

PLANNING COMMISSION STAFF REPORT

DATE: June 14, 2017
TO: Members of the Planning Commission
FROM: Brian Halvorson, Principal Planner
RE: Lompoc Transit Operation and Fleet Maintenance Facility
Development Plan – DR 15-13
Tentative Parcel Map – LOM 601



AGENDA ITEM NO. 3

A request from the City of Lompoc Public Works Department for Planning Commission consideration of a proposal to construct a Transit Operation and Fleet Maintenance Facility consisting of four (4) buildings with parking and landscaping. The project would be built in three (3) phases; includes the demolition of four (4) existing buildings totaling 14,888 square feet; combines seven (7) existing parcels into three (3) parcels; and, is located on 4.24-acres at the northeast corner of Chestnut Avenue and D Street (APN'S: 085-033-001, -004, -005, -006, -007 and 085-040-001, -002 and a portion of -003 and -004 and a section of right-of-way to be abandoned) in the *Industrial (I)* Zoning District. A Mitigated Negative Declaration (SCH 2017051010) has been prepared pursuant to the California Environmental Quality Act (CEQA).

Scope of Review

The Planning Commission is being asked to consider:

- If the development project meets the property development standards for the *Industrial (I)* zone;
- If the proposal is consistent with the Architectural Review Guidelines;
- If the required Findings of Fact in the Resolutions can be made;
- If the Conditions of Approval are appropriate for the project;
- If the proposed Tentative Parcel Map is consistent with the City Zoning Ordinance and meets the requirements of the Subdivision Ordinance and
- If the proposed Draft Mitigated Negative Declaration (MND) is adequate pursuant to the California Environmental Quality Act (CEQA).

Planning Commission Action

1. Adopt Resolution No. 865 (17) approving Development Plan (DR 15-13) and certifying the Mitigated Negative Declaration based upon the Findings of Fact in the Resolution and subject to the attached draft Conditions of Approval;
2. Adopt Resolution No. 866 (17) approving the Tentative Parcel Map (LOM 601), or
3. Provide alternative direction.

Site Data

1. Property Owner: City of Lompoc
2. Site Location: Northeast corner of D Street and Chestnut Avenue
3. Assessor's Parcel Numbers: 085-033-001, -004, -005, -006, -007 and 085-040-001, -002 and a portion of -003 and -004 and a section of right-of-way on C Street to be abandoned)
4. Site Zoning: Industrial (I) District
5. General Plan Designation: Industrial
6. Current Site Use: Industrial Warehouses & Storage
7. Proposed Site Use: Transit Operation and Fleet Maintenance Facility
8. Surrounding Uses/Zoning: North – Railroad Tracks/Industrial
South – Residential/High Density Residential
East – Johns-Manville Park/Public Facilities
West – Warehouses/Industrial
9. Project Site Area: 4.24 acres

Project Vicinity Map



Background

The Lompoc transit maintenance yard has outgrown its existing facility located at 1300 West Laurel Avenue. The existing facility no longer meets the operational space requirements for staffing, fleet parking and maintenance needs. Therefore, the City of Lompoc Public Works Department is proposing to construct a new facility that would meet the current and future needs of the transit division and the City's operation of fleet maintenance.

At the City Council meeting on June 4, 2013, the Council authorized Proposition 1B funding to develop a new Transit Operations and Maintenance Facility. On June 18, 2013, the City Council authorized an agreement to purchase 2.12 acres at 320 North D Street for the proposed new Transit Operations and Fleet Maintenance Facility.

The original permit application was submitted to the Planning Division on September 4, 2015 and was deemed incomplete for processing on September 29, 2015. After a subsequent re-submittal, the project was deemed complete on November 24, 2015.

During the Development Review Board/Subdivision Review Board meeting on February 2, 2016, additional clarifications were requested. Additional materials and a requested revision to the project description were submitted on March 10, 2016 and March 11, 2016.

The original project was reviewed as a Negative Declaration in 2015. Following the discovery of impacted soils on a small portion of the site, the project required additional environmental review and a Mitigated Negative Declaration was prepared. Following the preparation of this document and a revision in the project description and project drawings, a third submission was received on March 2, 2017. The application was then deemed complete for processing on April 12, 2017.

Property Background

The project site at 320 North D Street were previously used as a lumber yard for Weyrick Lumber. Weyrick Lumber discontinued use of the property in August 2012 and the property has been largely sitting vacant since then. Apex Building Systems leased a portion of the property in 2015 to operate a temporary business, manufacturing and designing metal connected wood truss assemblies and their components. This business continues to operate on the site under Temporary Use Permits (TUP 14-18 & TUP 16-01).

Proposal

The project includes the demolition of four (4) existing industrial structures totaling 14,888 square feet and the construction and operation of a new City of Lompoc Transit Operation and Fleet Maintenance Facility (DR 15-13). The project would also combine seven (7) existing parcels into three (3) parcels (LOM 601). One of the parcels is located on the corner of Chestnut Avenue and D Street and this separate parcel would be available to sell this portion of property in the future, if desired or to be used for an expansion of this facility.

A total of four (4) buildings are proposed for the facility along with landscaping/parking and would be designed as wood-framed systems, metal building systems, or a combination of both (depending on the building). The parking and landscaping is also included on a 4.24-acre site. The existing City Yard is located at 1300 West Laurel Avenue and the existing yard will remain but the transit and fleet maintenance operations will be relocated to this location. The proposed facility would employ 30 transit staff, 1 utility/maintenance staff, and 23 drivers.

Construction of the transit facility is proposed in three (3) phases as described below:

Phase 1: Consists of Building 100 at 13,081 square feet for Transit Operations/Transit Maintenance Service Bays, a covered bus wash, 34 employee/visitor parking spaces and 27 bus parking spaces.

Phase 2: Consists of Building 200 at 4,500 square feet for the Fleet Maintenance Administration Building and Building 300 at 11,192 square feet for Fleet Maintenance Service Bays, 29 employee/visitor parking spaces and 15 large vehicle parking spaces.

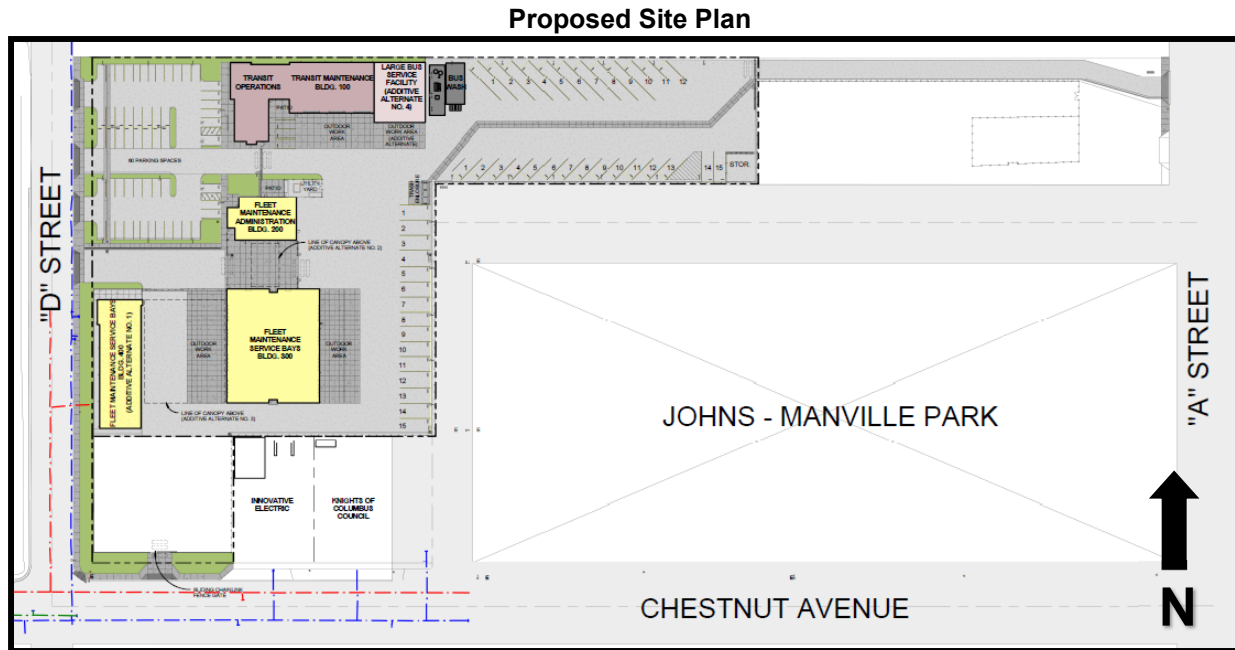
Phase 3: Future construction, as funding allows, include the incorporation of the following six items listed below:

- Construction of Building 400 - 5,945 sq. ft. pre-fabricated metal building for additional Transit Maintenance Large Service Bays.
- Construction of Fleet Maintenance Canopy - 1,176 sq. ft. pre-fabricated metal structure between Buildings 200 & 300.
- Construction of Fleet Maintenance Canopy - 7,123 sq. ft. pre-fabricated metal structure between Buildings 300 & 400.
- Construction of Building 100 - Large Bus Facility - 3,030 sq. ft. pre-fabricated metal building for Large Maintenance Service Bays.
- Photovoltaic Cells at Buildings 100, 300, and the canopy between Buildings 300 & 400.
- Construction of frontage improvements to the corner parcel at Chestnut Avenue and D Street. Improvements would include replacement of substandard curb, gutter, and sidewalk, landscaping and fencing.

Although the proposed facility would be built in three (3) phases over a period of time, the project review before the Planning Commission includes all phases of the project.

Site Plan

As shown in the site plan below, the proposed Transit Operation and Fleet Maintenance facility would be located at the northeast corner of Chestnut Avenue and D Street on a 4.24 acre site west of Johns-Manville Park and south of the Railroad tracks. The project extends east to A Street via a proposed access easement on a neighboring parcel west of A Street. A portion of an existing right-of-way located off of C Street would also be abandoned to allow a portion of this project be extended and accommodate 15 fleet vehicles.



Walls/Fencing

As part of this project, an 8-foot tall chain-link fence with slats and 3-strand barbed wire is proposed located along the eastern perimeter of the project site. In addition, a 10-foot tall wall with metal panels matching the proposed building architecture in color/materials would be located along the D Street and Chestnut Avenue street frontage. Although the maximum height of fences/walls in the *Industrial* District is 8-feet, the Planning Commission has the ability to review and approve higher fencing/walls as well as barbed wire through the Development Plan process (or through a Conditional Use Permit). Based on the large inventory of vehicles to be stored on-site and the associated equipment used to service and maintain a vehicle fleet for the community, the proposed barbed wire and 10-foot tall wall are acceptable for this project (COA P48, P53 and P54).

General Plan Consistency

The General Plan Land Use designation for this property is *Industrial (I)*, and the stated purpose is:

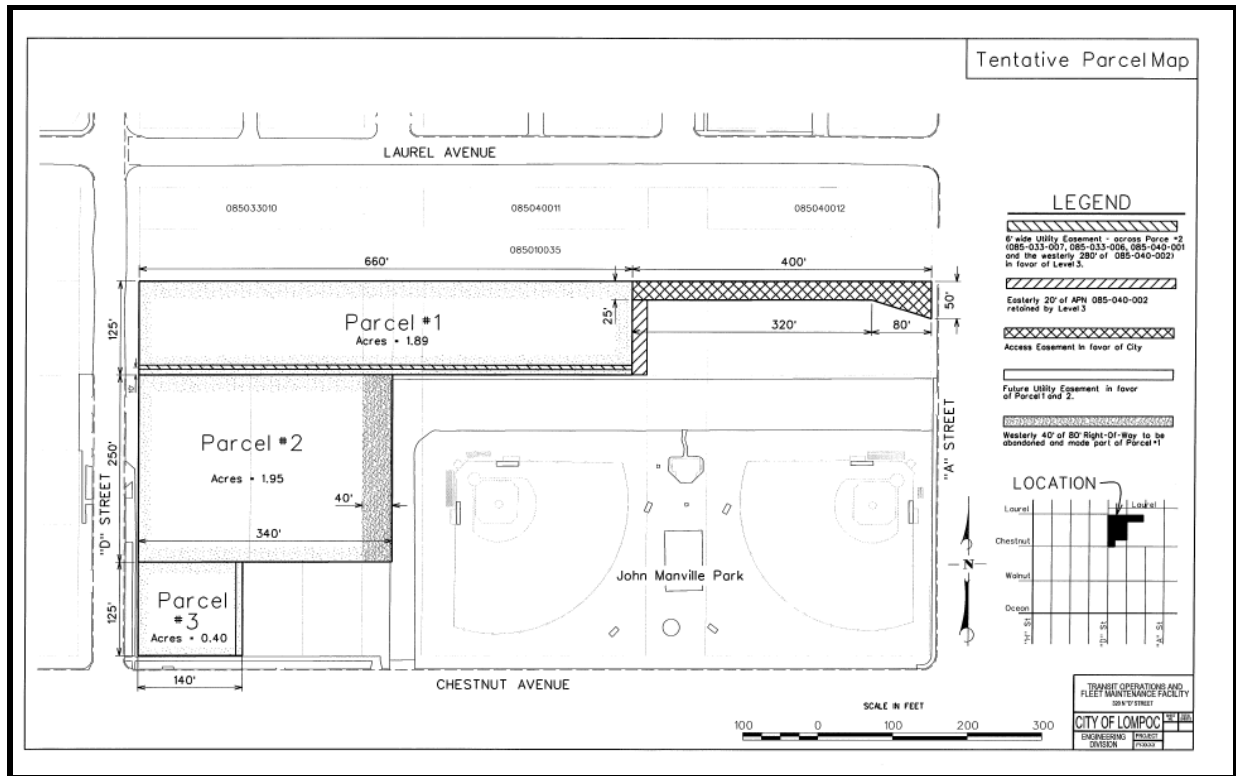
To provide areas for a wide range of industrial uses that may involve outdoor uses.

The proposed project would be the construction of a Transit Operation and Vehicle Fleet Maintenance facility. Both office use and vehicle maintenance are classified as industrial uses and are therefore consistent with the General Plan Land Use designation.

Subdivision Ordinance

The proposed project includes a Tentative Parcel Map (LOM 601) to combine seven (7) existing parcels into three (3) parcels. Parcel 1 includes the Transit Operations and Maintenance Facility and is 1.89 acres; Parcel 2 is the Fleet Maintenance/Administration and is 1.95 acres; Parcel 3 is a vacant parcel and is 0.40 acres. A lot merger shall be recorded prior to issuance of a building permit for the first building (COA P 43). A conceptual layout of these parcels is shown below.

Tentative Parcel Map



City Subdivision Ordinance Chapter 16.16 contains requirements for Preliminary and Tentative Maps, including required review by the City's Subdivision Review Board. The Subdivision Review Board reviewed the proposed map concept and recommends the Planning Commission adopt Resolution No. 866 (17) approving the conceptual parcel map based upon the Findings of Fact in the Resolution and subject to the attached draft Conditions of Approval. The final parcel map would be reviewed by staff prior to recordation to assure it is in substantial conformance with the map reviewed by the Planning Commission.

Zoning Ordinance

The zoning for the site is *Industrial (I)*. The purpose of this zone is:

This zone is intended to provide for light industrial, manufacturing, and limited accessory uses. The intent is to encourage sound industrial development in appropriate areas and to provide development standards to protect adjacent commercial districts.

The Planning Commission is reviewing this project based on Lompoc Municipal Code Section 17.064.060 which requires a Design Review permit for automotive repair/maintenance uses in the *Industrial* zoning district. The proposed project and use (repair, maintenance and office uses for a transit facility) meets the purpose and development standards in this District and therefore complies with the City’s Zoning Ordinance as shown in the tables below.

Table 1-1 – *Industrial (I)* Zoning District Development Standards (Per Parcel)

Development Standard	Required	Proposed		
		Parcel 1	Parcel 2	Parcel 3
Minimum Lot Area for New Lots	7,000 square feet	82,500 sq. ft.	85,000 sq. ft.	17,500 sq. ft.
Frontage Width for New Lots	Minimum 50 foot frontage	250 feet (D Street)	125 feet (D Street)	125 feet (D Street) 140 feet (Chestnut)
Parking	97 spaces (with reciprocal parking) 99 spaces provided	61	38	None
Loading	1 space	None (Conditioned for 1 space) P47		
Motorcycle Parking	6 spaces	None (Conditioned for 6 spaces) P46 & P51		
Bicycle Racks	6 spaces	6 spaces, P45 & P50		

Table 1-1 (Cont.) – *Industrial (I)* Zoning District Development Standards (Per Parcel)

Development Standard	Required	Proposed		
		Parcel 1	Parcel 2	Parcel 3
Fencing/Walls	Height: Maximum eight (8) feet in height, higher walls may be allowed subject to a CUP	8 foot fence	10 foot wall and 8 foot fence	10 foot solid wall and 8 foot fence
	Location: When adjacent to an “R” zone, a solid six (6) foot wall shall be erected	Along the south, east, and north perimeter (P 48)	10 foot wall along frontage of D St; 8 foot fence along southern and eastern property line (P 54)	10 foot wall along frontage of Chestnut Ave; 8 foot fence along eastern property line (P 53)
	Materials: Barbed/razor wire may be allowed when minimized from public view, subject to a CUP	Chainlink with 3-strand barbed-wire	Solid wall to match color and materials of building; chainlink fence with slats and 3-strand barbed-wire	Solid wall to match color and materials of building; chainlink fence with slats and 3-strand barbed-wire

Table 1-2 - Industrial (I) Zoning District Development Standards (Per Building)

Development Standard	Required	Proposed			
		Building #100	Building #200	Building #300	Building #400
Building Height	35 feet	31 feet, 2 inches	22 feet, 6 inches	34 feet, 5 inches	32 feet, 4 inches
Building Setbacks					
Front	None, except when adjacent to an "R" zone, then a landscaped yard of 10 feet shall be provided	50 + feet	50 + feet	50 + feet	5 feet, 9 inches
Side	None, except when adjacent to an "R" zone, then a landscaped yard of 10 feet shall be provided	5 feet, 2 inches and 30 feet	20 feet and 47 feet, 1 inch	50 + feet and 31 feet, 11 inches	50 + feet and 7 feet, 11 inches
Rear	None, except when adjacent to an "R" zone, then a landscaped yard of 10 feet shall be provided	50 + feet	50 + feet	50 + feet	50 + feet

Access

In addition to providing access to the site from D Street and Chestnut Avenue, a 50-foot wide access easement would be located off of A Street for larger vehicles to access the facility without the need to enter off of D Street where customer and employee vehicles would be located. All vehicle parking areas would contain ample lighting to preserve safety and provide clear visibility for vehicle circulation during evening hours of operation at the proposed facility. Since the project will have three (3) lots with internal circulation and parking, a reciprocal access, drainage and parking agreement would be required for this project (COA P 52).

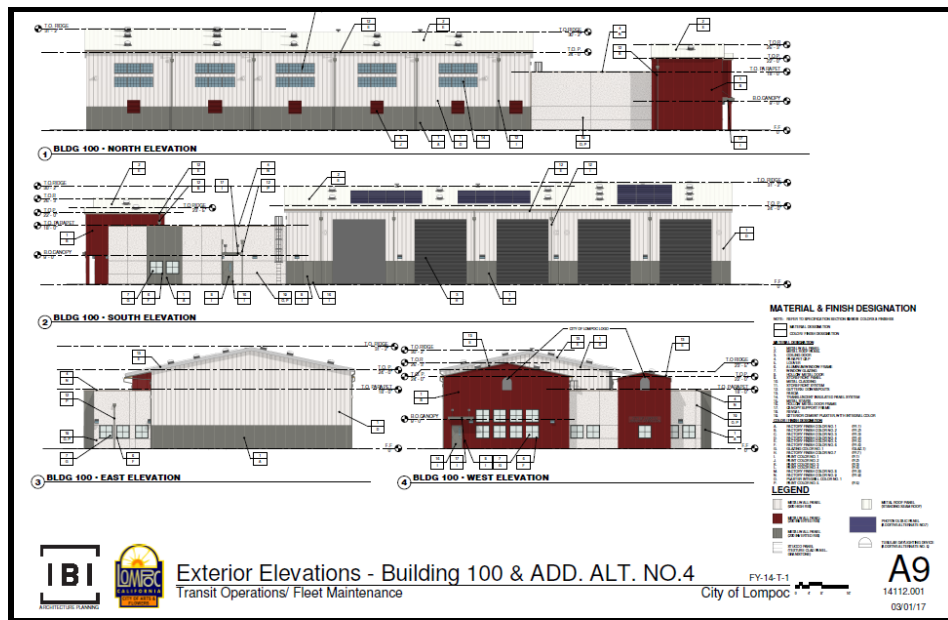
Architectural Review Guidelines

As shown below, the four (4) buildings vary in design however and the uniform palette adds a sense of continuity throughout the facility. The proposed buildings would be single-story but require additional height to accommodate larger vehicles access within the buildings.

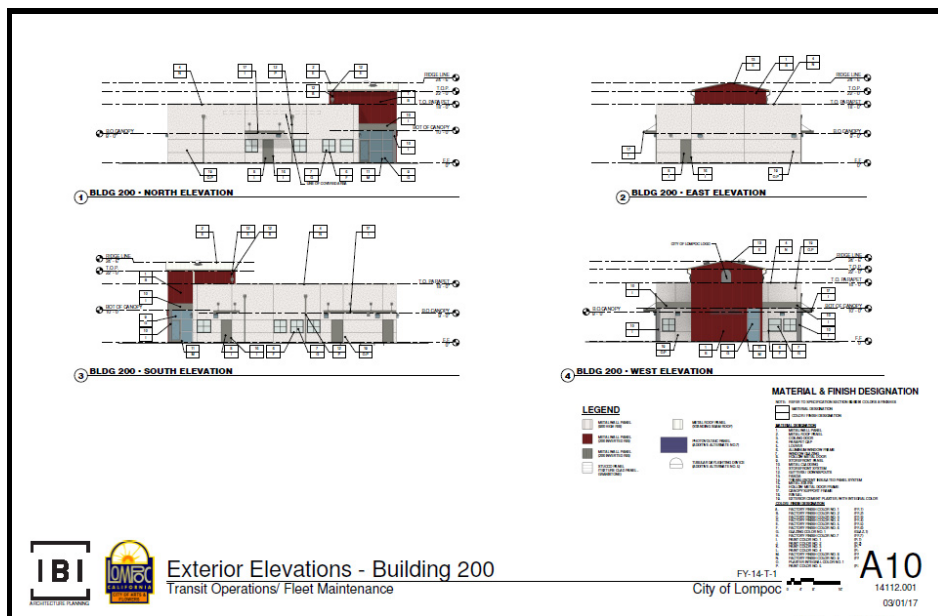
The buildings are designed in a modern industrial theme, with various ribbed metallic elements mixed with stucco paneling, and integrated metal piping features, along with square windows and geometric details.

The stucco siding would be in a neutral earth-tone, however the metal siding colors vary between gray and red; the use of varying colors and materials adds interest to the building elevations. Also, the pitched roofs and boldly angled roof in Building 400 add depth and architectural interest. The proposed roof material for all buildings consists of ribbed metal paneling that would be "Colonial Red" in color.

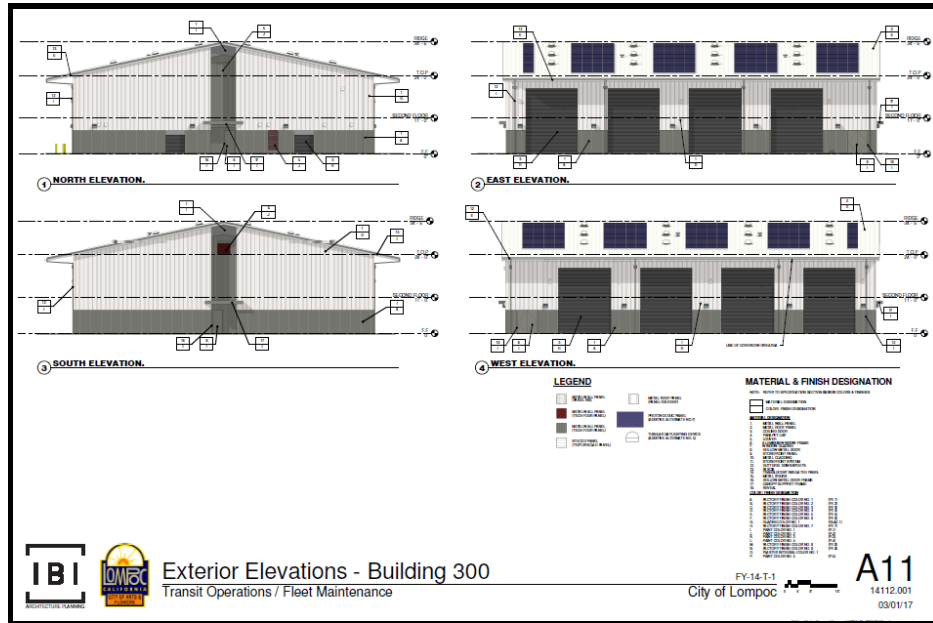
Building 100 Exterior Elevations Operations Offices, Transit Maintenance Facility & Large Bus Service Facility



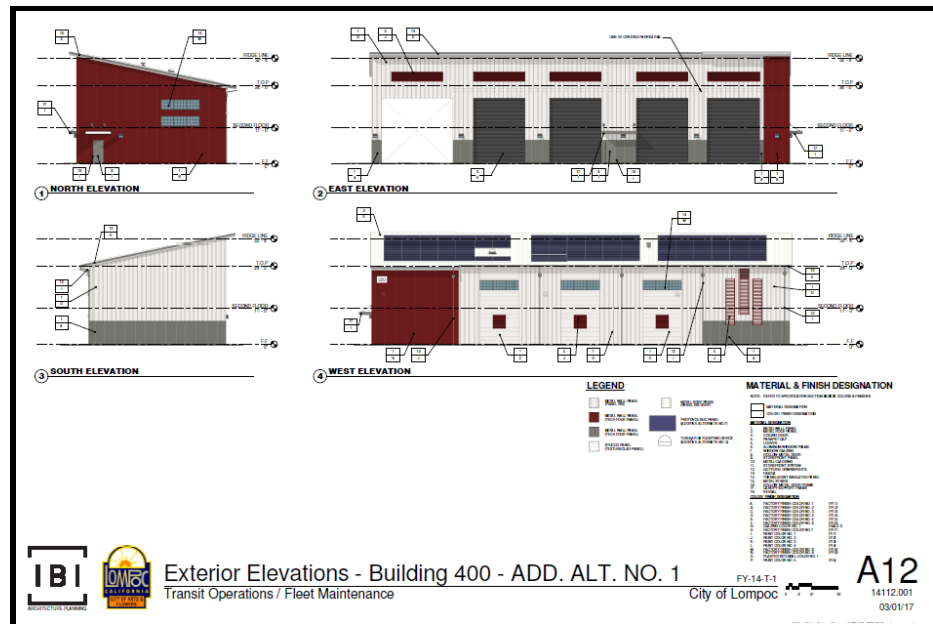
Building 200 Exterior Elevations Fleet Maintenance Administration & Bus Wash



Building 300 Exterior Elevations Fleet Maintenance Service Bays



Building 400 Exterior Elevations Fleet Maintenance Service Bays



The Architectural Review Guidelines (ARG) do not contain specific requirements for an Industrial Zone however the building has been designed with a rural architectural style that compliments the Lompoc area and the neighboring winery located to the west.

The proposed project meets the following references from the City's guidelines:

Page 8, Item 6:

All proposed buildings or structures should be sensitive to the neighborhood character.

Page 9, Item 10:

Multiple buildings on the same site shall be designed to create a strong visual relationship between the buildings with subtle variety in building size and mass.

Based on the above, the proposed architectural elevations for the Transit Operation and Fleet Maintenance Facility would conform to the City's ARG.

Landscaping

The site would contain a variety of new drought tolerant landscaping with new frontage landscaping along D Street and Chestnut Avenue that will provide a significant improvement to the area. Since this project would be built in phases, only a portion of the D Street landscaping would be installed with the completion of Phase 1 which includes Building #100 (Transit Operations and Transit Maintenance Building). The remaining landscaping along the perimeter of D Street and the Chestnut frontage would be built as part of Phase 2/3. Final landscaping for the project would be reviewed and approved at the staff level, if appropriate (COA P19).

Signage

At this point, no signage is proposed on the building elevation drawings. Signage for the project would be reviewed and approved under a separate permit at staff level (COA P 9) as each phase of the project is built.

Staff Review

A Development Review Board (DRB)/Subdivision Review Board (SRB) meeting was held for this project on May 23, 2017. The applicants met with staff to discuss the proposal and draft Conditions of Approval were formulated.

The Development Review Board (DRB) has drafted a series of standard Conditions of Approval (COA) to advise applicants of possible requirements during the development review process. Project specific conditions are included when staff can determine what they should be from the conceptual plans provided for Planning Commission review. A complete plan check occurs after construction plans have been submitted to the Building Division for building permits. Please note that not all COA included with the Planning Commission Resolution for the project may be applicable. If the applicant has questions and/or concerns regarding specific conditions, he/she should contact the department/division that is recommending the condition. DRB members do not attend the Planning Commission meeting and Planning staff cannot answer specific questions regarding conditions recommended by other departments/divisions.

The DRB recommends that the Planning Commission adopt Resolution No. 865 (17), approving Development Plan (DR 15-13) based upon the Findings of Fact in the Resolution and subject to the attached draft Conditions of Approval.

The Subdivision Review Board recommends the Planning Commission adopt Resolution No. 866 (17) approving LOM 601 based upon the Findings of Fact in the Resolution and subject to the attached draft Conditions of Approval.

Environmental Determination

An Environmental Initial Study-Mitigated Negative Declaration (IS-MND) was prepared for the proposed project on May 2, 2017 (Attachment 3). A traffic study was completed by Associated Transportation Engineers on January 25, 2016 and is available for review at the Economic Development Department, Planning Division. Pursuant to the provisions of the California Environmental Quality Act (CEQA), a MND has been prepared and circulated for public review (SCH 2017051010). Based on this study, potentially significant impacts were identified for Hazards and Hazardous Materials but were determined to be less than significant with Mitigation Measures. The Mitigation Measures have been made a part of the draft Conditions of Approval for the project. The public review period for comments began on May 3, 2017 and ended on June 2, 2017.

To date, one response was received from the Native American Heritage Commission. The Cultural Resources section of the MND addresses any potential concerns relating to tribal cultural resources and standard Conditions of Approval for the accidental discovery of cultural resources during site construction activities have been included in the permit for this project. These comments do not raise additional environmental issues that were not previously addressed in the IS-MND. Therefore, no changes to the findings in the MND are required in order to address these comments. COA P12, P13, and P14 have been included to address any unforeseen discovery during construction.

It is recommended that the Commission review the documents and certify the MND with the proposed mitigation measures for this project. A Notice of Determination will be filed following the Planning Commission action on this project.

Noticing

June 2, 2017 – Notices were mailed to property owners within 300 feet by US mail; posted on the City website; and, the project site was posted by City staff.

June 4, 2017 – Notice of the Public Hearing was published in the Lompoc Record.

Appeal Rights

Any person has the right to appeal the Planning Commission action to the City Council within ten days of the action. Contact a Planning Division staff member for the required appeal form; the fee is \$257.80.

Attachments

1. Draft Resolution No. 865 (17) certifying the Mitigated Negative Declaration and approving DR 15-13 with Conditions of Approval
2. Draft Resolution No. 866 (17) approving Tentative Parcel Map LOM 601
3. Mitigated Negative Declaration
4. Conceptual Tentative Parcel Map
5. Site Plan and Elevations
(PC only with staff report. Documents available for review in Planning Division)

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

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RESOLUTION NO. 865 (17)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC APPROVING A DEVELOPMENT PLAN FOR THE CITY OF LOMPOC TRANSIT OPERATION AND MAINTENANCE FACILITY (DR 15-13)

WHEREAS, a request was received from the City of Lompoc Public Works Department for Planning Commission review and consideration of a proposal for a Development Plan (DR 15-13) to construct a Transit Operation and Fleet Maintenance Facility consisting of four (4) buildings with landscape and parking to be located on 4.24-acre site at the northeast corner of Chestnut Avenue and D Street (APN'S: 085-033-001, -004, -005, -006, -007 and 085-040-001, -002 and a portion of -003 and -004 and a section of right-of-way to be abandoned) in the *Industrial (I)* Zoning District; and

WHEREAS, the Project was considered by the Planning Commission at a duly-noticed public meeting on June 14, 2017; and

WHEREAS, at the meeting of June 14, 2017, _____, was present and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of June 14, 2017, _____ spoke in favor, and _____ spoke in opposition to the project; and

WHEREAS, pursuant to the requirements of the California Environmental Quality Act (CEQA), environmental impacts of this project were evaluated in a Mitigated Negative Declaration (MND) prepared and circulated for comments May 3 through June 2, 2017 dated May 2, 2017 (SCH 2017051010) and reviewed by the Planning Commission on June 14, 2017.

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

SECTION 1: After hearing testimony, considering the evidence presented, and due deliberation of the matters presented, the Planning Commission finds that the proposed transit operation and fleet maintenance facility, as conditioned, meets the requirements of the Lompoc Municipal Code and is consistent with the applicable policies and development standards, therefore the Planning Commission finds that:

- A. The proposed use, as conditioned, is consistent with the applicable policies and development standards set forth in Lompoc Municipal Code Chapter 17.064.
- B. The site for the proposed use is adequate in size and topography to accommodate said use, and all yards, spaces, walls and fences, parking, and landscaping are adequate to properly adjust such use with the land and uses in the vicinity.

- C. The site of the proposed use relates to streets and highways adequate in width and pavement to carry the quantity and kind of traffic generated by the proposed use.
- D. The proposed use will have no adverse effect upon the abutting and surrounding property from the permitted uses thereof.
- E. Fencing/walls in the *Industrial* zoning district are limited to a maximum of eight (8) feet in height, however, the Planning Commission finds that due to the amount of equipment and vehicles stored in the City facility, the fence/wall height of 10 feet is allowed to protect City property.
- F. The Planning Commission finds that the eight foot tall chain link fencing with 3-strand barbed wire is allowed to project equipment and vehicles stored on City property for the transit facility.

Inasmuch as the Initial Environmental Study and Mitigated Negative Declaration, prepared for the proposal, show no substantial evidence that the project may have a significant effect on the environment it can be found:

- G. That based on the entire record before the Planning Commission, including the initial study and any and all comments received, there is no substantial evidence that the project or proposed use, as conditioned, will have a significant effect on the environment.
- H. The Mitigated Negative Declaration reflects the independent judgement and analysis of the Planning Commission.
- I. That the proposed project, as conditioned, will not have a significant effect on the environment.
- J. The proposed use is similar to and within the intent and purpose of the *Industrial (I)* zoning district.
- K. The proposed use is not more obnoxious or detrimental to the public welfare, and is of a comparable nature and of the same class as the uses enumerated in Section 17.064.030 of the Lompoc Municipal Code.
- L. The conditions stated in Exhibit A to this Resolution are necessary to protect the public health, safety, and welfare.

SECTION 2: Based on the foregoing, the Mitigated Negative Declaration for the project is adopted, and Development Plan (DR 15-13) for the City of Lompoc Transit Operation and Fleet Maintenance Facility, is approved as proposed, subject to the Conditions attached as Exhibit A and the Mitigation Measures attached as Exhibit B, which are incorporated by reference as if fully set forth herein.

The foregoing Resolution was adopted, on motion by Commissioner _____, seconded by Commissioner _____, at the Planning Commission meeting of June 14, 2017 by the following vote:

AYES:

NOES:

Lucille T. Breese, AICP, Secretary

Ron Fink, Chair

Attachments: Exhibit A: [Conditions of Approval \(DR 15-13\)](#)
 Exhibit B: [Mitigation Measures](#)

**DRAFT CONDITIONS OF APPROVAL
DR 15-13 – TRANSIT OPERATION/FLEET MAINTENANCE FACILITY
320 NORTH D STREET – APNS: 085-033-001, -004, 005, -006, -007,
and 085-040-001, -002, -003, -004 and a portion of the abandoned area of “C Street”
 (“Property”)**

The following Conditions of Approval apply to the plans prepared by IBI Architecture Planning dated March 2, 2017 for DR 15-13, received by the Planning Division on March 2, 2017 and reviewed by the Planning Commission on June 14, 2017 (“Project”).

I. PLANNING

Planning – General Conditions

- P1. All applicable provisions of the Lompoc City Code are made a part of these conditions of approval in their entirety, as if fully contained herein.
- P2. In conformity with Sections 17.140.010, 17.152.010, and 17.152.020 of the Lompoc City Zoning Ordinance, the violation of any condition listed herein shall constitute a nuisance and a violation of the Lompoc City Zoning Ordinance and the Lompoc City Code. In conformity with Section 1.24.010 of the Lompoc City Code, a violation of the Lompoc City Code and the Lompoc City Zoning Ordinance is a misdemeanor and shall be punishable as provided by law. In addition to criminal penalties, the City may seek injunctive relief. The applicant agrees to pay for all attorney’s fees and costs, including, but not limited to, staff time incurred by the City in obtaining injunctive relief against the applicant as a result of a failure of the applicant to fully perform and adhere to all of the Conditions of Approval.
- P3. The applicant is advised that certain fees and charges will be collected by the City prior to issuance of building permits and/or prior to issuance of certificates of occupancy.
- P4. The applicant shall notify the City of Lompoc Planning Division of a change of ownership for the property or a change of project representative within 30 days of such change at any time during the City process prior to final Certificate of Occupancy.
- P5. Lompoc Municipal Code Section 17.006.030 allows any person to appeal a decision of the Planning Commission within 10 calendar days after the Planning Commission’s decision. No grading, building, demolition, or other ministerial permit, nor any other discretionary permit, shall be issued by the City for the Project until the later of (1) the expiration of the 10-day appeal period, or (2) the City Council’s decision on the appeal, if a timely appeal is filed.
- P6. These conditions of approval shall be noted on the construction drawings filed for any building permits, including the Planning Commission resolution number and the applicant's signed affidavit agreeing to comply with the conditions.
- P7. All revisions made by the Planning Commission and specified in the planning conditions of approval shall be shown on a revised site plan, which shall be reviewed by the Planning Division prior to submittal of construction drawings.

- P8. Minor changes to the site plan, architectural elevations, or landscape plans shall be reviewed by the Planning Manager and approved if acceptable. Major changes to the site plan, architectural elevations, or landscape plans shall be reviewed by the Planning Commission and approved if acceptable.
- P9. Prior to the installation of any signage or sign related construction the applicant shall obtain all appropriate permits. Approval of these plans with signage indicated does not imply approval of signage.
- P10. Building permits shall be obtained from the City of Lompoc for all tenant improvements to the structure and all new construction.
- P11. The Engineering and Planning Divisions shall review and approve a plan for all work/stripping in the parking area to assure conformance with City standards. The parking lot shall meet the Lompoc City Parking Standards. A striping detail of the parking stalls shall be shown on the plans.
- P12. If archaeological artifacts are unearthed or exposed during construction, all ground disturbing work shall stop immediately and the artifacts and the site shall be evaluated by an experienced archaeologist. An appropriate plan for the preservation of the artifacts from the site shall be prepared and its implementation overseen by an experienced Archaeologist, prior to the restarting of ground disturbing work at the project site.
- P13. If paleontological artifacts are unearthed or exposed during construction, all ground disturbing work shall stop immediately and the City notified. The artifacts and site shall be evaluated by an experienced Paleontologist/cultural resources specialist. An appropriate plan for the preservation of the artifacts from the site shall be prepared and its implementation overseen by an experienced Paleontologist.
- P14. If human remains are accidentally discovered or recognized during construction, all excavation and ground disturbing work on or adjacent to the project site (or area of discovery) shall stop immediately. The County Coroner of the County in which the remains are discovered shall be contacted and the Native American Heritage Commission shall be notified immediately and their recommendations and requirements adhered to, prior to continuation of construction activity.

Planning – Architectural Conditions

- P12. The Architectural Review approval granted by the Planning Commission is valid for one year from date of approval and will expire on June 14, 2018. A one-year extension may be granted by the Planning Manager if the applicant so requests prior to the expiration date.
- P13. All facades which extend above the roof line shall be finished on all elevations exposed to public view.
- P14. All mechanical, ventilation, and utility equipment shall be architecturally screened to prevent visibility from public view and shall be designed and placed to harmonize with the major structures on the site and with the neighborhood.
- P15. Foam material shall not be used for architectural features from the ground level to six (6) feet above ground level. Foam material may be used on portions of the building which are

a minimum of six feet above ground level.

- P16. The use of a trellis shall be limited to ornamental plants only. The trellis shall not be used to display banners or signs of any kind.

Planning – Site Plan Conditions

- P17. No outside vending machines, except fully enclosed newspaper racks, shall be allowed on site. All newspaper racks shall be pedestal-mounted.
- P18. One copy of the lighting plan shall be submitted to the Engineering Division with the grading/improvement plans. A separate copy shall be submitted to the Building Division with the building plans. The lighting plan shall be reviewed and approved by the Engineering and Planning Divisions prior to issuance of any permits for the project. The plan shall incorporate the following:
- a. Details for external light fixtures both on and off the building(s), external illuminated signage, and any light fixtures at ground level. All lighting shall be shielded to prevent glare and minimize light intrusion to adjacent properties.
 - b. Photometrics will be required to ensure no light spillage offsite.

Planning – Landscaping General Conditions

- P19. Five (5) sets of the landscape and irrigation plans shall be submitted to the Planning Division for distribution and review by various City departments/divisions. The landscape and irrigation plans shall be reviewed and approved prior to issuance of grading or encroachment permits. After the final review and approval of these Plans, mylar copies shall be submitted to the Engineering Division with the grading and/or improvement plans.

The landscape and irrigation plans shall be prepared by a licensed landscape architect or other qualified professional project designer as designated by City staff; shall have overall dimensions of 24" x 36"; shall show all existing and proposed public utilities within the project limits; and shall have the following approval blocks:

- 1) City Engineer;
- 2) Planning Manager – private property landscaping; and
- 3) Urban Forestry Supervisor – right-of-way landscaping

- P20. The project must conform with the Urban Forestry Administrative Guidelines.
- P21. The final landscaping Conditions of Approval shall be printed on the landscape plans filed with the City.

Planning – Landscaping Irrigation Conditions

- P23. The project must conform to Chapter 15.52 of the Lompoc City Code Water Efficient Landscape Standards.
- P24. All irrigation must be low-water use, per manufacturer's specifications. A copy of the specifications must be provided to the Planning Division before installation. Installation must include check valves as needed to prevent runoff.

- P25. All irrigation under paving must be Schedule 80 PVC or greater with tracer wires and sleeves.

Planning – Landscaping Tree Conditions

- P26. The number and size of trees installed on the site shall meet the tree density requirements, as set forth in Chapter 31 of the City Code. The density will be approved or denied during Plan Check.
- P27. All trees must be planted at least ten feet away from public utilities, to include but not limited to water, sewer, electric, storm drain, cable, telephone, etc.
- P28. All trees must be installed with support staking. All nursery stakes must be removed from trees.
- P29. All trees and plant material selection shall be made with the concurrence of the Planning Division.

Planning – Landscaping Installation Conditions

- P30. Installation of all irrigation and landscaping shall be performed by a licensed landscape contractor. Open trench inspection of the irrigation installation is subject to approval of City officials. Prior to the final inspection by the Planning Division, a letter confirming substantial conformance with the approved plans must be submitted by the project landscape designer.
- P31. A layer of bark two to four inches deep must be applied in all landscape areas. A sample of the bark shall be submitted to the Planning Division for review and approval prior to the issuance of building permits.
- P32. All plant material is subject to inspection by the Planning Division and must be guaranteed for two years from the date of final inspection.
- P33. Prior to the final inspection by the Planning Division, a Certificate of Substantial Compliance shall be completed and submitted to the Planning Division.
- P34. All landscaping shall be installed and accepted by the City prior to issuance of a certificate of occupancy for the building.

Planning – Air Quality Conditions

- P35. Dust (PM₁₀) - a dust abatement program shall be prepared by the applicant and submitted with the grading/improvement plans. The program shall be reviewed and approved by the City Engineer, Senior Environmental Coordinator, and Planning Manager prior to issuance of grading permits. The dust abatement program shall include, but is not limited to, the following dust control measures:
- a. Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions.

- b. Construction sites shall be watered and all equipment cleaned in the morning and evening to reduce particulate and dust emissions.
- c. Cover stockpiles of sand, soil, and similar materials, or surround them with windbreaks.
- d. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces or have adequate freeboard to prevent spillage.
- e. Post signs that limit vehicle speeds on unpaved roads and over disturbed soils to 10 miles per hour during construction.
- f. Soil binders shall be spread on construction sites, on unpaved roads, and on parking areas; ground cover shall be re-established through seeding and watering.
- g. Sweep up dirt and debris spilled onto paved surfaces immediately to reduce resuspension of particulate matter through vehicle movement over those surfaces.
- h. Require the construction contractor to designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary.
- i. The name and 24/7 contact information for the person responsible for dust control shall be provided to the City prior to issuance of grading permits.
- j. If dust is not controlled on the site, the City shall shut down work on the project until the applicant can provide adequate dust control.
- k. Streets and alleys surrounding the project shall be kept clean and free of dirt.

P36. Ozone (O₃) Precursors: (NO_x and ROC)

- a. All construction equipment engines and emission systems shall be maintained in proper operating order, in accordance with manufacturers' specifications, to reduce ozone precursor emissions from stationary and mobile construction equipment.
- b. If feasible, electricity from power poles or ground lines shall be used in place of temporary diesel- or gasoline-powered generators.

P37. Conditions for Long-term and Operational Impacts:

- a. All commercial construction or remodel projects of more than 5,000 square feet of floor area shall provide preferential parking spaces for employee carpools at a ratio of 1 preferential space for every 50 required spaces. This condition does not apply to projects with less than 50 spaces.
- b. All commercial projects with more than 50 employees at a single business at a single location shall provide a trip reduction plan to achieve 1.5 average vehicle ridership among employees, which shall be implemented by the building occupant. This plan shall be delivered to the City Staff for review and approval prior to occupancy.

- c. All industrial and public facility construction or remodel projects of more than 10,000 square feet of floor area shall provide preferential parking spaces for employee carpools at a ratio of 1 preferential space for every 20 required spaces.
- d. All industrial and public facility construction or remodel projects of more than 10,000 square feet of floor area shall have parking lots designed to reduce the number of idling vehicles waiting for parking.
- e. All industrial and public facility construction or remodel projects of more than 10,000 square feet of floor area shall provide bicycle facilities including, but not limited to bicycle racks and/or lockers shall be installed on all industrial and public facility projects greater than 10,000 square feet. City staff shall determine the number of racks and/or lockers to be installed on a case by case basis.

Planning – Mitigation Monitoring Conditions

P38. Hours of construction shall be limited to:

Monday through Friday - between the hours of 7:30 a.m. and 5 p.m.
Saturday - between the hours of 8 a.m. and 5 p.m.
Sunday – None

Minor modifications to the hours of construction may be granted by the Planning Manager.

- P39. All mitigation measures set forth in the *Transit Operation/Fleet Maintenance Facility Mitigated Negative Declaration (MND)* are hereby incorporated into these Conditions of Approval, as if fully contained herein, except those found infeasible pursuant to §15091 of the State CEQA Guidelines.
- P40. The applicant shall pay the costs associated with implementation of the Mitigation Measures prior to issuance of the first Certificate of Occupancy for any building in the project. The costs associated with implementation of Mitigation Monitoring Program shall be calculated on a time and materials basis.

Planning – Project Specific Conditions

- P41. A Temporary Use Permit shall be obtained from the Planning Division prior to installation of a construction trailer on the project site.
- P42. All outdoor storage shall be screened from public view. Such screening shall contain walls or fencing with landscaping and shall be shown on the plans submitted to the Building Division for plan review. Storage areas shall not contain more than 50 percent of the primary use site area and no material shall be stored to a height greater than the height of the required wall or fence within ten feet of the required screening.

The following improvements shall be constructed as part of Phase I of this project:

- P43. A Lot Merger, Lot Line Adjustment or Parcel Map shall be completed (recorded) prior to building permit issuance of the first building.
- P44. A total of 61 parking spaces shall be constructed as shown on the approved site plan.
- P45. Bicycle racks to accommodate three (3) bicycles shall be provided on site. The location and type of bicycle racks shall be reviewed and approved by the Planning Division prior to issuance of building permits.
- P46. Three (3) motorcycle parking stalls shall be installed measuring 4 feet by 7 feet shall be provided on a site plan submitted for building division permits and approved by planning staff if appropriate.
- P47. One (1) striped loading space shall be installed measuring 12 feet by 35 feet shall be provided on a site plan submitted for building division permits and approved by planning staff if appropriate.
- P48. An eight foot tall chain link fence with 3-strand barbed-wire shall be constructed along the north, south and east perimeter of Parcel 1 and the fence shall contain slating material. The type and color of the slating material shall be reviewed and approved by staff if appropriate.

The following improvements shall be constructed as part of Phase 2 of this project:

- P49. A total of 38 parking spaces shall be constructed as shown on the approved site plan.
- P50. Bicycle racks to accommodate three (3) bicycles shall be provided on site. The location and type of bicycle racks shall be reviewed and approved by the Planning Division prior to issuance of building permits.
- P51. Three (3) motorcycle parking stalls shall be installed measuring 4 feet by 7 feet shall be provided on a site plan submitted for building division permits and approved by planning staff if appropriate.
- P52. A reciprocal access, drainage and parking agreement or easement shall be recorded on the property prior to building permit issuance for any buildings constructed.
- P53. Fencing along D Street and Chestnut Avenue shall be erected as a solid wall with a 10-foot landscape buffer in accordance with Lompoc Municipal Code Section 17.088.020B (2).
- P54. An eight foot tall chain link fence with 3-strand barbed-wire shall be constructed along the north, south and east perimeter of Parcel 2 and the fence shall contain slating material. The type and color of the slating material shall be reviewed and approved by staff if appropriate.

II. POLICE – No General or Project Specific Conditions

III. ENGINEERING

Engineering – General Conditions

- EN1. Public Improvements are required with this development. Public Improvements include all work within the public right-of-way or easement. Public Improvements for this development shall be shown on the Grading Permit Plan Set.
- Public Improvements:
 - a. Utilities – Electric (conduit, transformers, street lights, etc.), Water, and Sewer
 - b. Streets, Sidewalk, and Curb & Gutter (Public and Private)
 - c. Street Signing and Striping
 - d. Drainage – Storm Drain Lines, Inlets & Filters, Main Lines, Sidewalk Drains, etc.
 - e. Existing and proposed public easements (permanent structures shall not be constructed over any public easements)
 - Private Improvements:
 - a. Connection Points to utility mains for sewer laterals, water services and storm drain.
- EN2. Public Improvement Plans shall be prepared by or under the supervision of a registered civil engineer.
- EN3. All Public Improvements shall be provided at the Applicant's expense and in accordance with City of Lompoc "Standard Requirements for the Design and Construction for Subdivisions and Special Developments". These Standard Requirements are available at:
- <http://www.cityoflompoc.com/standards/>
- EN4. "Development Assistance Brochures" are available to facilitate the preparation of plans and reports by the Applicant's engineer and are an essential reference for the preparation of the Grading and Public Improvements Plan submittals. "Development Assistance Brochures" are available at:
- http://www.cityoflompoc.com/PublicWorks/develop_asst.htm
- EN5. In conformance with Title 12, Chapter 12.28.040 of the Lompoc City Code, the Improvement Plans, including but not limited to, grading, water, sewer, streets, electrical system, and other surface and subsurface improvements, shall be prepared based upon the control monuments as established by the City of Lompoc Coordinate Control System by Record Of Survey filed August 22, 2003, in Book 172, Pages 4 through 7, Santa Barbara County Records. All drawings, improvement plans and survey maps shall be prepared in accordance with the requirements currently in effect.
- EN6. An "R" value shall be determined by the Soils Investigation and included in the Soils Report or an "R" value of 15 can be assumed for design. A note shall be placed on the Public Improvement Plan stating that "R" value samples shall be obtained and tested at the completion of rough grading, and the pavement sections confirmed or revised, to the satisfaction of the City Engineer.

Easement Dedication

- EN7. All public utilities such as water mains, sewer mains, electric lines, electric transformers, etc., within the development shall be located within public utilities easements (PUE). PUE's shall be dedicated on the Final Map.

Plan Review

- EN8. First plan check submittal shall include hydraulic calculations (storm drain), a current Soils Investigation Report, and all other calculations and data necessary for review and approval of the project plans.

Landscape Plans

- EN9. Any landscape and irrigation plans required by the Planning Division shall be approved by the Public Works and Utility Departments prior to Public Improvement Plan approval by the Engineering Division. An approval block shall be provided on the landscape plan title sheet for the City Engineer's signature.
- EN10. All trees and large rooted shrubbery must be planted at least ten feet away from public utilities, including but not limited to, water, sewer, electric, stormdrain, cable and telephone.

Permits & Fees

- EN11. Encroachment Permit Fees are based on the City fee schedule in effect at the time of permit issuance.
- EN12. An Encroachment Permit shall be obtained from the Engineering Division for any work within City street right-of-way or easement. An itemized Engineer's cost estimate for construction of the proposed public improvements noted in EN1 shall be submitted to the Engineering Division and is used for determining the Encroachment Permit Fee. The Form used for Cost Estimates may be obtained on the City's website at the following location.

<http://www.cityoflom poc.com/PublicWorks/engineering.htm>

- EN13. Prior to the issuance of an Encroachment Permit, the Applicant shall provide a letter to the Engineering Division, addressed to the City Engineer, stating that the engineer who prepared the Public Improvement Plans, or his/her designated representative, will perform periodic site observations of work shown on the approved Public Improvement Plans and that Record Drawings will be submitted and approved prior to occupancy.
- EN14. STREET IMPROVEMENT and TRAFFIC SIGNAL IMPACT FEES will be imposed upon the issuance of a building permit and are based on the City of Lompoc Development Impact Fee Schedule in effect at the time of permit issuance. **Due to the decreased intensity of the land use from the existing development on the site, there are no traffic mitigation fees applied to this project.**

Drainage

- EN15. A Drainage/Hydrology Report shall be submitted to the Engineering Division with the first plan check submittal of the Public Improvement Plans.
- EN16. Drainage from parking lots to the public right-of-way or easement will be filtered through a City approved filter system. The filter shall be located on the development property and maintained by the property owner.

Sidewalk/Driveways

- EN17. All driveways shall provide a minimum 4-foot sidewalk area behind the apron, at 2 percent slope toward the street, for ADA compliance.

Final Approval

- EN18. Prior to issuance of the Certificate of Occupancy, any Public Improvements damaged during construction shall be repaired as directed by the Public Works Inspector and in conformance with the City of Lompoc Standard Plans and Specifications.
- EN19. Prior to issuance of the Certificate of Occupancy, Record Drawings in conformance with Development Assistance Brochure (DAB) E-30 shall be prepared and approved by the City Engineer. DAB E-30 can be downloaded from the City Engineering web page

(<http://www.cityoflompoc.com/departments/pworks/engineering.htm>).

- EN20. After construction is complete and the City has approved the Record Drawings, the Applicant shall:
 - A. Provide the City Management Services Department, Information Systems Division, with a copy of the Record Drawings, in a computer format readily compatible for transfer to the City Geographic Information System. The following computer formats are acceptable for delivery: DGN (native Micro-station); DWG; DXF. Record Drawing information submitted in computer format shall include, but not limited to the following:

WATER	WASTEWATER	ELECTRIC	DRAINAGE	SURFACE
Mains	Mains	Lines	Manholes	Road
Valves	Manholes	Transformers	Inlets	Curb/Gutter
Blowoffs	Lift Stations	Junction Boxes	Swales	Sidewalk
Air Vacs	Laterals	Pull Boxes	Basins	Drives
Fire Hydrants		Poles	Structures	Access Ramps
Services		Street Lights	Filters	Parking Lots
Meters			Curb Drains	Survey Mon's
RP Backflow				Walls
				Bus Turnouts

Engineering – Project Specific Conditions

- EN21. A Tract Map shall be prepared to merge and/or adjust the existing property lines to establish the proposed three parcels.
- EN22. All proposed easements shall appear on the Tract Map for review, approval and recordation.
- EN23. The existing sidewalk on “D” Street shall be replaced with City standard curb sidewalk per Standard 615. Clearance around existing poles, fire hydrants or other existing infrastructure shall be provided. Timing of the replacement shall be as noted herein.
- EN24. “D” Street frontage improvements, including, but not limited to, sidewalk replacement from 140’ +/- north of Chestnut Avenue to the end of the existing sidewalk, curbside sidewalk from the existing sidewalk to the northern boundary of the development, proposed driveways, and utility connections shall be completed in Phase 1. These improvements shall be shown as part of the Grading Plan and shall be completed prior to the issuance of the first certificate of occupancy.
- EN25. “D” Street and Chestnut Avenue frontage improvements proposed along the frontage of Parcel 3 (northeast corner of Chestnut and D, 17,500 SF +/-) shall be completed with any proposed development on Parcel 3 and prior to the issuance of a certificate of occupancy on Parcel 3. The improvements include the replacement of the existing sidewalk to curbside sidewalk per City of Lompoc Standard 615, the installation of driveway per City of Lompoc Standard 611, replacement of the existing curb ramp at the intersection of “D” Street and Chestnut Avenue and removal and replacement of the existing curb and gutter as needed.

IV. ELECTRIC

Electric – General Conditions

- EL1. The Developer shall sign a Line Extension Agreement and pay all costs for the City to furnish and install electric power lines/equipment to and within the proposed development. These costs will include all labor, labor overhead, material, material handling charges and equipment/vehicle rentals necessary for the City to extend the City’s electrical distribution system to serve the project. The total estimated cost, as mentioned in the Line Extension Agreement, must be paid prior to the City issuance of building permits.
- EL2. The Developer shall provide a single line diagram showing voltage, phase, load requirements and size of planned switchboard. Three-phase electric services up to 200 Amps shall have 7-jaw meter sockets. Three-phase electric services above 200 Amps shall have 13-jaw meter sockets and provisions for a test switch and current transformers. The main switchboard shall conform to Electric Utility Service Equipment Requirements approved by the City of Lompoc. The Developer shall pay the meter installation fee prior

to the issuance of the building permit.

- EL3. Electric meters and main disconnect switches shall be located on the exterior of the building or in an enclosure opening only to the exterior of the building. Meter enclosures shall be accessible at all times to electric division personnel. If the enclosure is to be locked, the lock shall be keyed to Schlage Lock No. C38587.
- EL4. The Developer shall provide all necessary trenching and backfilling to Electric Specifications. This will include trenching for primary cable, secondary cable, street light wiring and associated vaults and boxes. The Developer shall provide transformer pads as required. The project shall be at final grade prior to trenching for installation of underground electric facilities.
- EL5. The Developer shall furnish and install the service wire and conduit from the service panel to the transformer or secondary box. Upon approval of the building inspector, the City will make the final connections to the transformer and energize the service.
- EL6. Provide and install one 3-inch conduit from the pull box in the street easement to the building, in same trench with the electric service conduit.
- EL7. Public Utility Easement required for all City owned electrical lines and pad mounted equipment located on private property.

Electric – Project Specific Conditions

- EL8. Primary electrical conduits will be required to be installed from new electrical primary vault located at Project's electrical point of connection to across D Street to existing transformer servicing 320 North D St.
- EL9. Streetlights, streetlight service conduits, and 4-3" conduits will be required along east side of D Street from north end to south end of property. The 4-3" conduits to be capped below grade.

V. SOLID WASTE

Solid Waste – General Conditions

- SW1. Trash enclosures shall be designed in accordance with City standards for up to 450-gallon automated containers accessible to automated trash collection trucks and in locations as approved by the City Solid Waste Superintendent. The trash collection trucks are side loading and have a 40-foot turning radius. On-site circulation for the trucks shall be designed so trash collection trucks will not need to back up in order to turn around and exit.
- SW2. Trash enclosures shall not have any doors and shall be enclosed on three sides with a six-foot wall, which is architecturally compatible with the on-site buildings as approved by the City Planner.
- SW3. Trash enclosure access openings must be placed no more than one-foot from drive aisle.

- SW4. Trash containers must be kept side-by-side and parallel with alley or drive aisle. Enclosures with more depth than the minimum required seven-foot depth of one container must be constructed with a wheel-stop sufficient to keep the containers at the front edge of the enclosure so that the operator of the trash collection truck does not have to move containers out for collection.
- SW5. If the applicant cannot provide an acceptable on-site trash enclosure, the property owner shall submit a written agreement indicating that the property owner/business operator will relocate the dumpster on collection days to a location as approved by the Solid Waste Superintendent. The applicant shall return the dumpsters to the enclosure within twelve (12) hours of pickup. Said agreement must be made prior to the issuance of building permits.
- SW6. In accordance with the CalGreen Building Code (Sections 4.408 and/or 5.408), applicants are required to submit a site specific Solid Waste Management Plan (SWMP) and divert at least 65% of the construction materials during the project. The SWMP shall include, but not be limited to, the following information: identification of the waste materials to be diverted from landfill disposal through recycling or reuse, diversion methods and strategies, identification of diversion facilities where materials will be taken, and the designee of the responsible party to implement the SWMP. The approved SWMP shall be reproduced on the architectural/construction plans.

Solid Waste – No Project Specific Conditions

VI. WATER

Water – General Conditions

- W1. This facility must comply with plumbing cross-connection control standards as required by City Ordinance and State law for the protection of water supplies. Information on acceptable back-flow assemblies is available from the City Water Division.
- W2. The size and location of all water meters shall be determined by the Engineer/Architect or authorized representative. All water meters will be furnished and installed by the Water Division at the expense of the Applicant. **The sufficiency of the flow from the existing water service and meter shall be verified by the Engineer/Architect or authorized representative.**
- W3. All meter protection shall be by an approved Reduced Pressure Principle Backflow Prevention Assembly (RP) at the service connection. Information on acceptable assemblies is available from the City Water Division.
- W4. All public water system components must be constructed within public right-of-way or public easements.
- W5. When a fire sprinkler system is required or proposed, the utility plan shall show the location of the Fire Department Connection (FDC) with reference dimensions to the nearest fire hydrant. **Fire Department requires fire department connections to be within 50' of a fire hydrant.**

- W6. When a fire sprinkler system is required or proposed the utility plan shall show the fire line connection point to water main.
- W7. All requests for information needed to design fire sprinkler systems and to determine available or needed fire hydrant flow shall be made with the City Water Division.
- W8. All cross-connection control wet fire sprinkler systems with Fire Department Connection (FDC) shall be installed on private property and outside City right-of-way, per City Std. Dwg. No. 404 (last revised 06/2008).

Water – Project Specific Conditions

- W9. Remove the existing fire hydrant on “D” Street. Install new fire hydrant on “D” Street in approved location and per City of Lompoc Standards. Timing of work and exact location is to be coordinated with the installation of proposed curbside sidewalk.
- W10. If the existing water service on “D” Street near Chestnut Avenue is to be used, water service must be extended in accordance with the City of Lompoc Standards. The meter box must be relocated per City of Lompoc Standard Specifications.

VII. WASTEWATER

Wastewater – General Conditions

- WW1. All new sewer main and lateral installations will be of Polyvinyl Chloride Plastic (PVC) SDR35 sewer pipe, including all pipe fittings and miscellaneous appurtenances. No glue joints are permissible.
- WW2. All PVC SDR35 sewer piping shall be furnished in the following lengths:
 - Piping from 8” to 12” in diameter – 20’ maximum length
 - Piping from 15” to 60” in diameter – 12.5’ maximum length
- WW3. In existing paved streets or alleys trench backfill, from one-foot above sewer pipe to subgrade, shall be one-sack cement slurry. Slurry cement backfill shall conform to the provisions of Subsection 19-3.062, “Slurry Cement Backfill”, of the Caltrans Standard Specifications.
- WW4. A grease interceptor/trap shall be installed in community buildings where commercial appliances will be used.
- WW5. All food service establishments shall demonstrate compliance with Federal, State, and City requirements and sized according to the California Plumbing Code. In instances where multiple food service establishments are proposed, each food service establishment shall have its own grease trap/interceptor. A diagram of the grease trap(s)/interceptor(s) shall be included in the Grading plans and contain location, size, and type.
- WW6. All Users proposing to dispose of industrial waste into the City’s sanitary sewer shall apply and obtain a wastewater discharge permit prior to connection and/or discharging into the City’s sanitary sewer.
- WW7. All water softeners shall indicate type (i.e., self-regenerating, tank exchange) and location on either, the Architectural Plans for softeners indoors or the Grading Plans for softener

outdoors. All water softeners shall comply with Federal, State, and City requirements. The discharge of self-regenerating water softeners is prohibited from entering the City's sanitary sewer.

WW8. All wastewater improvements shall comply with Federal, State and City requirements for the protection of the City's Wastewater System.

Wastewater – No Project Specific Conditions

VIII. AVIATION/TRANSPORTATION – No General or Project Specific Conditions

IX. BUILDING AND LIFE SAFETY – BUILDING AND FIRE DEPARTMENTS

Building – General Conditions

B1. The Project shall comply with the requirements of the most recently adopted Lompoc Municipal Code.

Building – No Project Specific Conditions

Fire – General Conditions

F1. Ensure proper licensing of fire protection system engineer(s) and California State Fire Marshal licensed installers for design specific systems. Additionally, a City of Lompoc business license may be required of any installers. Verify with the City Clerk any concerns for the local business license of project employees.

F2. All FDC's and fire sprinkler risers shall be maintained with a protective coat of red paint (OSHA Red or similar) to protect against marine influences and rust.

F3. All fire sprinkler systems are to be maintained accordingly. Annual flow testing is required and a current 5-year fire sprinkler certification is required for the life of the system.

F4. All fire extinguishers required to have an 'A' rating shall have a minimum rating of 2A10BC. Location, number and types shall be in accordance the California Code of Regulations Title 19. Any areas of hazard may require larger extinguishers, consult Title 19.

F5. All newly installed Fire Department connections will be required to install Knox brand FDC caps (or substantially similar as determined by the Fire Chief). Lompoc Ordinance No. 1601 Section 507.5.8.

F6. A Knox key box shall be installed as directed by the Fire Code Official when a building permit is obtained for any work. The key box shall contain keys that will allow the fire department access to all portions of the building. The keys shall have tags affixed identifying their purpose. The nominal height of the Knox box installations shall be 5 feet above grade. Consult with the Fire Marshal for placement and specifications.

F7. Fire alarms shall be tested on a routine basis, including annual audible testing with the Lompoc Fire Department present.

F8. Any area that requires a red curb shall be maintained at all times. OSHA Red or similar

paint is required with a highly reflective white paint stenciled on the red paint that reads: "FIRE LANE – NO PARKING" in repeating intervals.

Fire – Project Specific Conditions

- F9. All gates securing the fire apparatus access roads shall comply with all of the following criteria:
- i. The minimum gate width shall be 20 feet. (unobstructed)
 - ii. Gates shall be of the swinging or sliding type.
 - iii. Construction of gates shall be of material that allow manual operation by one person.
 - iv. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
 - v. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. (A Knox box compliant pad shall be used at each gate as required). 2016 CFC D103.5.
- F10. The minimum turning radius shall be determined by the fire code official. Both driveway entry points and all turns around the building must allow room for fire apparatus. 2016 CFC D103.3
- F11. All FDC's for all buildings or areas of a building shall be all placed in one manifold at one central location and permanently labeled with signage identifying each connection to the specific building it protects. Consult with the Fire Department/Fire Marshal for FDC placement.
- F12. The hydrant and the FDC connection shall be on the same side of the driveway with the following standards:
- i. Within 40 feet from an approved roadway or driveway and arranged so that hose lines can be readily attached to the inlets without interference from any nearby objects including buildings, fences, posts, plantings, or other Fire Department connections or otherwise approved by the Fire Chief or his/her designee;
 - ii. Within 50 feet from an approved hydrant;
 - iii. So that the inlet height shall not be less than 18 inches or more than 48 inches above grade; and
 - iv. Guard posts or other approved means shall be required to protect Fire Department inlet connections from vehicular damage.
- F13. Comment only: If a commercial kitchen is added a hood systems design drawing shall be submitted with the plans and an acceptance test will be required to be scheduled to be witnessed by the Lompoc Fire Department. If there is no commercial kitchen there shall be no grease build-up or grease laden vapors produced in the kitchen.

- F14. Fire hydrant and distribution shall be in accordance with CFC 2016 Appendix CC. Any fire hydrant located on the property shall be flow tested and maintained with a minimum of annual service or per the manufacturer's recommendation.
- F15. Fire apparatus roads shall have an unobstructed width of not less than 20 feet exclusive of shoulders, and an unobstructed vertical clearance of not less than 13 feet 6 inches. This includes any carport or canopies that may be over a road that access is needed. 2016 CFC 503.2.1.

X. GRADING

Grading – General Conditions

- GR1. Grading Plans shall be prepared by or under the supervision of a registered Civil Engineer or Architect.
- GR2. Grading shall be designed in accordance with the City's "Standard Requirements for The Design and Construction for Subdivisions and Special Developments," as last revised. Said Standard Requirements are available online at:

<http://www.cityoflom poc.com/PublicWorks/engineering.htm>

- GR3. Grading Plans shall be prepared in conformance with City of Lompoc "Development Assistance Brochures." E-10 through E-90 that apply, "Development Assistance Brochures" are available to facilitate the preparation of plans and reports by the Applicant's engineer and are an essential reference for the preparation of Grading Plan submittals. "Development Assistance Brochures" can be obtained from the City Engineering web page:

http://www.cityoflom poc.com/PublicWorks/develop_asst.htm

- GR4. In conformance with Title 12, Chapter 12.28.040 of the Lompoc City Code, the Improvement Plans, including but not limited to, grading, water, sewer, streets, electrical system, and other surface and subsurface improvements, shall be prepared based upon the control monuments as established by the City of Lompoc Coordinate Control System by Record Of Survey filed August 22, 2003, in Book 172, Pages 4 through 7, Santa Barbara County Records. All drawings, improvement plans and survey maps shall be prepared in accordance with the requirements currently in effect.
- GR5. First plan check submittal shall include estimated grading quantities, a current soils investigation report, retaining wall calculations, drainage and infiltration analysis/calculations, and all other pertinent information (as needed) relating to the Grading Plans and their approval.
- GR6. The Soils Investigation Report shall be prepared by a Soils Engineer who will be retained by the Applicant to observe, test, and certify that all recommendations outlined in the Soils Investigation Report are fulfilled during construction. **A signature block shall be provided on the Grading Plan stating that the Soils Engineer has verified that the**

plans are in accordance with the Soils Report. The signature block shall list the title of the Soils Report, the preparer and the dated prepared.

- GR7. Dust and Erosion Control shall be in conformance with the Standards and regulations of the City of Lompoc.
- GR8. An Erosion and Sediment Control Plan (ESCP) and related inspections, as required by the State Water Resources Control Board, will be required as a part of the grading permit. The ESCP shall be as provided with the approved SWPPP.
- GR9. Grading Permit fees are based on Section 2 of the Master Fee Schedule adopted by City Council Resolution No. 5386(07).
- GR10. A Grading Permit issued by the Building Division is required prior to any excavation or filling on the site. Any stockpiling of fill dirt will require a Temporary Grading Permit.
- GR11. Prior to the issuance of a Grading Permit, the Applicant shall provide a letter to the Building Division, addressed to the Building Official, stating that the engineer who prepared the Grading Plans, or his/her designated representative, will perform periodic site observations of work shown on the approved Grading Plans. **In addition, the letter shall state that the Owner is aware that as-built drawings will need to be completed by the design engineer and approved by the City prior to the issuance of the Certificate of Occupancy.**
- GR12. Drainage from parking lots and private streets to the public right-of-way will be filtered through a City approved filter system. The filter shall be located on the development property and maintained by the property owner.
- GR13. Pre-development flow from adjacent properties onto the project site shall be maintained or accounted for in the final design.
- GR14. The on-site drainage system must be properly designed to maximize infiltration of roof and/or surface runoff into the underlying soil before discharging into a public storm drain, street or alley.
- GR15. An "R" value shall be determined by the Soils Investigation and included in the Soils Report. A note shall be placed on the Grading Plan stating that "R" value samples shall be obtained and tested at the completion of rough grading, and the pavement sections confirmed or revised, to the satisfaction of the City Engineer.
- GR16. Prior to the issuance of the Certificate of Occupancy, Record Drawings in conformance with Development Assistance Brochure (DAB) E-30 shall be prepared and approved by the City Building Official. DAB E-30 is available upon request at the Engineering Division or on line at the following City of Lompoc web address:
- <http://www.cityoflompoc.com/PublicWorks/pdf/E30.pdf>
- GR17. A licensed surveyor/engineer shall verify pad elevations, setbacks, and provide documentation to the City prior to the issuance of the Certificate of Occupancy.

GR18. After the Record Drawings have been approved, the Applicant shall provide the City Management Services Department, Information Systems Division, with the following as-built information, in a computer format readily compatible for transfer to the City Geographic Information System [computer formats acceptable for delivery include DGN (native Micro-station); DWG (any version); DXF]. Record Drawing information submitted in computer format will include but not be limited to the following:

WATER	WASTEWATER	ELECTRIC	DRAINAGE	SURFACE
Mains	Mains	Lines	Manholes	Road
Valves	Manholes	Transformers	Inlets	Curb/Gutter
Blowoffs	Lift Stations	Junction Boxes	Swales	Sidewalk
Air Vacs	Laterals	Pull Boxes	Basins	Drives
Fire Hydrants		Poles	Structures	Access Ramps
Services		Street Lights	Filters	Parking Lots
Meters			Curb Drains	Survey Mon's
RP Backflow				Retaining Walls
				Bus Turnouts

Grading – Project Specific Conditions

GR19. Show the proposed lot lines on all plan sheets, including, but not limited to, grading plan, utility plan, site plan, and storm water infiltration plan.

GR20. Show all of the existing and proposed easements on the utility plan.

GR21. Storm water infiltration plan shall clearly show the areas captured by the specific infiltration methods. The captured flow must infiltrate in accordance with the approved volume calculations as required by the City of Lompoc. The grading plan shall provide enough information (grades, inlet/outlet/overflow elevations, top and bottom elevations of chambers, etc.) to verify that the captured volume is in accordance with the approved calculations.

GR22. Show the location of impacted soils and provide the information on the grading plan in accordance with the approved Soil Management Plan (i.e. proper handling of impacted soils, proposed mitigation of impacted soils, etc.).

GR23. Show the location of impacted soils and provide the information on the grading plan in accordance with the approved Soil Management Plan (i.e. proper handling of impacted soils, proposed mitigation of impacted soils, etc.). Provide a No Further Action Letter from EHS in accordance with the project Mitigation Measure H-1.

XI. STORMWATER POST-CONSTRUCTION REQUIREMENTS

STORMWATER - GENERAL CONDITIONS

Phase 1

The following conditions relate to the construction of “Phase 1” the Transit Operation/Maintenance Facility only. This facility is to be located on APNs: 085-033-007, 006; 085-040-001, and a portion of 085-040-002, along with an access easement over APNs: 085-040-003 and 004, and vacated public right-of-way from C Street.). A drainage easement over current parcel 085-033-001, 085-033-004, and 085-033-005 may be required, if the applicant does not wish to locate infiltration structure on the Phase 1 project site.

- S1. A Notice of Intent shall be filed with the State Water Resources Control Board and a Storm Water Pollution Prevention Plan (SWPPP), meeting all the requirements of the currently adopted Construction General Permit, shall be submitted to the City Planning Division and the City Engineering Division for review. No grading shall take place until a SWPPP for the project has been approved, a grading permit has been issued, the approved SWPPP is on-site and BMPs are in place.
- S2. Roof drains and gutters shall be directed to landscaping or piped directly to infiltration basins.
- S3. A Storm Water Control Plan shall be fully completed and submitted. The Phase I project site shall meet all Post-construction requirements on-site, or in the alternative, shall meet the alternative requirements of the City’s PCR guidelines.

If the Phase I and Phase II/III project sites are developed together, the Storm Water Control Plan must address both the project site and the Phase II/III properties (APNs:085-033-001, 085-033-004, and 085-033-005 and reciprocal agreements and maintenance plans shall be developed to ensure Phase 1 has stand-alone PCR compliance as a separate parcel.).

- S4. The project improvement plans shall show compliance with the storm water requirement for five (5) percent or less Effective Impervious Area (EIA). Note: EIA is calculated using 5% of the total new impervious area proposed on-site, not the total area of the site or site improvement. Storm Water Control Measures (SCMs) including infiltration structures, bio-retention or infiltration basins, vaults or similar, shall be shown, details and cross-sections provided on improvement, grading, drainage and landscaping plans. Their design, location and proposed plantings shall be subject to review by the City Engineering and Planning Divisions, prior to issuance of grading permits. Percolation testing shall be

conducted to determine if the proposed location, size, method and construction proposed for the Infiltration Area(s) will be able to meet the 95% EIA infiltration requirement. Minor modifications to the location and methods of stormwater infiltration, consistent with other conditions of approval, may be approved by Planning Division Staff, as long as the requirement for 5% EIA is met.

- S5. Site grading, drainage and Storm Water infiltration system SCMs shall be designed so they collect and infiltrate the first .75-inch from all portions of the project site. If the complete Storm Water collection and infiltration chamber system, as shown on the project site plan, is to be constructed on the property to the south, at the time of initial Transit Center Development, this may be used to infiltrate the .75-inch from the property to the north, conditioned upon the inclusion of an irrevocable drainage easement which ensures the infiltration features on the southern properties shall remain and be properly maintained in perpetuity. These requirements and easements shall be reflected on the deeds of the three eventual properties.
- S6. A statement shall be included on the grading, drainage and improvement plans for Phase I that "Each Infiltration Area (Structural Storm Water Control Measures or SCMs) is adequately sized and designed to infiltrate its captured percentage of the total 95% of the runoff from the 85th percentile, 24-hour storm, over the new or replaced impervious area, on the Phase 1 project site, within 72-hours. (Note: EIA is calculated using 5% of the total impervious area proposed on-site, not the total area of the site or site improvement.) The statement shall be signed and stamped by a licensed professional engineer.
- S7. All storm water that flows from paved areas of vehicle travel, maintenance, parking or uncovered outdoor storage, shall be filtered for trash, sediment, oil and grease, prior to discharge into City streets, storm drains, infiltration SCMs, landscaped areas, biologically sensitive areas or the Santa Ynez River and its tributaries. Trash filters shall be of the type required by the City and the State Water Resources Control Board at the time of installation.
- S8. Just prior to installation of underground SCMs or infiltration basins on either the Phase I or the Phase II/III properties, the City Planning Division shall be notified, to allow opportunity to allow staff to photograph the installation process and materials.
- S9. Storm drain inlets shall be stenciled or marked "No Dumping, Drains to the River" and storm infiltration inlets shall be stenciled "No Dumping, Drains to Groundwater". A City marker indicating the presence and identifying the SCM shall be placed on-site, as directed by the Planning Division.
- S10. Chambers or infiltration structure design shall include a viewing port, allowing for visual confirmation of the continuing functionality of the infiltration chamber or structure.
- S11. Infiltration chambers, structures or basins shall have an outlet located at an elevation above the required infiltration volume level, to allow rainfall in excess of the 0.75-inch, 24-hour storm to escape to either the curb or underground storm drain. A sampling location shall be designed into the outlet section, so any water which escapes from the infiltration

chamber as a discharge can be sampled, prior to entering the street or storm drain system.

- S12. The property owner shall be responsible for maintaining structural (SCMs) free from trash, litter, and odor and in a manner that allows full functioning and infiltration capacity of the SCM. Maintenance shall be regularly performed as described in the Storm Water Control Measure Maintenance Plan prepared for the project. Infiltration areas shall be maintained to ensure they continue to infiltrate the 85th percentile storm, are clean and devoid of trash/refuse and that plant material is living. If infiltration areas cease to function properly and result in off-site flooding, any cost incurred by the City of Lompoc in remediating the situation shall be assessed to the property owner.
- S13. Each SCM shall be inspected a minimum of once a year, by a licensed engineer, prior to October 1, cleaned out and replaced as necessary and a report detailing the inspection, date, person inspecting, condition of the SCM and measures taken to clean or replace, shall be submitted to the City of Lompoc Planning Division, documenting the inspection and any maintenance actions taken.
- S14. The project engineer shall prepare a memo listing short and long-term maintenance requirements, recommended frequency of maintenance, and details of maintenance, for each SCM to be installed. The memo shall be submitted with the improvement plans and will be incorporated into the Storm Water Control Measure (SCM) Maintenance Plan and property owner's commitment to SCM maintenance.
- S15. The property owner(s) shall sign a statement accepting responsibility for the operation and proper maintenance of the Storm Water Control Measures installed on-site, storm water filters, trash capture devices, gutters, landscaping and "No Dumping Drains to the River / Groundwater" stencils or markers on storm drain inlets, in a form acceptable to the City Attorney, which shall be recorded prior to issuance of occupancy permit for the project.
- S16. Prior to Issuance of Occupancy Permits, privately owned LID features and facilities, and on-site treatment structures and controls shall be inspected by the designing engineer to ensure they are properly in place, per the approved plans. As-built plans shall be produced, signed and stamped by the engineer or a letter issued with signature, date and stamp, verifying the proper installation of the project SCMs, including, but not limited to: Infiltration basins or boxes and interceptors or other required storm water filters.
- S17. No pollutants, including, but not limited to, sediment, chemicals, trash and contaminated storm water shall be discharged from private property into, or where they could be transported to, City property, the City's storm drain system, streets, storm channels, or waterways, either during or after construction.

Phases 2 and 3:

The following conditions relate to the construction of "Phases I and II" the City Fleet Maintenance Facility only. This facility is to be located on APNs: 085-040-003 and 005, and a section of North C Street, which is to be abandoned. In addition, a drainage easement over APN: 085-033-004, a reciprocal drainage easement and access easement over parcels 085-033-007, 006; 085-040-001, and a portion of 085-040-002, 085-040-003 and 004 are required.

- S1. A Notice of Intent shall be filed with the State Water Resources Control Board and a Storm Water Pollution Prevention Plan (SWPPP), meeting all the requirements of the currently

adopted Construction General Permit, shall be submitted to the City Planning Division and the City Engineering Division for review. No grading shall take place until a SWPPP for the project has been approved, a grading permit has been issued and the approved SWPPP is on-site and BMPs are in place.

- S2. Roof drains and gutters shall be directed to landscaping. Roof drains and gutters may also be piped directly to infiltration basins.
- S3. A Storm Water Control Plan shall be fully completed and submitted.
- S4. The project improvement plans shall show compliance with the storm water requirement for five (5) percent or less Effective Impervious Area (EIA). Note: EIA is calculated using 5% of the total new impervious area proposed on-site, not the total area of the site or site improvement. Storm Water Control Measures (SCMs) including infiltration structures, bio-retention or infiltration basins, vaults or similar, shall be shown, details and cross-sections provided on improvement, grading, drainage and landscaping plans. Their design, location and proposed plantings shall be subject to review by the City Engineering and Planning Divisions, prior to issuance of grading permits. Percolation testing shall be conducted to determine if the proposed location, size, method and construction proposed for the Infiltration Area(s) will be able to meet the 95% EIA infiltration requirement. Minor modifications to the location and methods of stormwater infiltration, consistent with other conditions of approval, may be approved by Planning Division Staff, as long as the requirement for 5% EIA is met.
- S5. Storm Water infiltration / PCR Compliance infrastructure shall be installed for Phases II and III as approved, as a first order of work, independent of the phases and options chosen to develop at initial construction.
- S6. A statement shall be included on the improvement plans that "Each Infiltration Area (Structural Storm Water Control Measures or SCMs) is adequately sized and designed to infiltrate its captured percentage of the total 95% of the runoff from the 85th percentile, 24-hour storm, over the new or replaced impervious area, on the Phase 1 project site, within 72-hours. (Note: EIA is calculated using 5% of the total impervious area proposed on-site, not the total area of the site or site improvement.) The statement shall be signed and stamped by a licensed professional engineer.
- S7. All storm water that flows from paved areas of vehicle travel, maintenance, parking or uncovered outdoor storage, shall be filtered for trash, sediment, oil and grease, prior to discharge into City streets, storm drains, infiltration SCMs, landscaped area, biologically sensitive areas or the Santa Ynez River and its tributaries. Trash filters shall be of the type required by the City and the State Water Resources Control Board at the time of installation.
- S8. Just prior to installation of underground SCMs or infiltration basins, the City Planning Division shall be notified, to allow opportunity to allow staff to photograph the installation process and materials.
- S9. Storm drain inlets shall be stenciled or marked "No Dumping, Drains to the River" and storm infiltration inlets shall be stenciled "No Dumping, Drains to Groundwater". A City marker indicating the presence and identifying the SCM shall be placed on-site, as directed by the Planning Division.

- S10. Chambers or infiltration structure design shall include a viewing port, allowing for visual confirmation of the continuing functionality of the infiltration chamber or structure.
- S11. Infiltration chambers, structures or basins shall have an outlet located at an elevation above the required infiltration volume level, to allow rainfall in excess of the 0.75-inch, 24-hour storm to escape to either the curb or underground storm drain. A sampling location shall be designed into the outlet section, so any water which escapes from the infiltration chamber as a discharge can be sampled, prior to entering the street or storm drain system.
- S12. The property owner shall be responsible for maintaining structural (SCMs) free from trash, litter, and odor and in a manner that allows full functioning and infiltration capacity of the SCM. Maintenance shall be regularly performed as described in the Storm Water Control Measure Maintenance Plan prepared for the project. Infiltration areas shall be maintained to ensure they continue to infiltrate the 85th percentile storm, are clean and devoid of trash/refuse and that plant material is living. If infiltration areas cease to function properly and result in off-site flooding, any cost incurred by the City of Lompoc in remediating the situation shall be assessed to the property owner.
- S13. Each SCM used to infiltrate storm water from the Phase I property, and or the Phases II/III property, shall be inspected a minimum of once a year, by a licensed engineer, prior to October 1, cleaned out and replaced as necessary and a report detailing the inspection, date, person inspecting, condition of the SCM and measures taken to clean or replace, shall be submitted to the City of Lompoc Planning Division, documenting the inspection and any maintenance actions taken.
- S14. The project engineer shall prepare a memo listing short and long-term maintenance requirements, recommended frequency of maintenance, and details of maintenance, for each SCM to be installed. The memo shall be submitted with the improvement plans and will be incorporated into the Storm Water Control Measure (SCM) Maintenance Plan and property owner's commitment to SCM maintenance.
- S15. The property owner(s) shall sign a statement accepting responsibility for the operation and proper maintenance of the Storm Water Control Measures installed on-site, storm water filters, trash capture devices, gutters, landscaping and "No Dumping Drains to the River / Groundwater" stencils or markers on storm drain inlets, in a form acceptable to the City Attorney, which shall be recorded, prior to issuance of occupancy permit for the project.
- S16. Prior to Issuance of Occupancy Permits, all LID features and facilities, and on-site treatment structures and controls shall be inspected by the designing engineer to ensure they are properly in place, per the approved plans. As-built plans shall be produced, signed and stamped by the engineer or a letter issued with signature, date and stamp, verifying the proper installation of the project SCMs, including, but not limited to: Infiltration basins or boxes and interceptors or other required storm water filters.
- S17. No pollutants, including, but not limited to, sediment, chemicals, trash and contaminated storm water shall be discharged from private property into, or where they could be transported to, City property, the City's storm drain system, streets, storm channels, or waterways, either during or after construction.

I, Michael Luther, representing the property owner, do hereby declare under penalty of perjury that I accept all conditions imposed by the Planning Commission in their approval of the project. As property owner, I agree to comply with these conditions and all other applicable laws and regulations at all times.

Michael Luther, Assistant Public Works Director

Date

MITIGATION AND MONITORING

The following Mitigation Measures shall be Conditions of Approval for the City of Lompoc Transit Operation and Maintenance Facility Development project (DR 15-13).

I. HAZARDS AND HAZARDOUS MATERIALS

Mitigation: The project site contains impacted soils and the following shall occur prior to issuance of the first building permit:

1. Develop a Soil Management Plan (SMP) to appropriately handle and prevent the dissemination of impacted soil onsite. The SMP shall at a minimum include:
 - The proper, required steps to mitigate impact soil onsite
 - The proper handling and characterization of impacted soil encountered during any future subsurface site work
 - Identify the hazards of chemicals present
 - List the proper notifications
 - Identify the potential required permits (such as APCD)
 - Outline the reporting requirements, should impacted soil be disturbed
 - The SMP shall also include figures and cross-sections, estimated mass and volume of impacted soil, and data summary tables of analytical results. Environmental Health Services (EHS) approval of the SMP is required.
2. Upon EHS approval of the SMP, complete a 30 day public comment period of proposed “*leave-in-place*”, and/or any other required processes (California Environmental Quality Act).

3. Record a Covenant and Environmental Restriction on Property Use (LUC), restricting the property to commercial/industrial land use. The SMP shall be included in the LUC requiring maintenance and inspection of the engineered cap that will be placed over impacted soil, fencing or other engineered solutions shall be required to prevent public access to the impacted soil. The LUC shall be executed by the property owner and EHS and shall be recorded by the property owner. The LUC may be recorded before or after the capping of impacted soil, but is required prior to a *No Further Action* determination.
4. Dependent of delineation of impacts onsite, planned site redevelopment, and subsurface utility locations, impacted soil may be moved onsite in accordance with the EHS approved soil management plan. This may require analytical testing dependent on quality of soil moved and purpose.
5. Install non-permeable engineered cap over impacted soil and submit a brief letter report to EHS documenting final location of impacted soil (if moved from current location) and cap construction. Upon review of this document and concurrence, EHS will make a determination of *No Further Action* with the requirement that the LUC be adhered to.
6. As required by EHS, submit a brief letter report certifying adherence to the LUC, certifying the engineered cap is being maintained in good condition, and is still functioning to prevent exposure to impacted soil. This report shall be signed and stamped by a California-Licensed Professional Civil Engineer or other appropriate professional. This will require the site be maintained in open status with EHS.

Monitoring:

The applicant will submit a Soils Management Plan (SMP) in accordance with the Santa Barbara County Public Health Department requirements as outlined in the mitigation measure. Staff will review construction plans to ensure that requirements of the SMP are implemented prior to issuance of the first building permit.

RESOLUTION NO. 866 (17)**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC APPROVING A TENTATIVE PARCEL MAP (LOM 601) FOR THE CITY OF LOMPOC TRANSIT OPERATION AND FLEET MAINTENANCE FACILITY**

WHEREAS, a request was received from the City of Lompoc Public Works Department for Planning Commission review and consideration of a proposal to combine seven (7) lots into three (3) lots. The property is located in the Industrial Zoning District at the northeast corner of Chestnut Avenue and D Street (Assessor Parcel Numbers: 085-033-001, -004, -005, -006, -007 and 085-040-001, -002, and an a portion of the abandoned area of C Street); and

WHEREAS, the Project was considered by the Planning Commission at a duly-noticed public meeting on June 14, 2017; and

WHEREAS, at the meeting of June 14, 2017, _____ was present and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of June 14, 2017, _____ spoke in favor, and _____ spoke in opposition to the project; and

WHEREAS, pursuant to the requirements of the California Environmental Quality Act (CEQA), environmental impacts of this project were evaluated in the Mitigated Negative Declaration (MND) prepared and circulated for comments May 3 through June 2, 2017 dated May 2, 2017 (SCH 2017051010), and reviewed by the Planning Commission on June 14, 2017.

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

SECTION 1: After hearing testimony, considering the evidence presented, and due deliberation of the matters presented, the Planning Commission finds that:

- A. The General Plan designation for the site is *Industrial (I)* which is consistent with the *Industrial (I)* zoning, and the staff analysis concludes the proposed Tentative Parcel Map is consistent with the applicable General Plan objectives, policies, land uses and programs; therefore, the proposed Tentative Parcel Map is consistent with the General Plan.
- B. The proposed site creates lots that are of reasonable size to support existing and future development; therefore, the subdivided land is physically suitable for the type and density of industrial development.

- C. The proposed subdivision is in general compliance with the City's policies and ordinances, as conditioned; therefore, the proposed Tentative Parcel Map is not likely to cause environmental damage or substantially and unavoidable injure fish or wildlife or their habitat or cause serious public health problems.
- D. Based on the entire record before the Planning Commission, including the initial study and any and all comments received, there is no substantial evidence that LOM 601, as conditioned, will have a significant effect on the environment.
- E. The Mitigated Negative Declaration prepared for LOM 601 reflects the independent judgement and analysis of the Planning Commission.

Based on the foregoing, the Mitigated Negative Declaration for LOM 601 is adopted, and the Tentative Parcel Map (LOM 601) for the City of Lompoc Transit Operation and Fleet Maintenance Facility, is approved as proposed, subject to the Conditions attached as Exhibit A which are incorporated by reference as if fully set forth herein.

The foregoing resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the regular Planning Commission meeting of June 14, 2017 by the following vote:

AYES:

NOES:

Lucille T. Breese, AICP, Secretary

Ron Fink, Chair

Exhibit A: [Conditions of Approval \(LOM 601\)](#)

**CONDITIONS OF APPROVAL
LOM 601 TENTATIVE PARCEL MAP
DRAFT CONDITIONS OF APPROVAL
DR 15-13 – TRANSIT OPERATION/FLEET MAINTENANCE FACILITY
320 NORTH D STREET
APNS: 085-033-001, -004, 005, -006, -007,
and 085-040-001, -002, -003, -004 and a portion of the abandoned area of “C Street”**

The following Conditions of Approval apply to the Transit Operation/Fleet Maintenance Facility Tentative Parcel Map LOM 601 received May 25, 2017, and reviewed by the Planning Commission on June 14, 2017.

I. PLANNING

Planning - General Conditions

- P1. All applicable provisions of the Lompoc City Code are made a part of these conditions of approval in their entirety, as if fully contained herein.
- P2. In conformity with Sections 17.140.010, 17.152.010, and 17.152.020 of the Lompoc City Zoning Ordinance, the violation of any condition listed herein shall constitute a nuisance and a violation of the Lompoc City Zoning Ordinance and the Lompoc City Code. In conformity with Sections 1.24.010 and 1.24.060 of the Lompoc City Code, a violation of the Lompoc City Code and the Lompoc City Zoning Ordinance is a misdemeanor and shall be punishable as provided by law. In addition to criminal penalties, the City may seek injunctive relief. The applicant agrees to pay for all attorney’s fees and costs, including, but not limited to, staff time incurred by the City in obtaining injunctive relief against the applicant as a result of a failure of the applicant to fully perform and adhere to all of the Conditions of Approval.
- P3. Owner agrees to and shall indemnify, defend, protect, and hold harmless City, its officers, employees, agents and representatives, from and against any and all claims, losses, proceedings, damages, causes of action, liabilities, costs and expenses, including reasonable attorney’s fees, arising from or in connection with, or caused by (i) any act, omission or negligence of Owner, or their respective contractors, licensees, invitees, agents, sublessees, servants or employees, wherever on or adjacent to the Property the same may occur; (ii) any use of the Property, or any accident, injury, death or damage to any person or property occurring in, or on or about the Property, or any part thereof, or from the conduct of Owner’s business or from any activity, work or thing done, permitted or suffered by Owner or its sublessees, contractors, employees, or invitees, in or about the Property, other than to the extent arising as a result of City’s sole active negligence or to the extent of any willful misconduct of the City; and (iii) any default in the performance of any obligations of Owner’s part to be performed under the terms of this Agreement, or arising from any negligence of Owner, or any such claim or any action or proceeding brought thereon; and in case any action or proceedings be brought against the City, its officers, employees, agents and representatives, by reason of any such claim, Owner, upon notice from City, shall defend the same at its expense by counsel reasonably satisfactory to City.

Owner further agrees to and shall indemnify, defend, protect, and hold harmless the City, its officers, employees, agents and representatives, from and against any and all actions brought by any third party to challenge the Project or its approval by the City, including environmental determinations. Such indemnification shall include any costs and expenses incurred by Agency and City in such action(s), including reasonable attorney's fees.

- P4. Planning Commission approval of LOM 601 is valid for twenty-four (24) months, prior to the expiration of the Map the applicant may request a twelve (12) month extension. LOM 601 shall expire on June 14, 2019, unless the applicant requests a time extension as outlined by City standards.
- P5. Lompoc Municipal Code Section 17.006.030 allows any person to appeal a decision of the Planning Commission within 10 calendar days after the Planning Commission's decision. No grading, building, demolition, or other ministerial permit, nor any other discretionary permit, shall be issued by the City for the Project until the later of (1) the expiration of the 10-day appeal period, or (2) the City Council's decision on the appeal, if a timely appeal is filed.

Planning – Project Specific Conditions

- P5. A reciprocal access, drainage and parking agreement or easement shall be recorded or shown on the parcels prior to recordation of the map.

II. ENGINEERING

ENGINEERING – GENERAL CONDITIONS

- EN1. A Final Map shall be prepared in accordance with the Subdivision Map Act. Upon approval or conditional approval of the Tentative Map by the Planning Commission, a complete review by the Engineering Division of all plans and documentation required by the Subdivision Ordinance of the City of Lompoc shall be required before the acceptance of the Final Map by the City Engineer.
- EN2. The Final Map shall be prepared by or under the direction of a licensed land surveyor.
- EN3. In conformance with Chapter 27, Section 2824 of the Lompoc City Code, the Final Map shall be prepared based upon the control monuments as established by the City of Lompoc Coordinate Control System by Record of Survey filed August 22, 2003, in Book 172, Pages 4 through 7, Santa Barbara County Records. The Final Map shall indicate and identify the control monuments utilized in the preparation thereof. The Final Map shall be delivered in a computer format readily compatible for transfer to the City Geographic Information System at the time of map approval. The following computer formats are acceptable for delivery: DGN (native Microstation); DWG; DXF.
- EN4. After the Final Map has been prepared and is ready for review, the Applicant's Engineer shall submit three (3) sets of prints to the Engineering Division for the first plan check.

- EN5. Final Map shall comply with Engineering Division's "Development Assistance Brochure" entitled "Checklist For Completeness of Subdivision Maps." Development Assistance Brochures can be downloaded from the City Engineering web page (<http://www.cityoflom poc.com/departments/pworks/engineering.htm>).
- EN6. At the completion of plan review for the Final Map, and before the City Council will consider acceptance of the Final Map, the required plans, fees and documentation shall be submitted to the Engineering Division. The fees and documentation typically include, but are not limited to, the following:
- A Title Report current within the last ninety days.
 - Final Map original mylars signed and notarized by the Owner, and signed and stamped by the engineer.
 - Final Map Application and the Plan Check fee. Project must pay any outstanding invoices for staff review time.
 - Monuments Security.
 - Final Map and Improvement Plans delivered in a computer format readily compatible for transfer to the City Geographic Information System.
 - Certificate of Insurance
 - Encroachment Permit and Fee.
 - Proof "Tax Bond" has been recorded with the County of Santa Barbara.
 - Recording Fee.

ENGINEERING – PROJECT SPECIFIC CONDITIONS

- EN7. Proposed easements, as necessary, shall be shown on the Final Map. Easements shall include access, reciprocal access and parking, drainage, and utilities as needed per the final design.
- EN8. Portion of "C" Street to be abandoned to be shown on the Final Map.

I, Michael Luther, representative for the City of Lompoc, the project applicant, do hereby declare under penalty of perjury that the applicant accepts all conditions imposed by the Planning Commission in their approval of the Tentative Parcel Map – LOM 601 and the applicant agrees to comply with these conditions and all other applicable laws and regulations at all times.

Michael Luther, Assistant Public Works Director

Date



ENVIRONMENTAL CHECKLIST FORM

A. PROJECT INFORMATION:

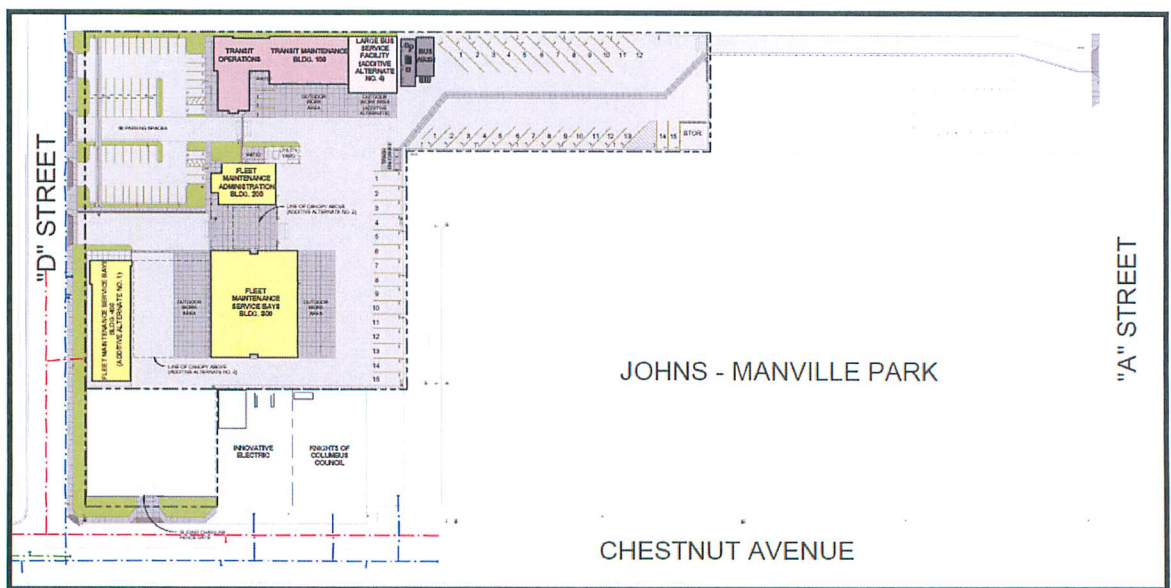
Project Title: City Transit Operation/ Fleet Maintenance Facility	Project No: DR 15-13 LOM 601
Lead Agency Name and Address: City of Lompoc 100 Civic Center Plaza, Lompoc, CA 93436 P.O. Box 8001, Lompoc, CA 93438-8001	Contact Person and Phone Number: Brian Halvorson Principal Planner (805) 875-8228
PROJECT DESCRIPTION / LOCATION: <p>The project includes the demolition of four (4) existing industrial structures totaling 14,888 square feet and the construction and operation of a new City of Lompoc Transit Operation and Fleet Maintenance Facility. The project is located in the <i>Industrial</i> zoning district at the northeast corner of Chestnut Avenue and D Street (APN'S: 085-033-001, -004, -005, -006, -007 and 085-040-001, -002 and a portion of -003 and -004 and a section of right-of-way to be abandoned). The proposed buildings are designed as wood-framed systems, metal building systems, or a combination of both (depending on the building). The parking and landscaping is also included on a 4.24-acre site. The existing City Yard is located at 1300 West Laurel Avenue and the existing yard will remain but the transit and fleet maintenance operations will be relocated to this location.</p> <p>The project would also combine seven (7) existing parcels into three (3) parcels. Parcel 1 would consist of approximately 82,500 square feet; Parcel 2 would consist of approximately 85,000 square feet and Parcel 3 would consist of approximately 17,500 square feet.</p> <p>Construction is proposed in three (3) phases as described below:</p> <p><u>Phase 1</u> – Consists of Building 100 at 13,081 square feet for Transit Operations/Transit Maintenance Service Bays, a covered bus wash, 34 employee/visitor parking spaces and 27 bus parking spaces;</p> <p><u>Phase 2</u> – Consists of Building 200 at 4,500 square feet for the Fleet Maintenance Administration Building and Building 300 at 11,192 square feet for Fleet Maintenance Service Bays, 29 employee/visitor parking spaces and 15 large vehicle parking spaces;</p> <p><u>Phase 3</u> – Future construction, as funding allows, include the incorporation of the following six items listed below:</p> <ul style="list-style-type: none"> • Construction of Building 400 - 5,945 sq. ft. pre- fabricated metal building for additional Transit Maintenance Large Service Bays. • Construction of Fleet Maintenance Canopy - 1,176 sq. ft. pre- fabricated metal structure between Buildings 200 & 300. • Construction of Fleet Maintenance Canopy - 7,123 sq. ft. pre-fabricated metal structure between Buildings 300 & 400. • Construction of Building 100 - Large Bus Facility - 3,030 sq. ft. pre-fabricated metal building for Large Maintenance Service Bays. • Photovoltaic Cells at Buildings 100, 300, and the canopy between Buildings 300 & 400. • Construction of frontage improvements to the corner parcel at Chestnut Avenue and D Street. Improvements would include replacement of substandard curb, gutter, and sidewalk, landscaping and fencing. 	
Public Agencies with Approval Authority (Including permits, funding, or participation agreements): City of Lompoc	

Project Applicant, Name and Address: Michael Luther City of Lompoc, Public Works Department 100 Civic Center Plaza Lompoc, CA 93436 (805) 875-8230 (805) 875-8769	Project Consultant: William R. Tuculet IBI Group Architecture Planning 4119 Broad Street #210 San Luis Obispo, CA 93401 (805) 546-0433																		
General Plan Designation: Industrial (I)	City Zoning Designation: Industrial (I)																		
Surrounding Land Use Designation: North – Industrial South – Medium Density Residential East – Industrial West – Community Park	Surrounding Land Uses: North – Railroad South – Residential East – Johns-Manville park West – Industrial																		
Environmental Setting: Existing urbanized area.																			
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact", as indicated by the checklist on the following pages. <table border="0" style="width: 100%; margin-top: 10px;"> <tr> <td><input type="checkbox"/> Aesthetics</td> <td><input type="checkbox"/> Agriculture Resources</td> <td><input type="checkbox"/> Air Quality</td> </tr> <tr> <td><input type="checkbox"/> Biological Resources</td> <td><input type="checkbox"/> Cultural Resources</td> <td><input type="checkbox"/> Geology / Soils</td> </tr> <tr> <td><input type="checkbox"/> Greenhouse Gas Emissions</td> <td><input checked="" type="checkbox"/> Hazards & Hazardous Materials</td> <td><input type="checkbox"/> Hydrology / Water</td> </tr> <tr> <td><input type="checkbox"/> Land Use / Planning</td> <td><input type="checkbox"/> Mineral Resources</td> <td><input type="checkbox"/> Noise</td> </tr> <tr> <td><input type="checkbox"/> Population / Housing</td> <td><input type="checkbox"/> Public Services</td> <td><input type="checkbox"/> Recreation</td> </tr> <tr> <td><input type="checkbox"/> Transportation / Traffic</td> <td><input type="checkbox"/> Utilities / Service Systems</td> <td><input type="checkbox"/> Mandatory Findings</td> </tr> </table>		<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality	<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology / Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology / Water	<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation / Traffic	<input type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings
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Project Location



Project Site Plan



B. TECHNICAL STUDIES

The following Technical Studies were prepared for this document:

Title	Prepared by/Date	Attached to EIS	Available for Review
CalEEMod	Rincon Consultants, Inc. – February 17, 2016		X
Traffic and Circulation Study	Associated Transportation Engineers (ATE) – January 25, 2016		X

C. ENVIRONMENTAL IMPACTS:

Identify the potential for significant adverse impacts below. Note mitigation measures, if available, for significant adverse impacts.

I. AESTHETICS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				X

Comments:

a) The proposed transit center would not have a substantial adverse impact on a scenic vista as there is no scenic vista in the immediate area identified on the City of Lompoc Urban Design Features Map in the Urban Design Element of the City's 2030 General Plan, adopted in September 2014.

b) The proposed transit center would not substantially damage scenic resources within a state scenic highway, as it is not located adjacent to a state scenic highway.

c) The proposed transit center would not substantially degrade the existing visual character or quality of the site and its surroundings, as staff would review project architecture to assure compliance with established City *Architectural Review Guidelines*.

d) The proposed transit center would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Additionally, standard conditions require a lighting plan to assure that no substantial light and/or glare will adversely affect day or nighttime views in the area.

II. AGRICULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				X

Comments:

a) The proposed transit center would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use as the site is within the existing City limits, the site is currently developed and is surrounded by existing development.

b) The proposed transit center would not conflict with existing zoning for agricultural use, or a Williamson Act contract as the size of the parcel is too small (less than 20 acres) for a Williamson Act contract to be implemented and the site is currently developed with industrial uses.

c) The proposed transit center would not involve changes in the existing environment, which, due to its location or nature, could result in conversion of Farmland to non-agricultural use. The site has not been recently utilized for agricultural use and is currently developed with industrial uses.

III. AIR QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Comments:

Federal and state ambient air quality standards for certain criteria pollutants have been established to protect human health. Lompoc is located within the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties, and is within the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). The California Air Resources Board (ARB) has established air quality standards and is responsible for the control of mobile emission sources, while the SBCAPCD is responsible for enforcing standards and regulating stationary sources. At present, the Santa Barbara County portion of the SCCAB is in non-attainment for the state eight-hour ozone standard and the State standard for particulate matter 10 micrometers or less in diameter (PM₁₀). As described in the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (updated April 2015), a project will have a significant air quality effect on the environment if operation of the project will:

- *Emit (from all project sources, both stationary and mobile) more than 240 lbs/day for reactive organic compounds (ROC) and oxides of nitrogen (NO_x) or more than 80 lbs/day for PM₁₀;*
- *Emit more than 25 lbs/day of NO_x or ROC from motor vehicle trips only;*
- *Cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);*
- *Exceed the APCD health risk public notification thresholds adopted by the APCD Board (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 plan for Santa Barbara County.*

These thresholds are only for a project's operational emissions. The SBCAPCD has not adopted quantitative significance criteria for temporary construction emissions associated with conventional land development projects. However, SBCAPCD recommends quantification of construction-related emissions, and uses 25 tons per year for ROC and NO_x as a guideline for determining the significance of construction impacts for projects that have a stationary point source requiring an SBCAPCD permit. For other construction projects involving standard grading and building activities, SBCAPCD notes that consistency with the Air Quality Attainment Plan requires the implementation of mitigation measures to minimize dust generation (April 2015a).

a) Clean Air Plan Consistency: The California Clean Air Act requires that air districts create a Clean Air Plan (CAP) that describes how the jurisdiction will meet air quality standards. These plans must be updated every three years. The 2013 SBCAPCD CAP was adopted in March 2015. In order to be determined consistent with the CAP, a project's direct and indirect emissions must be accounted for in the growth assumptions of the CAP and the project must be consistent with the policies in the 2013 CAP (SBCAPCD, 2015:19). Vehicle use and emissions are directly related to population, as additional residents would result in more vehicular use. Populations that remain within CAP and SBCAG forecasts are accounted for with regards to SBCAPCD emissions inventories. When population growth exceeds these forecasts, emission inventories could be surpassed, affecting attainment status.

The project would involve the relocation and consolidation of the City transit operations and maintenance facilities on a 4.07-acre site. The project site is currently developed with four structures, a 3,608 square foot retail building, a 4,724 square foot storage building, a 2,556 square foot storage building and a 4,000 square foot pole shed on a 92,347 square foot paved lot. All of the existing structures would be demolished. The project would replace these existing structures with new office space, vehicle/equipment maintenance areas, storage facilities, landscaping, and parking which would be constructed in phases as described in the project description and upon available funding. The proposed new transit facilities would total 32,957 square feet of office space and vehicle/equipment service space. This would result in a net increase in built structures on the site of approximately 18,069 square feet. The City transit operations and maintenance facilities would be relocated to the proposed new structures on the project site. The project does not include the demolition of any of the existing transit operations and maintenance facility structures currently located at 1300 West Laurel Avenue.

The property is designated for Industrial use and is zoned Industrial. The project would be consistent with the existing land use designation for the site, as this designation allows for light industrial, manufacturing, administrative offices, research and development, wholesale, warehousing, and storage. The project would not involve the development of new residential units that could cause an exceedance of regional growth forecasts.

CAP measures to reduce the number and length of motor vehicle trips have been incorporated by reference into the Lompoc 2030 General Plan in accordance with the Clean Air Plan for Santa Barbara County. These include facilitating transit use, carpooling, bicycling and other non-motorized modes of transportation. Existing transit operations are dispersed throughout the City, and the project would provide a consolidated location for the City's transit operations. The City's public transit operations are an integral part of the transportation control measures discussed in Section 5.3 of the CAP, and the use of public transit helps to meet regional goals for trip reduction. In addition, the project would be located in an infill setting, would be accessible by existing roadways, would be consistent with the existing General Plan land use designation for the site, and would not involve substantial stationary emissions sources. Therefore, the project would be consistent with the CAP and this impact would be less than significant.

b-c) Air Quality Standards: Criteria pollutant emissions from short-term construction activity and long-term operation of the project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2.

Construction Emissions. Construction of the project would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ 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 include demolition of the existing structures, site preparation, grading, construction of the proposed transit development, as well as paving, and architectural coating. Architectural coatings were assumed to be applied to the interiors and exteriors of all proposed buildings. PM₁₀ 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.

Construction for each phase of the project was modeled separately. The length of construction was based on CalEEMod defaults for the South Central Coast Air Basin (SCCAB) and the size of the proposed buildings. Demolished and excavated material is assumed to be hauled to the nearest landfill, which is the Lompoc City Landfill, located approximately two miles southwest of the project site. Table 1 summarizes the estimated maximum daily construction emissions of ROC, NO_x, CO, PM₁₀, and PM_{2.5} in pounds per day (lbs/day). Table 2 summarizes emissions of these criteria pollutants in tons per year, and compares estimated emissions to the SBCAPCD's 25 tons/year guideline for determining the potential significance of construction emissions. Complete CalEEMod emissions estimates are available upon request.

Table 1
Estimated Construction Maximum Daily Air Pollutant Emissions (lbs/day)

Phase	Maximum Emissions (lbs/day)				
	ROC	NO _x	CO	PM ₁₀	PM _{2.5}
Phase 1	41.7	26.8	34.0	7.2	4.2
Phase 2	26.1	26.7	21.6	7.2	4.2
Phase 3	102.3	13.0	9.2	1.6	1.1

Notes: All calculations were made using CalEEMod. Winter emissions were used to provide a conservative estimate of project emissions. Calculations available upon request. Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust. Site Preparation and Grading phases includes adherence to the conditions listed above that are required by SBCAPCD to reduce fugitive dust.

Table 2
Estimated Total Construction Air Pollutant Emissions (tons/year)

Phase	Maximum Emissions (tons/year)				
	ROC	NO _x	CO	PM ₁₀	PM _{2.5}
Phase 1	0.6	2.4	1.9	0.2	0.2
Phase 2	0.5	2.4	1.9	0.2	0.2
Phase 3	0.3	0.8	0.5	0.1	<0.1
Total	1.4	5.6	4.3	0.5	0.4
<u>Threshold</u>	25	25	None	None	None
<u>Threshold Exceeded?</u>	No	No	No	No	No

Notes: All calculations were made using CalEEMod results and assuming that daily emissions would be equal to the maximum daily emissions calculated in CalEEMod. Calculations available upon request. Winter emissions were used to provide a conservative estimate of project emissions. Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust. Site Preparation and Grading phases includes adherence to the conditions listed above that are required by SBCAPCD to reduce fugitive dust.

As shown in Table 2, construction emissions from any single phase of construction would not exceed the SBCAPCD's 25 tons/year guideline for determining the significance of temporary emissions or ROC or NO_x. In addition, if construction phases would overlap, the emissions from any combined phases of construction would still not exceed SBCAPCD thresholds.

Because the Santa Barbara County portion of the SCCAB is a nonattainment area for the state PM₁₀ standard, the SBCAPCD requires implementation of dust and emission control measures for all projects involving earthmoving activities. According to SBCAPCD, implementation of standard dust and emission control measures would reduce temporary construction impacts to a less than significant level. SBCAPCD Rule 345 regulates fugitive dust for any activity associated with construction or demolition of structures. The project would be required as a condition of approval to comply with Rule 345, as described below, which would ensure that construction emissions would remain *less than significant*.

- *During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.*
- *Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.*
- *Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.*
- *If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.*
- *After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.*
- *The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.*
- *Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans.*
- *All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.*
- *Fleet owners of mobile construction equipment are subject to the ARB Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the ARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.*
- *All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.*
- *Diesel construction equipment meeting the ARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting ARB Tier 2 or higher emission standards should be used to the maximum extent feasible.*
- *Diesel powered equipment should be replaced by electric equipment whenever feasible.*
- *If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.*
- *Catalytic converters shall be installed on gasoline-powered equipment, if feasible.*
- *All construction equipment shall be maintained in tune per the manufacturer's specifications.*
- *The engine size of construction equipment shall be the minimum practical size.*
- *The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.*
- *Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.*

Operational Emissions. Long-term operational emissions are contributed by on-site (stationary) sources and mobile sources. Stationary emissions result from use of natural gas, aerosols, landscaping maintenance equipment, architectural coatings, and other modern conveniences expected in commercial land uses. The project does not include diesel back-up generators or any other equipment that would require an SBCAPCD permit to operate. Potential operational emissions were estimated using CalEEMod. Because the project is a relocation and consolidation of existing facilities and operations,

there would be no net increase in vehicle trips or vehicle miles traveled (VMT). The project site is centrally located within the City, such that implementation of the proposed project would result in no net increase in mobile emissions as a result of the project. This is reflected in the model through a trip rate of zero. Table 3 summarizes the estimated new operational emissions associated with operation of the project.

Table 3
Project Operational Emissions (lbs/day)

Emission Source	ROC	NO_x	CO	PM₁₀	PM_{2.5}
Mobile Source Emissions	0.0	0.0	0.0	0.0	0.0
Energy (Natural Gas)	<0.1	0.2	0.2	<0.1	<0.1
Area (Consumer Products and Architectural Coating)	2.4	<0.1	<0.1	<0.1	<0.1
Total Operational Emissions	2.4	0.2	0.2	<0.1	<0.1
<i>Threshold: Total Emissions (Transportation and On-Site/Area Sources)</i>	<i>240</i>	<i>240</i>	<i>None</i>	<i>80</i>	<i>None</i>
Threshold Exceeded?	No	No	n/a	No	n/a

Source: CalEEMod output available upon request. Winter emissions were used to provide a conservative estimate of project emissions.

As shown in Table 3, operational emissions from the project would not exceed SBCAPCD thresholds for combined operational emissions. Since the project would not result in new vehicle trips or an increase in VMT, and combined operational emissions would be below the applicable SBCAPCD thresholds, operation of the project would result in a less than significant impact related to regional criteria pollutant emissions.

d) Sensitive Receptors: Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential uses are also considered sensitive to air pollution because residents (including children and the elderly) 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 residential units approximately 60 feet to the north across East Laurel Avenue and approximately 100 feet to the south across East Chestnut Avenue. Nearby sensitive receptors may be affected by short-term emissions during construction activity on the project site. SBCAPCD requirements pertaining to minimizing construction-related emissions, as stated above, would be implemented during project construction, which would reduce adjacent receptor exposure to pollutant concentrations.

Local receptors would not be exposed to substantial pollutant concentrations, since the construction would be temporary and operation of the project would only involve minor releases of air contaminants (refer to part b-c, above). Because the project is a relocation and consolidation of existing facilities and operations, there would be no net increase in vehicle trips or vehicle miles traveled (VMT). The ATE traffic study (January 25, 2015) assumes that the proposed transit center would accommodate 23 transit vehicles per day, for a total of 46 heavy-duty vehicle trips. These vehicles would be required to comply with California commercial vehicle idling regulations, which limit idling to a maximum of five minutes. Additionally, CARB's *Air Quality and Land Use Handbook* (April 2005) does not list transit centers as a source category for emissions of toxic air contaminants. In addition, as described in detail above, the project would not result in an exceedance of any SBCAPCD significance criteria for short-term construction or long-term operational emissions. Therefore, impacts to sensitive receptors would be less than significant.

In addition, based on the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (Updated April 2015), carbon monoxide “hotspot” analyses are no longer required. As the project would not generate an increase in vehicle trips, the project would not be expected to result in a local exceedance of Federal or State ambient air quality standards for CO. Therefore, the project would have a less than significant impact related to localized CO concentrations.

e) Odors: Businesses, residents, and other receptors close to the project site may experience occasional odors from diesel equipment exhaust during construction. This effect would be intermittent and contingent on prevailing wind conditions. Therefore, odors resulting from construction of the project would not be expected to conflict with any adjacent land uses.

Substantial objectionable odors are normally associated with uses such as agriculture, wastewater treatment, industrial facilities, or landfills. The project would include office, automobile service, storage, and retail, as well as periodic transit vehicle (bus) trips throughout the day. The generation of diesel exhaust is not generally considered to be a prime source of odor, and the generation of diesel odors would be short-term and periodic. Therefore, the project would not result in substantial objectionable odors that would affect any nearby sensitive receptors, and this impact would be less than significant.

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Comments:

a-d) The proposed transit center would not have a substantial adverse effect on any species identified as a sensitive species in local or regional plans or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, nor would the project affect federally protected wetlands, nor will the project affect migratory wildlife corridors, nor would the project affect biological resources, because the project is in an urbanized area and is not identified in the Lompoc 2030 General Plan as being in an area of biological significance.

e-f) The site and proposed use is located within an existing urbanized area and is not identified on the "Biologically Significant Areas" Map (Figure C) located in the City of Lompoc 2030 General Plan Conservation and Open Space Element adopted in 2014. No biological resources would be impacted by the development of the site. No impact would occur.

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

Comments:

a-b) The proposed transit center would not cause a substantial adverse change in the significance of a historical or archaeological resource, as identified in Section 15064.5 because the subject site is not identified in the City of Lompoc Cultural Resource Study as having a historical or archaeological resource on the site. Standard conditions of approval related to the accidental discovery of archaeological resources during site construction activities are included below.

c-d) The proposed transit center would not directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature and would not disturb any human remains including those interred outside of formal cemeteries. The site is not located in the City's "Cultural Resources Overlay" and is not identified on the "Archeological Sensitivity Zones" Map prepared by Laurence W. Spanne for the City of Lompoc Cultural Resources study. Cultural Resources Study on file with the Economic Development Department, Planning Division. Standard conditions of approval related to the accidental discovery of paleontological resources during site construction activities are included below.

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

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

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Comments:

a-c) The site is not located on a known fault line subject to seismic activity as shown on the City of Lompoc 2030 General Plan "Regional Earthquake Fault Lines" Map (Figure S-3) and is in an area that is categorized as a moderate for risks related to liquefaction (Figure S-4) or landslides. Therefore, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. The site is also not located in an area that would result in substantial soil erosion or the loss of topsoil due to its location which only has slight limitations that restricts the use based on Figure C/OS-2 of the City of Lompoc 2030 General Plan, Conservation and Open Space Element. No impact would occur.

d) The proposed project would be required to comply with the most recent California Building Code requirements which would ensure protection of structures and occupants from geo-seismic hazards such as expansive soils. No impact would occur.

e) The proposed project would not use alternative wastewater disposal systems and would be required to connect to the City's existing sewage system. Therefore, no impact would occur.

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

Comments:

In response to SB 97 in August of 2007 (which added 13 PRC 21083.05 to CEQA), the CEQA Guidelines were revised to provide direction on addressing greenhouse gas emissions and climate change within CEQA documents. That direction is provided in Section 15064.4 of the CEQA Guidelines, but is limited in its recommendations. Essentially, the CEQA Guidelines suggest that greenhouse gas emissions be quantified, but provide no numerical threshold or direction on how that quantification should be used in the evaluation. Compliance with regulations, requirements or local plans designed to reduce or mitigate greenhouse gas emissions is the primary mechanism through which impacts relative to this issue are to be avoided. The discussion of this topic is structured to follow the recommendations from the CEQA Guideline. That is, the discussion addresses the broader issue of greenhouse gas emissions and their effects, with an emphasis on compliance with applicable plans and programs. This approach is also consistent with the recommendations from the SBCAPCD (April 2015).

Neither the City of Lompoc nor the SBCAPCD has developed or adopted GHG significance thresholds. The City does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. For purposes of this IS-MND, the guidance provided by the San Luis Obispo Air Pollution Control District (SLOAPCD) Greenhouse Gas Thresholds, as adopted in April 2012 (SLOAPCD, 2012), is used. This procedure provides a quantitative approach for the assessment, and has been developed by a nearby air district in the same general region. Emissions of all GHGs are reported based on their equivalent weight in CO₂ (CO₂e). The three criteria are summarized in Table 1.

**Table 1
 SLOAPCD GHG Significance Determination Criteria**

GHG Emission Source Category	Operational Emissions
Residential and Commercial Projects	Compliance with Qualified GHG Reduction Strategy OR Bright-Line Threshold of 1,150 MT of CO ₂ e/yr OR Efficiency Threshold of 4.9 MT CO ₂ e/SP*/yr
(Industrial) Stationary Sources	10,000 MT of CO ₂ e/yr

*SP = Service Population (residents + employees)

For projects other than stationary sources, compliance with either a Qualified Greenhouse Gas Reduction Strategy, or with the Bright-Line (1,150 CO₂e/yr.) or Efficiency Threshold (4.9 MT CO₂e/SP/yr.) would result in an insignificant determination, and in compliance with the goals of AB 32. The construction emissions of projects will be amortized over the lifetime of a project (25 years for commercial projects, based on SLOAPCD's CEQA Air Quality Handbook [April, 2012]) and added to the operational emissions. Emissions from construction-only projects (e.g. roadways, pipelines, etc.) will be amortized over the life of the project and compared to an adopted GHG Reduction Strategy or the Bright-Line Threshold only.

The SLOAPCD “bright-line threshold” was developed to help reach the AB 32 emission reduction targets by attributing an appropriate share of the GHG reductions needed from new land use development projects subject to CEQA. Land use sector projects that comply with this threshold would not be “cumulatively considerable” because they would be helping to solve the cumulative problem as a part of the AB 32 process. Such small sources would not significantly add to global climate change and would not hinder the state’s ability to reach the AB 32 goal, even when considered cumulatively. The threshold is intended to assess small and average sized projects, whereas the per-service population guideline is intended to avoid penalizing larger projects that incorporate GHG-reduction measures such that they may have high total annual GHG emissions, but would be relatively efficient, as compared to projects of similar scale. Therefore, the bright-line threshold is the most appropriate threshold for the proposed project, and the proposed project would have a potentially significant contribution to GHG emissions if it would result in emissions in excess of 1,150 metric tons of CO₂e per year.

Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO₂, CH₄, and N₂O because these comprise 98.9% of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, because the proposed project is a combination of office space, vehicle maintenance, and storage, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted, but these other GHG emissions would not substantially add to the calculated CO₂e amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (January 2008) and include the use of the California Climate Action Registry (CCAR) General Reporting Protocol (January 2009).

a) GHG emissions associated with project construction and operations are discussed below.

Construction Emissions. As stated in the CAPCOA *CEQA and Climate Change* white paper, “more study is needed to make this assessment or to develop separate thresholds for construction activity” (CAPCOA, 2008). Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately addresses impacts from temporary construction activity. Air pollution control districts such as the SLOAPCD have recommended amortizing construction-related emissions for non-residential projects over a 25-year period in conjunction with the proposed project’s operational emissions.

Construction of the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Emissions associated with the construction period were estimated using CalEEMod, based on the CalEEMod default projections for the amount of equipment that would be used onsite at one time. Construction for each phase was modeled separately. The length of construction activity during each phase is based on the default construction phase lengths for projects of this size in CalEEMod, with Phase 1 lasting approximately 11 months, Phase 2 lasting approximately 11 months, and Phase 3 lasting approximately six months. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Complete results from CalEEMod and assumptions can be viewed upon request.

Table 2
Estimated Construction Emissions of Greenhouse Gases

	Emissions (Carbon Dioxide Equivalent (CO₂e))
Phase 1 Estimated Construction Emissions	238 metric tons
Phase 2 Estimated Construction Emissions	243 metric tons
Phase 3 Estimated Construction Emissions	70 metric tons
Total Estimated Construction Emissions	551 metric tons
Amortized over 25 years	22 metric tons

See CalEEMod Results.

As shown in Table 2, construction activity associated with all phases of the project would generate an estimated 551 metric tons of CO₂e. Amortized over a 25-year period (the assumed lifetime of non-residential projects, based on the SLOAPCD CEQA Air Quality Handbook [April 2012]), construction of the proposed project would generate an estimated 22 metric tons of CO₂e per year.

On-Site Operational Emissions. Project operation would involve the use of electrically-powered equipment, which would result in GHG emissions. Operational emissions from energy use (electricity and natural gas use) for the proposed project were estimated using CalEEMod (calculations available upon request). The default values on which the CalEEMod computer program are based include the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. The project does not include diesel back-up generators or any other equipment that would require an SBCAPCD permit to operate.

CalEEMod provides operational emissions of CO₂, N₂O, and CH₄. Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating, were calculated in CalEEMod based on standard emission rates from the California Air Resources Board (ARB), USEPA, and emission factor values provided by SBCAPCD (CalEEMod User's Guide, 2013). Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User's Guide, 2013). Waste disposal rates by land use and overall composition of municipal solid waste in California were primarily based on default CalEEMod projections. Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California. This analysis estimates the gross new operational emissions from the project.

Emissions from Mobile Combustion. Because the proposed project is a relocation and consolidation of existing facilities and operations, there would be no net increase in vehicle trips or VMT. The project site is centrally-located within the City, such that implementation of the proposed project would result in no net increase in mobile emissions as a result of the project. This is reflected in the model through a trip rate of zero.

Combined Annual Construction, Operational, and Mobile GHG Emissions. Table 3 combines the construction and operational GHG emissions associated with development for the proposed project. As described above, emissions associated with construction activity (approximately 551 metric tons CO₂e) are amortized over 25 years for commercial projects.

**Table 3
 Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions
Construction	22 metric tons CO ₂ e
Operational Area	<0.1 metric tons CO ₂ e
Energy	222 metric tons CO ₂ e
Solid Waste	51 metric tons CO ₂ e
Water	14 metric tons CO ₂ e
Total	287 metric tons CO₂e
Mobile	0 metric tons CO ₂ e
Total	309 metric tons CO₂e

Sources: See CalEEMod calculations and for GHG emission factor assumptions.

As shown in Table 3 above, the combined annual emissions would total approximately 309 metric tons per year of CO₂e. These emissions would not exceed the applicable threshold of 1,150 metric tons per year. Therefore, impacts resulting from GHG emissions would be *less than significant*.

b) The City of Lompoc has not adopted a Climate Action Plan or other qualified GHG reduction plan. The County of Santa Barbara adopted the Energy and Climate Action Plan (ECAP) for the County of Santa Barbara, which went into effect on February 1, 2016. However, this plan applies to unincorporated areas of Santa Barbara County and not incorporated cities such as the City of Lompoc. SBCAG has incorporated sustainable community strategy into its RTP/SCS plan, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2040 RTP/SCS, adopted in August 2013, demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The project is part of the long-term vision for transportation services in Santa Barbara County and is listed as a planned project in Appendix E of the SBCAG 2040 RTP/SCS (2040 RTP ID# COLT-PL-402). The proposed project would not alter the basic population projections used in the plan, and it is consistent with the existing land use designation for the site.

The project would also be required to comply with existing State regulations, which include increased energy conservation measures and other actions adopted to achieve the overall GHG emissions reduction goals identified in AB 32.

The existing Lompoc 2030 General Plan includes goals and policies related to GHG reductions in the Conservation and Open Space Element. Because there is no locally adopted GHG Reduction Plan to reduce emissions from new development and because the project would be consistent with the applicable land use and zoning designations, and would not conflict with any State regulations intended to reduce GHG emissions statewide, the project would be consistent with applicable plans and programs designed to reduce GHG emissions. Consistency with these state regulations and goals illustrates that the project would not conflict with the state's greenhouse gas-related legislation and would not contribute to the inability to meet reduction goals. Therefore, this impact would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Comments:

a-c) The existing transit center utilizes various chemicals in the maintenance of vehicles, including oils, fuels, batteries and coolants. As such, the facility operates under an approved HAZMAT plan in accordance with the Santa Barbara County Hazardous Materials Unit, Certified Unified Program Agency (CUPA). Since the new proposed transit center will take over these operations, the HAZMAT plan will be transferred to the proposed site and updated to reflect the site conditions, as required by CUPA. Compliance with hazardous material handling and transportation requirements, monitored by the Fire Department and CUPA would ensure impacts relating to hazardous materials would be less than significant.

d) The proposed project site is listed on the California Environmental Protection Agency's Cortese list with two (2) former Leaking Underground Storage Tanks (LUST) which are closed and one (1) cleanup program site. The status of this cleanup is required assessment & interim remedial action. Upon coordination with the Santa Barbara County Health Department, a Phase II Site Assessment was completed. Due to the presence of contaminated soils, these impacted soils could either be removed from the site or a "leave in place" method could be used to contain the impacted soils.

The applicant has chosen the “leave in place” method and the Health Department has outlined requirements (as explained in the Santa Barbara County Public Health Department letter dated November 14, 2016) for administrative and engineered controls to prevent exposure to chemicals. These requirements are shown below in Mitigation Measure H-1.

Therefore, with the following mitigation incorporated into the project, impacts would be reduced to less than significant.

Mitigation Measure H-1:

Impacted Soils. The project site contains impacted soils and should a “*leave-in-place*” contaminated soil be proposed, the following shall occur prior to issuance of the first building permit:

- i. Develop a Soil Management Plan (SMP) to appropriately handle and prevent the dissemination of impacted soil onsite. The SMP shall at a minimum include:
 - The proper, required steps to mitigate impact soil onsite
 - The proper handling and characterization of impacted soil encountered during any future subsurface site work
 - Identify the hazards of chemicals present
 - List the proper notifications
 - Identify the potential required permits (such as APCD)
 - Outline the reporting requirements, should impacted soil be disturbed
 - The SMP shall also include figures and cross-sections, estimated mass and volume of impacted soil, and data summary tables of analytical results. Environmental Health Services (EHS) approval of the SMP is required.
- ii. Upon EHS approval of the SMP, complete a 30 day public comment period of proposed “*leave-in-place*”, and/or any other required processes (California Environmental Quality Act).
- iii. Record a Covenant and Environmental Restriction on Property Use (LUC), restricting the property to commercial/industrial land use. The SMP shall be included in the LUC requiring maintenance and inspection of the engineered cap that will be placed over impacted soil, fencing or other engineered solutions shall be required to prevent public access to the impacted soil. The LUC shall be executed by the property owner and EHS and shall be recorded by the property owner. The LUC may be recorded before or after the capping of impacted soil, but is required prior to a *No Further Action* determination.
- iv. Dependent of delineation of impacts onsite, planned site redevelopment, and subsurface utility locations, impacted soil may be moved onsite in accordance with the EHS approved soil management plan. This may require analytical testing dependent on quality of soil moved and purpose.
- v. Install non-permeable engineered cap over impacted soil and submit brief letter report to EHS documenting final location of impacted soil (if moved from current location) and cap construction. Upon review of this document and concurrence, EHS will make a determination of *No Further Action* with the requirement that the LUC be adhered to.

- vi. On an annual basis, submit to EHS a brief letter report certifying adherence to the LUC, certifying the engineered cap is being maintained in good condition, and is still functioning to prevent exposure to impacted soil. This report shall be signed and stamped by a California-Licensed Professional Civil Engineer or other appropriate professional. This will require the site be maintained in open status with EHS.

e-f) The proposed transit center is located approximately two miles from the Lompoc Municipal Airport, additionally, the project is surrounded by development, and would not result in a safety hazard for people residing or working in the project area and the project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.

g) The proposed transit center would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan because the project would not involve the installation of permanent barriers to travel. Therefore, no impact would occur.

h) The proposed transit center would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, because the proposed site is located in the urbanized area of the City of Lompoc. Therefore, no impact would occur.

IX. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Comments:

a-e) The proposed transit center would not violate any water quality standards or waste discharge requirements. The project would not substantially deplete groundwater supplies or interfere with groundwater recharge. The project would not substantially alter the existing drainage pattern of the site or area and the project would not create or contribute run-off water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off. A drainage plan would be required to maintain adequate drainage on the site. Therefore, no impact would occur.

f) As a component of the proposed project is the maintenance of a motorized fleet, there is the potential for accidental spills of motor oil, engine coolant, and other lubricants and fluids on the project site. A HAZMAT plan will be transferred to the proposed site from the existing transit yard and updated to reflect the site conditions, as required by CUPA (Certified Unified Program Agency). Compliance with hazardous material handling and spill response procedures, monitored by the Fire Department and CUPA would ensure that any accidental spills are cleaned up promptly and retained onsite. The proposed transit center would not otherwise substantially degrade water quality. There are no rivers or creeks within the project area. Therefore, impacts would be less than significant.

g) The proposed transit center would be located in Zone A of Map No. 06083C0739G, revised December 4, 2012 outside the 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Therefore, no impact would occur.

h) The proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, no impact would occur.

i-j) The proposed transit center would not create a threat of inundation by seiche, tsunami, or mudflow. The subject site is located approximately 9 miles from the ocean, so tsunamis are very unlikely. The site is also not located near a water body or a significant slope or volcano, so mudflows and seiches are very unlikely. Therefore, no impact would occur.

X. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Comments:

a) The proposed transit center would not physically divide an established community as the project site is in an existing urbanized area.

b) The proposed transit center would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, as the proposed project is consistent with the City General Plan and Zoning Ordinance. The City Planning Commission would review the plans to assure conformance with the City's Zoning Ordinance and Architectural Review Guidelines.

c) There is not a habitat conservation plan or natural community conservation plan which applies to the site. Therefore, there would be no conflict with such a plan.

XI. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Comments:

a-b) The proposed project would not result in a loss of availability of a known mineral resource that would be of value to the region and the residents of the state in accordance with the Conservation and Open Space Element of the Lompoc 2030 General Plan, adopted September 2014 which does not identify the project site as being a locally important mineral resource recovery site. No impact would occur.

XII. NOISE Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Comments:

a-b) The proposed transit center would not expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, nor would it expose persons to excessive ground borne noise levels. The Noise Element of the General Plan establishes a threshold noise level for residential sensitive receptors as 60 dB L_{dn} for exterior, and 45dB L_{dn} for interior noise levels. As a component of the proposed project is the maintenance of a motorized fleet, there is the noise associated with the use of air compressors and tools such as pneumatic wrenches.

However, the existing use of the site is for wooden truss manufacturing (Apex Building Systems, TUP 16-01), which also utilizes noisy tools such as pneumatic nailers, etc. Moreover, the existing use is exclusively outdoors and the proposed fleet maintenance use for the proposed Transit Center would be primarily indoors, noise is expected to be no more noticeable, and perhaps less so, than the existing noise generation on the project site. Therefore, impacts to sensitive receptors due to noise generation on the site would be less than significant.

c) The proposed transit center would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Therefore, no impact would occur.

d) Short-term construction noise would be addressed by standard conditions of approval including limited hours of construction. Therefore, the impacts would be less than significant.

e-f) The proposed transit center would be located over two miles from the Lompoc Municipal Airport and is proposed on a parcel surrounded by existing development, and would not result in a safety hazard for people residing or working in the project area. The project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.

XIII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads and other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Comments

a) The proposed project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, rough extension of roads and other infrastructure) as this site was previously developed.

b-c) The proposed project would not displace any housing or people, or require any replacement housing. The site is currently developed with industrial uses.

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

Comments:

a-f) The proposed transit center would not result in substantial adverse physical impacts associated with the provision of or 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 Fire, Police, Schools, Parks, or other public services because the site is currently within an urbanized area which is already adequately served by City services. The City has sufficient resources to provide required services.

XV. RECREATION Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Comments:

a-b) The proposed transit center would not 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.

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

Comments:

a-b) A Traffic and Circulation Study was prepared for the proposed project by Associated Transportation Engineers, Inc. (ATE) on January 25, 2016. Based upon the Final Traffic and Circulation Study, the transit center is estimated to generate 207 average daily trips, 25 A.M. peak hour trips and 22 P.M. peak hour trips. The existing + project analysis found that the study-area intersections would continue to operate at LOS A with the Existing + Project traffic as well as Cumulative + Project traffic. Therefore the project would not generate significant traffic impacts within the project area.

c) The proposed transit center will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks because the proposed transit center is located on a parcel surrounded by existing development.

d) The proposed transit center would not substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment) as it is located on an infill parcel, which is adequately served by existing roadways.

e-f) The proposed transit center will not result in inadequate emergency access or parking capacity, as the project will not result in blocked roadways and on-site parking would be provided.

g) The proposed transit center would not conflict with policies, plans or programs which support alternative transportation, including buses and bicycles, as the project would not result in blocked roadways, bikeways or reduced parking.

XVII. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the Central Coast Region of the Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Comments:


a-c) The proposed project will not exceed wastewater treatment requirements of the Central Coast Region of the Regional Water Quality Control Board, nor will the project require the construction of new water, wastewater, or storm water facilities to be constructed that would cause significant environmental effects. The project is located within an existing urbanized area and the water, wastewater, and storm water facilities are adequate to service the new development. A drainage plan will be required to maintain adequate drainage on the site and filters to remove sediment, oil, and grease will be required as a condition of approval to assure that all water draining from on-site pavement will be properly filtered prior to entering the City's storm water drainage system.

d-e) The project site is located within the City of Lompoc city limits, and the City has sufficient resources to service the site with water and wastewater facilities.

f-g) The City of Lompoc landfill has sufficient capacity to service the proposed use. The project will conform to regulations regarding solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE Does the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				X
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

DETERMINATION: On the basis of 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.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A 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 "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An 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 potentially 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.


 Brian Halvorson
 Principal Planner

5-2-17
 Date

D. MITIGATION AND MONITORING PLAN:

The following Mitigation Measures shall be Conditions of Approval for Development Plan DR 15-13:

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


Michael Luther (Project Applicant)

Date

5/2/2017

I. HAZARDS AND HAZARDOUS MATERIALS

Mitigation: The project site contains impacted soils and the following shall occur prior to issuance of the first building permit:

1. Develop a Soil Management Plan (SMP) to appropriately handle and prevent the dissemination of impacted soil onsite. The SMP shall at a minimum include:
 - The proper, required steps to mitigate impact soil onsite
 - The proper handling and characterization of impacted soil encountered during any future subsurface site work
 - Identify the hazards of chemicals present
 - List the proper notifications
 - Identify the potential required permits (such as APCD)
 - Outline the reporting requirements, should impacted soil be disturbed
 - The SMP shall also include figures and cross-sections, estimated mass and volume of impacted soil, and data summary tables of analytical results. Environmental Health Services (EHS) approval of the SMP is required.
2. Upon EHS approval of the SMP, complete a 30 day public comment period of proposed "leave-in-place", and/or any other required processes (California Environmental Quality Act).
3. Record a Covenant and Environmental Restriction on Property Use (LUC), restricting the property to commercial/industrial land use. The SMP shall be included in the LUC requiring maintenance and inspection of the engineered cap that will be placed over impacted soil, fencing or other engineered solutions shall be required to prevent public access to the impacted soil. The LUC shall be executed by the property owner and EHS and shall be recorded by the property owner. The LUC may be recorded before or after the capping of impacted soil, but is required prior to a *No Further Action* determination.
4. Dependent of delineation of impacts onsite, planned site redevelopment, and subsurface utility locations, impacted soil may be moved onsite in accordance with the EHS approved soil management plan. This may require analytical testing dependent on quality of soil moved and purpose.

5. Install non-permeable engineered cap over impacted soil and submit a brief letter report to EHS documenting final location of impacted soil (if moved from current location) and cap construction. Upon review of this document and concurrence, EHS will make a determination of *No Further Action* with the requirement that the LUC be adhered to.
6. As required by EHS, submit a brief letter report certifying adherence to the LUC, certifying the engineered cap is being maintained in good condition, and is still functioning to prevent exposure to impacted soil. This report shall be signed and stamped by a California-Licensed Professional Civil Engineer or other appropriate professional. This will require the site be maintained in open status with EHS.

Monitoring:

The applicant will submit a Soils Management Plan (SMP) in accordance with the Santa Barbara County Public Health Department requirements as outlined in the mitigation measure. Staff will review construction plans to ensure that requirements of the SMP are implemented prior to issuance of the first building permit.

Tentative Parcel Map

LAUREL AVENUE

085033010

085040011

085040012

085010035

660'

400'

Parcel #1
Acres - 1.89

25'

320'

80'

50'

Parcel #2
Acres - 1.95

40'

340'

"A" STREET

John Manville Park

Parcel #3
Acres - 0.40

140'

CHESTNUT AVENUE

LEGEND



6' wide Utility Easement - across Parcel #2 (085-033-007, 085-033-006, 085-040-001 and the westerly 280' of 085-040-002) in favor of Level 3.



Easterly 20' of APN 085-040-002 retained by Level 3



Access Easement in favor of City

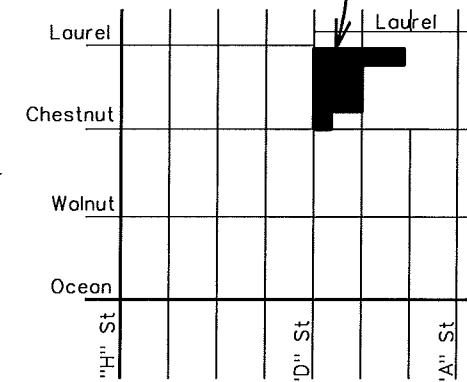


Future Utility Easement in favor of Parcel 1 and 2.



Westerly 40' of 80' Right-Of-Way to be abandoned and made part of Parcel #1

LOCATION



SCALE IN FEET

100 0 100 200 300

TRANSIT OPERATIONS AND FLEET MAINTENANCE FACILITY
320 N "D" STREET

CITY OF LOMPOC

ENGINEERING DIVISION	PROJECT FY:XXXX	SECT NO.	TOTAL SECTS.
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