. above).

LESS THAN SIGNIFICANT 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, as expansive soil risk is low in the project area, based on similar properties. A soils report will be required prior to construction and all its recommendations are required to be followed in construction. Therefore, risks from expansive soil would be less than significant.

LESS THAN SIGNIFICANT 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 (U.S. EPA 2020a).

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 6.

Table 6 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, energy usage for the building would consume approximately 5,493,916 kWh/year of electricity and 11,267,500 gallons/year of water. Additionally, the project would produce 208,000 lbs/year of solid waste. 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).

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 7, 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 7 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 8. As shown in Table 8, project construction would emit approximately 293 MT of CO_2e over the construction period, or approximately 9.8 MT of CO_2e per year when amortized over a 30-year period.

Table 8 Estimated Construction GHG Emissions

Year	Project Emissions (MT/yr CO_2e)
2021	211
2022	82
Total	**293**
Total Amortized over 30 Years	9.8

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 are shown in Table 9, which includes the construction emissions amortized over 30 years as well as 18 tons (16 metric tons) of CO_2 required for growing operations.

Table 9 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO_2e MT)
Construction	9.8
Operational	
Area	<1
Energy	900
Solid Waste	9
Water	23
Compressed CO_2	16
Mobile	
CO_2 and CH_4	99
N_2O	0
Total	**1,057**
Threshold	1,000
Exceed Threshold?	**Yes**

See Appendix A for CalEEMod worksheets.

The project would result in approximately 1,057 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 CO_2e 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 57 MTCO_2e, 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 1,710 MT CO_2e Mitigation Credits, which is equivalent to 57 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

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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. As discussed under Impact d below, the project site or surrounding area is not listed on a hazardous materials site which could create a significant hazard to the public during construction activities.

Operation of the proposed cannabis cultivation, harvesting, 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 processing 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.

Organic cannabis waste would be accumulated and stored in the harvest and trimming areas, as shown in Figure 5. Organic cannabis waste material would be ground with a mechanical shredder and made unusable and unrecognizable prior to leaving the facility pursuant to the California Code of Regulations Title 16 Division 42. Organic cannabis waste would be secured in containers indoors and transferred to the dumpsters which would be emptied regularly by a permitted private waste hauler who will take the waste to a fully permitted facility. Hazardous waste would be stored in hazardous water storage areas in room 149, as shown on Figure 5, and 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 0.5 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 following databases compiled pursuant to Government Code Section 65962.5 were reviewed on December 9, 2020 for known hazardous materials contamination at the project site:

- U.S. EPA Comprehensive Environmental Response, Compensation, and Liability Information System/Superfund Enterprise Management System/Envirofacts database search
- State Water Resources Control Board (SWRCB) GeoTracker search for leaking underground storage tanks (LUST) and other Cleanup Sites
- California Department of Toxic Substances Control (DTSC) EnviroStor search for hazardous facilities or known contamination sites

There are no listed sites within a 0.25-mile radius of the project site (U.S. EPA 2020b; SWRCB 2020; DTSC 2020). The project is not located on a hazardous materials site and its construction would not create a significant hazard to the public or environment.

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. Impacts would be less than significant.

LESS THAN SIGNIFICANT 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 runoff 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 runoff 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 submit a Storm Water Pollution Prevention Plan to the City of Lompoc for review. 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 112,327 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 6,669 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 an engineered infiltration bio-swale, to 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 engineered bio-swale. A condition of approval will also 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 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 ground water and must implement its Groundwater Management Plan. 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 112,327 square-feet. This increase could impact groundwater recharge in the area. However, the project would be required to capture, and infiltrate approximately 6,669 cubic feet of storm water and therefore would not substantially interfere with groundwater recharge of water supply aquifers. 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 located 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 0.3 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 run-off in a manner which would not lead to a substantial increase in the volume and rate of run-off from the increase in impervious surfaces. The project would be required to capture and infiltrate approximately 6,669 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 Cordoba Avenue and 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. 06083C0737G, 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. The project will be conditioned to comply with all applicable laws in disposal of process water and brine and if permitted to discharge to the Regional Wastewater plant must comply with all pre-treatment requirements. 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 commercial retail, light industrial, and airport uses. 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 approximately 0.54. 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 10.

Table 10 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 29.5 feet in height, consistent with building standards of the BP zone of a maximum height of 35 feet.

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

(8 times 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 7:00 a.m.) hours. It is also measured using CNEL, which is the 24-hour average noise level with a +5 dBA 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 500 feet to the south of the project site.

Noise Setting

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, existing 60 dB noise level contours from the roadway extend 160 feet from the roadway centerline (City of Lompoc 2014). According to Figure N-2 of the General

Plan Noise Element, future (year 2030) 60 dB noise level contours from the roadway extend 226 feet from the roadway centerline. The roadway centerline is approximately 400 feet from the project boundary. Per the City's General Plan Noise Element's Noise Level Contours, the project is not within the 60 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 6 dBA 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 500 feet to the

properties. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 500 feet from the single-family residences.

At a distance of 500 feet, a dozer and a backhoe are estimated at a noise level of 59.1 dBA L_{eq}, which would not exceed the land use compatibility standard of 60 L_{dn} (RCNM calculations are included in Appendix D). 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}. Construction activities would also 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.

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., mechanical air rotation units and chillers). 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. 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 noise; a 5 dBA reduction was assumed for the equipment located on the ground (i.e., the emergency generator and mechanical air rotation units) from this wall per the most conservative FHWA reduction for shielding (FHWA 2011). Specific inputs for mechanical equipment and the emergency generator are discussed below.

MECHANICAL EQUIPMENT

Mechanical equipment used on the project would include 12 mechanical air rotation units, located on the ground on the western edge of the building, and 6 air chillers, located on the rooftop. The average distance from the mechanical air rotation units and air chillers to the nearest exterior area that would be subject to City of Lompoc Noise Element standards, the private yards of the single-family residences to the south, would be approximately 600 feet. The air chillers were assumed to be of similar make and model to packaged air conditioning units proposed on a similar cannabis facility in Lompoc (Organic Liberty Lompoc LLC Commercial Cannabis Project), which would be Ruud RGEDZ Series units with a Sound Power Level of 89 dBA. The mechanical air rotation units were assumed to generate the same noise levels as the loudest pieces of equipment from the similar cannabis facility in Lompoc (Organic Liberty Lompoc LLC Commercial Cannabis Project), which were Aaon dedicated outside air units with a Sound Power Level of 92 dBA. It was conservatively assumed that all equipment would be fully operational at 100 percent load.

GENERATOR

An example generator for a cannabis facility is a Kohler KD800, an 800-kW generator that 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 generator 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 generator would be located approximately 750 feet from the nearest exterior area that would be subject to City of Lompoc Noise Element standards, the private yards of the single-family residences to the south.

STATIONARY NOISE LEVELS

Noise levels from project stationary equipment at the nearest exterior areas, the single-family residences to the south, are shown in Table 11. As shown in Table 11, 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 11 Operational Noise Levels

	Noise Levels (dBA L_{dn})				
Receiver	Mechanical Equipment[1]	Emergency Generator[2]	Combined Exterior Noise Levels	Combined Interior Noise Levels[3]	Exceed Thresholds?[4]
Single Family Residential to the South	54	47	55	35	No

[1] Mechanical equipment was modeled at an average of 600 feet from single-family residences to the south (the nearest exterior areas that would be applicable to City noise standards).

[2] Emergency generator was modeled 750 feet from single-family residences to the south (the nearest exterior areas that would be applicable to City noise standards). A 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 residential exterior noise thresholds of 60 dBA L_{dn} and interior noise thresholds of 45 dBA L_{dn}.

Off-site Traffic Noise

A significant impact would occur if project-related traffic increases the ambient noise by 5 dBA or more in the City of Lompoc.

The project would generate new vehicle trips that would increase noise levels on nearby roadways. These trips would occur primarily on Central Avenue. Table 12 shows the existing traffic and project generated traffic volumes on Central Avenue during the peak PM hour.

Table 12 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 Ave.	East of Barton Ave.	854	46	900

Source: Associated Transportation Engineers 2020

The speed limit on Central Avenue is listed at 55 miles per hour. A typical vehicle classification mix of 97% automobiles, 2% medium trucks, and 1% heavy trucks was assumed for this project. Project-generated traffic noise increases are shown on Table 13. As shown in the table, traffic noise increases

would reach as high as 0.2 dBA, which would be well below the criterion of 5 dBA or more for off-site traffic noise impacts. Impacts would be less than significant.

Table 13 Off-site Traffic Noise Increases

	Noise Increase (dBA $_{Leq}$)		
Roadway/Segment	Existing	Existing + Project	Increase
Central Avenue	65.7	65.9	0.2

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 14 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 14 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 15.

Table 15 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 16 and Table 17, potential human annoyance associated with vibration is usually different if it is generated by a steady state or a transient vibration source.

Table 16 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 17 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 16, 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 17, 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 500 feet of the nearest off-site structure; at this distance, vibration levels would be 0.003 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 500 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

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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 30 people full-time. 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 1.8 miles south of the project site at 115 S. G Street, would provide secondary response services.

The project would develop a 68,000 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 and commercial 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 onsite 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 68,000 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 a burglaries and thefts. However, the project site and surrounding area are currently served by Lompoc Police Department and the project site 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 on-site security personnel and a security office located near the main building entrance in the eastern portion of the building, 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 to 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 30 full-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 to 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 30 full-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 0.8 miles west, and River Bend Park 1.3 miles east of the project site. The proposed project would require approximately 30 full-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. Impacts to recreational facilities would be not have an impact.

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 VMT as the basis for determining significant impacts, unless the Guidelines provide specific exceptions.

City of Lompoc

CEQA Guidelines Section 15064.3(b) indicates that land use projects would have a significant impact if the project resulted in vehicle miles traveled (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 2020). 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 E) prepared by Associated Transportation Engineers in 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 18 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 270 new daily trips including 43 AM peak hour trips and 46 PM peak hour trips (Appendix E).

Table 18 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	68,739	270	33	10	43	14	32	46

Notes: KSF = thousand square feet

Source: Appendix E

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 and LOS E during cumulative plus project conditions (Appendix X). 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 900 feet 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 sidewalks and curb ramps in good condition. However, sidewalk coverage is limited and no sidewalks exist along the perimeter of the project site. The proposed project would

improve pedestrian facilities by installing sidewalks along the Cordoba Avenue, N. O Street, and Aviation Drive along the project site. Class II bike paths exist along N. O Street, 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, impacts would be less than significant. 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 in the *Regulatory Setting* section above, the project would have significant VMT impacts if it exceeds 15 percent below the County average of 15.9 VMT per employee. The Traffic Report anticipated that a majority of employees would reside in the City of Lompoc and the adjacent community of Vandenberg Village. 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 E). 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 section 15064.3.

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 is proposed via two new driveways on Aviation Drive and two new driveways on Cordoba Avenue. Aviation Drive is flat and straight adjacent to the site access driveways, which provides adequate sight distances for turning to/from the site. The driveways on Aviation Drive would be mostly used by trucks to access the loading areas on the north side of the building, and the Traffic Report (Appendix E) concluded that traffic volumes on Aviation Drive are low and would support truck access. Cordoba Avenue is also flat and straight adjacent to the site access driveways, which provides adequate sight distances for turning to/from the site. The eastern driveway along Cordoba Avenue would likely be used by employees and is in close proximity to O Street. However, O Street is also flat with good visibility and the speed of vehicles in the area would be relatively low (25 miles per hour or lower). Therefore, the project would not increase hazards in the area due to a geometric design feature or incompatible use.

NO IMPACT

d. Would the project result in inadequate emergency access?

The southwest driveway on Cordoba Avenue would be limited to emergency fire access, as shown in Figure 3. 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

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:

1. 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

2. 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. No tribal representatives responded.

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 11,267,500 gallons per year gallons per year. 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. Therefore, impacts to wastewater capacity would be less than significant.

LESS THAN SIGNIFICANT 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. 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 greenwaste and will be diverted to these waste streams. Therefore, impacts to solid waste capacity 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 comply with SB 1016, AB 341, AB 1826 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 to solid waste regulations.

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 from the project site 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. Unknown archaeological and tribal cultural resources will be addressed through the City of Lompoc standard discovery conditions. 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.

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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, Electric, Energy Use, Greenhouse Gases, Water Supply, Wastewater and Solid Waste (CEQA Guidelines Section 15064(h)(3)). 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 determined they have sufficient existing water supplies and wastewater 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 operations 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 Cannabis Cultivation and Manufacturing project is a similar indoor cannabis facility that is being proposed approximately 600 feet southwest of the project site. Similar to this project, the Organic Liberty Lompoc LLC Cannabis Cultivation and Manufacturing 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 Organic Liberty Lompoc LLC Cannabis 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 proposed project is located further away from sensitive receivers to the south than the Organic Liberty Lompoc LLC Commercial Cannabis 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.

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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 impacts to air quality. Therefore, the project would not cause substantial adverse effects on human beings, either directly or indirectly.

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