

**SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
AIRPORT LAND USE
COMPATIBILITY PLANS
FOR**

SANTA MARIA AIRPORT
LOMPOC AIRPORT
SANTA YNEZ AIRPORT
NEW CUYAMA AIRPORT
VANDENBERG AIR FORCE BASE

Initial Study / Negative Declaration

DRAFT

AUGUST 2019



[This page left intentionally blank]

Table of Contents

I. PROJECT INFORMATION	1
II. INTRODUCTION	3
2.1 Introduction and Regulatory Guidance	3
2.2 Project Approvals	3
III. PROJECT DESCRIPTION	5
3.1 Project Location.....	5
3.2 Environmental Setting.....	6
3.3 Purpose and Need	20
3.4 Project Goals and Objectives.....	20
3.4 Current (1993) Airport Land Use Plan.....	20
3.5 Proposed Airport Land Use Compatibility Plans	21
IV. ANALYSIS OF POTENTIALLY DISPLACED DEVELOPMENT	29
V. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	74
5.1 ENVIRONMENTAL ANALYSIS CHECKLIST INSTRUCTIONS.....	75
5.2 EVALUATION OF ENVIRONMENTAL IMPACTS	75
1. Aesthetics	77
2. Agriculture and Forestry Resources	79
3. Air Quality.....	81
4. Biological Resources	83
5. Cultural Resources.....	85
6. Energy	86
7. Geology and Soils	87
8. Greenhouse Gas Emissions.....	89
9. Hazards and Hazardous Materials.....	90
10. Hydrology and Water Quality.....	92
11. Land Use and Planning	94
13. Mineral Resources.....	99
14. Noise.....	100
15. Population and Housing.....	102
16. Public Services	104
17. Recreation.....	106

18. Transportation	107
19. Tribal Cultural Resources	108
20. Utilities and Service Systems	110
21. Wildfire	112
22. Mandatory Findings of Significance	114
VI. DETERMINATION	117
VII. LIST OF PREPARERS	119
Appendix A	A-1
Noise and Safety Compatibility Criteria Tables.....	A-1
Appendix B	B-1
Development Displacement Analysis - Santa Maria Airport.....	B-1
Appendix C	C-1
Development Displacement Analysis –.....	C-1
Lompoc Airport & Vandenberg Air Force Base	C-1
Appendix D	D-1
Development Displacement Analysis - Santa Ynez Airport & New Cuyama Airport ..	D-1
Appendix E	E-1
Analysis of Potential Growth Inducing Effects.....	E-1

I. PROJECT INFORMATION

1. Project Title:
Airport Land Use Compatibility Plans for Santa Maria Airport (SMX), Lompoc Airport (LPC), Santa Ynez Airport (IZA), New Cuyama Airport (L88), and Vandenberg Air Force Base (VAFB).

2. Lead Agency Name and Address: Santa Barbara County Association of Governments
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

3. Contact Person and Phone Number: Andrew Orfila
(805) 961-8907

4. Project Location: Santa Barbara County

5. Project Sponsor's Name: Same as lead agency

6. General Plan Designation:

The project area is the airport influence areas for, Santa Maria Public Airport, Lompoc Airport, Santa Ynez Airport, New Cuyama Airport, and Vandenberg Air Force Base. Areas within the airport influence areas are designated for Residential, Office, Recreational, Commercial, Agricultural, Industrial, Visitor-Serving, Institutional, Military, Parks, and Open Space in the General Plans of Santa Barbara County and the incorporated cities of Lompoc, and Santa Maria.

7. Zoning:

Occurs primarily in areas around public-use and military airports in Santa Barbara County and the incorporated cities of Lompoc, and Santa Maria.

[This page left intentionally blank]

II. INTRODUCTION

2.1 Introduction and Regulatory Guidance

The Santa Barbara County Association of Governments (SBCAG) is the lead agency under the California Environmental Quality Act (CEQA) responsible for evaluating the potential environmental impacts of the Airport Land Use Compatibility Plans (ALUCPs) prepared for Santa Maria Airport, Lompoc Airport, Santa Ynez Airport, New Cuyama Airport, and Vandenberg Air Force Base in compliance with CEQA. The approval of the ALUCPs is at the discretion of SBCAG acting in its capacity as the Airport Land Use Commission (ALUC) for Santa Barbara County pursuant to Section 21670.1 of the Public Utilities Code.

The purpose of this document is to evaluate whether significant environmental impacts could occur with approval of the ALUCPs and to present to decision makers and the public the potential environmental effects of the proposed plans.

Comments should be addressed to:

Andrew Orfila
Santa Barbara County Association of Governments
260 N. San Antonio Rd., Ste. B
Santa Barbara, CA 93110
(805) 961-8907

E-mail comments may be addressed to aorfila@sbcag.org. If you wish to send written comments, they may be submitted to the above address and must be postmarked by [Friday September 6, 2019].

2.2 Project Approvals

The approval of the Draft ALUCPs is at the discretion of the Santa Barbara County Association of Governments acting in its capacity as the ALUC for Santa Barbara County.

[This page left intentionally blank]

III. PROJECT DESCRIPTION

The proposed project that is the subject of this Initial Study are the ALUCPs for Santa Santa Maria Airport (SMX), Lompoc Airport (LPC), Santa Ynez Airport (IZA), New Cuyama Airport (L88), and Vandenberg AFB (VAFB). A copy of the Draft ALUCPs are being circulated for public review concurrent with the circulation of this Initial Study. Details on where to view copies of the Draft ALUCPs are provided in Section 1.5 of this Initial Study. The Draft ALUCP is incorporated by reference and made a part of this Initial Study.

3.1 Project Location

The Draft ALUCPs address areas within the Airport Influence Areas (AIAs) for five airports in Santa Barbara County. These airports include Santa Maria Airport, Lompoc Municipal Airport, Vandenberg Air Force Base, Santa Ynez Airport, and New Cuyama Airport. The following sections discuss each airport, its location, and setting. **Figure III-1** depicts the locations of the County's airports.

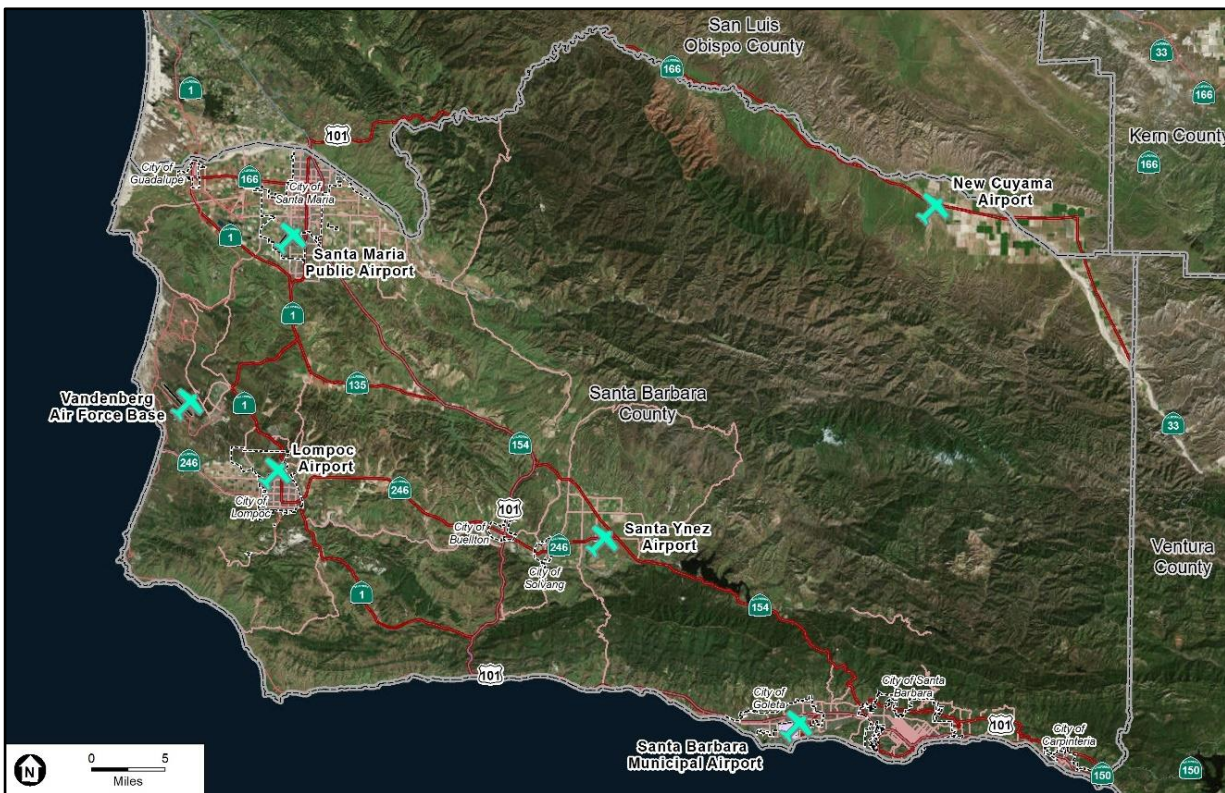


FIGURE III-1: SANTA BARBARA COUNTY AIRPORTS

3.2 Environmental Setting

Santa Barbara County is located in the central coast area of California and is bounded by San Luis Obispo County to the north, Ventura County to the east, Kern County to the northeast, and the Pacific Ocean to the south and west. The geographic center of the County is about 300 miles south of San Francisco and 80 miles north of Los Angeles. The region contains five, main sub-regions: the South Coast Area, Santa Maria Valley, Lompoc Valley, Santa Ynez Valley, and Cuyama Valley. The Draft ALUCP includes areas around airports located in each of these sub-regions.

3.2.1 Santa Barbara Municipal Airport

Santa Barbara Municipal Airport (SBA or Airport) is located approximately seven miles west of downtown Santa Barbara. The Airport property is directly bordered by the cities of Goleta and Santa Barbara, as well as unincorporated Santa Barbara County. The University of California Santa Barbara (UCSB) campus is located directly south of the Airport, between portions of the Airport property located in the Goleta Slough Ecological Reserve and the Pacific Ocean. SBCAG will be pursuing adoption of a Santa Barbara County Airport Land Use Compatibility Plan at a later date and it is not subject of this Initial Study.

3.2.2 Santa Maria Airport and Surrounding Uses

Santa Maria Airport (SMX or the Airport) is located in the city of Santa Maria and is immediately bordered by unincorporated Santa Barbara County to the west, south, and southeast. The community of Orcutt is located in unincorporated Santa Barbara County, immediately southeast of the Airport. **Figure III-2** depicts generalized existing land uses in the Airport environs. Immediately north of the Airport, within the city of Santa Maria lie areas of industrial use with concentrations of commercial land use along the Highway 135 corridor. Residential and open space uses are located beyond the industrial areas with concentration of medium to high density residential uses lying adjacent to the commercial areas along Highway 135. To the north, in the city of Santa Maria and to the west and southwest in unincorporated Santa Barbara County, land use is predominantly agricultural with some intermittent areas of low-density residential uses. Land use to the southeast of the Airport in the unincorporated community of Orcutt is predominantly low density residential.

Figure III-3 depicts planned land use in areas around Santa Maria Airport. Land use immediately around the Airport to the north and northeast is primarily planned for both general and light industrial uses with a mix of low-, medium-, and high- density residential uses interspersed with community – public facility and open space – recreation uses further northeast. Areas along the Highway 135 corridor are primarily planned for commercial uses. Areas to the west in unincorporated Santa Barbara County are planned for agricultural uses. Areas to the southwest, south, and southeast are predominantly planned for low-density residential use.

3.2.3 Lompoc Airport and Surrounding Uses

Lompoc Airport (LPC or the Airport) is located in the city of Lompoc, adjacent to the Santa Ynez River. Unincorporated Santa Barbara County lies east, north, and west of the city of Lompoc.

Figure III-4 depicts generalized existing land uses in the Airport environs. Areas in the city of Lompoc, north of the Airport and beyond the Santa Ynez River, are owned by the federal government. This area includes the Federal Correctional Complex, Lompoc, which consists of the Federal Correctional Institution, Lompoc, a low-security men’s prison and the United States Penitentiary, Lompoc, which includes a medium-security men’s prison and two minimum-security prison camps. Existing land uses immediately south of the Airport include a mixture of primarily industrial uses with concentrations of commercial land use along the Highway 1 corridor that runs north-south through the city of Lompoc, west of the Airport property. South of the industrial areas next to the Airport, the predominant land use is low-density residential with pockets of medium to high-density residential located throughout. To the west and east of the Airport, beyond the city of Lompoc, land use is predominantly agricultural, with a heavy concentration of low-density residential use to the northeast in the Mission Hills community.

Figure III-5 depicts generalized planned land use in areas around Lompoc Airport. Areas immediately north and northwest of the Airport, beyond the Santa Ynez River, are planned for community – public facility uses. Areas bordering the Airport property to the south are planned for business park and commercial uses. Commercial uses are planned for areas along the Highway 1 corridor running south into the center city. Areas further south of the Airport, in the city of Lompoc on either side of the Highway 1 corridor are planned for a mix of low- and medium- to high-density residential uses with some industrial and community – public facility uses interspersed throughout. To the west and east, beyond the city of Lompoc, lie areas in unincorporated Santa Barbara County planned for agricultural uses. The Mission Hills community of unincorporated Santa Barbara County lies to the northwest, adjacent to the Highway 1 corridor. This area is planned for low-density residential and recreation – open space uses.

3.2.4 Vandenberg Air Force Base and Surrounding Uses

Vandenberg Air Force Base (VAFB) is located in unincorporated Santa Barbara County. The Pacific Ocean borders the base property to the west. **Figure III-6** depicts generalized existing land uses in the Airport environs. As shown, the areas around the airfield are entirely devoted to military uses.

Figure III-7 depicts planned land use in areas around the airfield at Vandenberg Air Force Base. Land use immediately around the airfield to the north, east, and south are planned for agricultural uses. Areas within California’s Coastal Zone are located due west of the airfield, adjacent to the Pacific Ocean.

3.2.5 Santa Ynez Airport and Surrounding Uses

Santa Ynez Airport (IZA or the Airport) is located in unincorporated Santa Barbara County, adjacent to the community of Santa Ynez. The Santa Ynez Reservation of the Santa Ynez

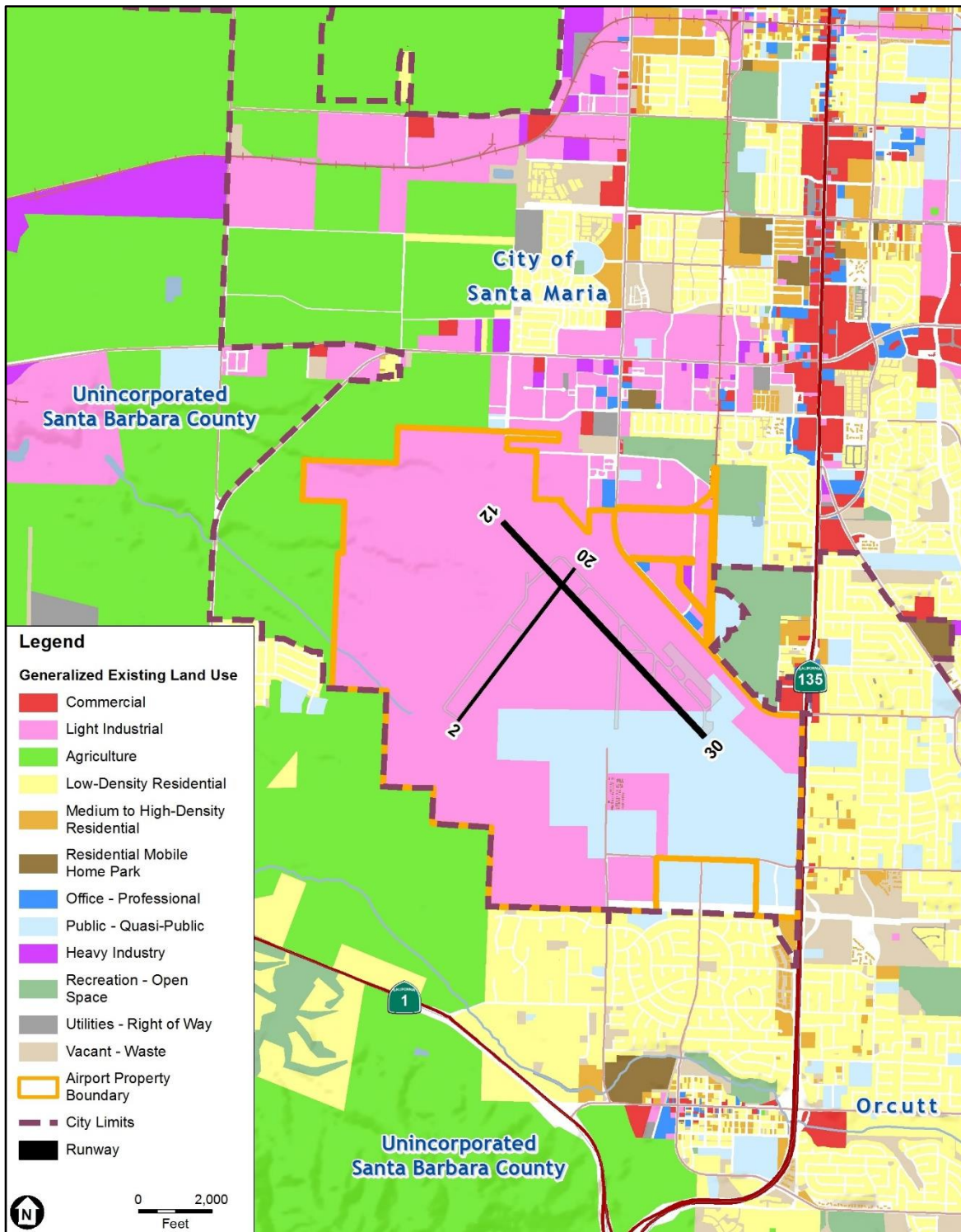
Band of Chumash Indians lies due west of the Airport. Another tribal trust property, locally referred to as the Camp 4 property lies northeast of the Airport, beyond Highway 154. The Santa Ynez Reservation and the Camp 4 property are not subject to ALUCP and are not considered further in this Initial Study. **Figure III-8** depicts generalized existing land uses in the Airport environs. Areas to the south and east of the Airport are primarily agricultural with some low-density residential uses. There is an area of commercial use immediately north of the Airport, across Highway 246, with areas of low-density residential uses located to the north and west.

Figure III-9 depicts generalized planned land use in areas around Santa Ynez Airport. Excluding the Santa Ynez Reservation and area in the community of Santa Ynez, all areas around the Airport are planned for agricultural uses. Areas adjacent to Highway 246 immediately north of the Airport are planned for commercial uses with residential uses planned for areas to the north and west.

3.2.6 New Cuyama Airport and Surrounding Uses

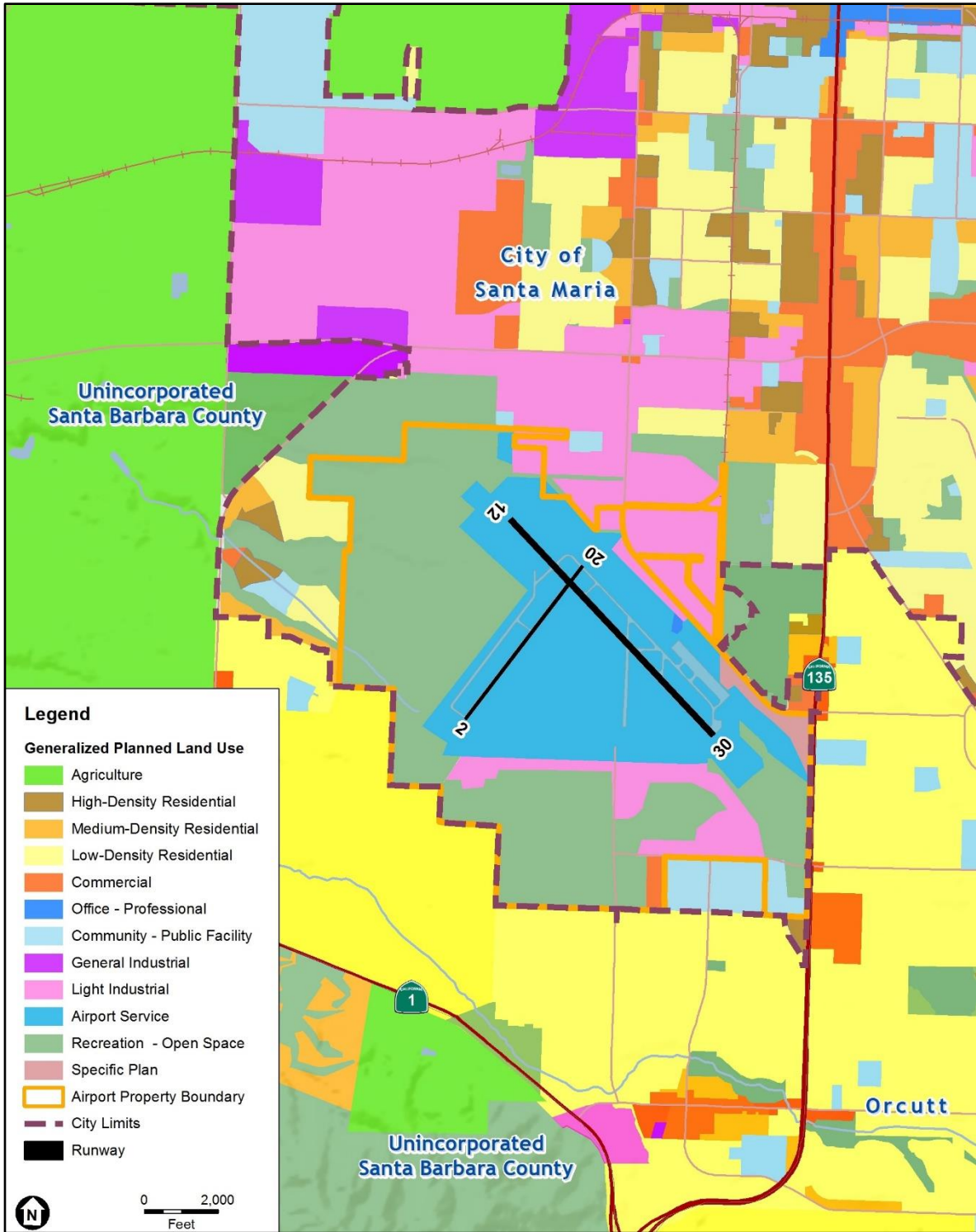
New Cuyama Airport (L88 or the Airport) is located in far northern unincorporated Santa Barbara County, adjacent to the unincorporated community of New Cuyama. **Figure III-10** depicts generalized existing land uses in the Airport environs. As shown, areas west, south, and east of the Airport are devoted to agricultural uses. Areas between the Airport and Highway 166 are located in the community of New Cuyama and primarily devoted to residential use with some commercial use along the highway.

Figure III-11 depicts planned land use in areas around New Cuyama Airport. Land use immediately around the airfield to the west, south, and east are planned for agricultural uses. Areas between the Airport and Highway 166 are located in the community of New Cuyama and planned for residential use with some commercial and community – public facility uses along Highway 166.



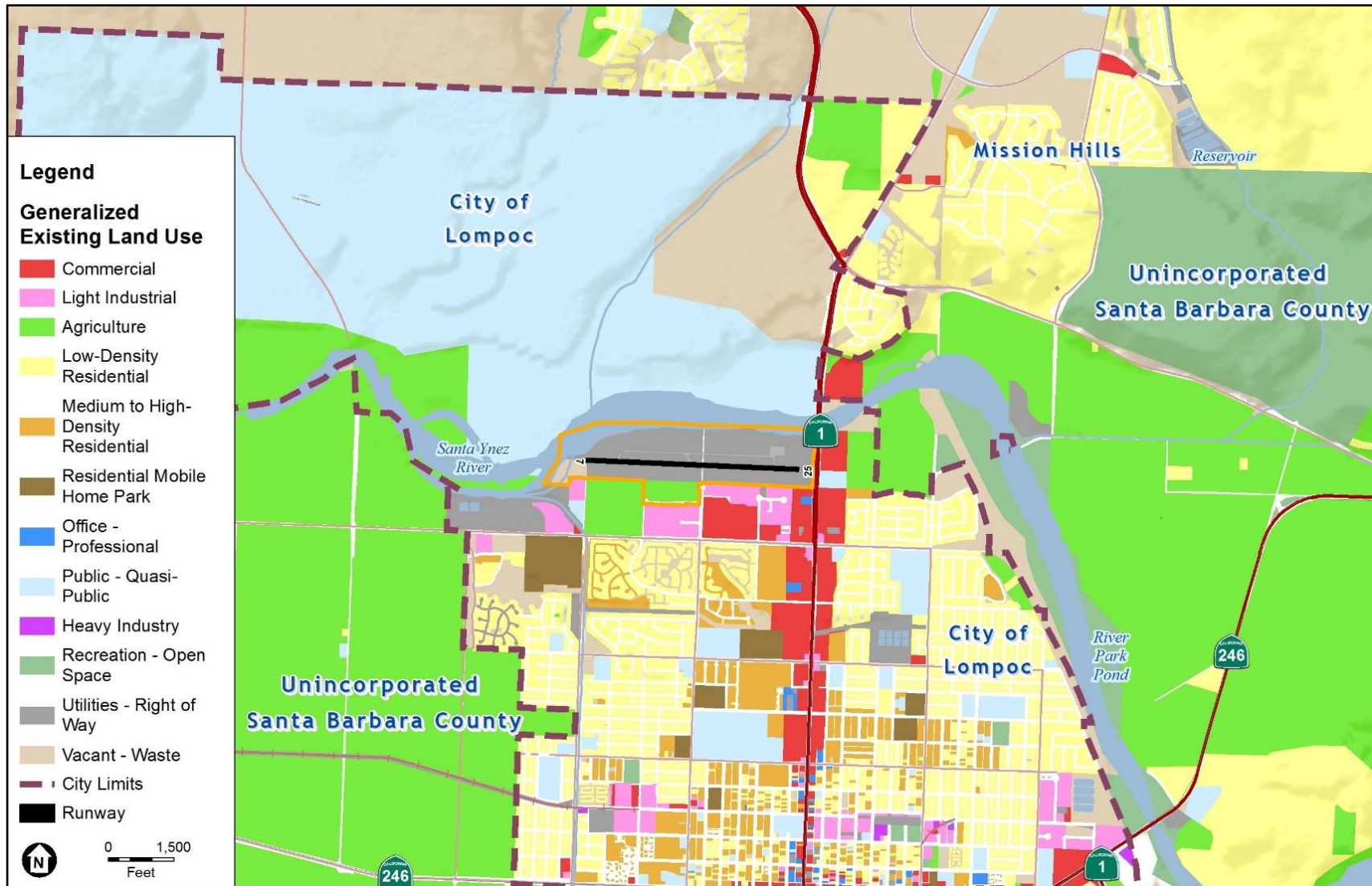
SOURCE: ESRI, 2019; USGS, 2019; NOAA, 2019; SANTA BARBARA TAX ASSESSOR PARCEL DATABASE, NOVEMBER 2017; ESA, 2019.

FIGURE III-2: GENERALIZED EXISTING LAND USE – SANTA MARIA AIRPORT ENVIRONS



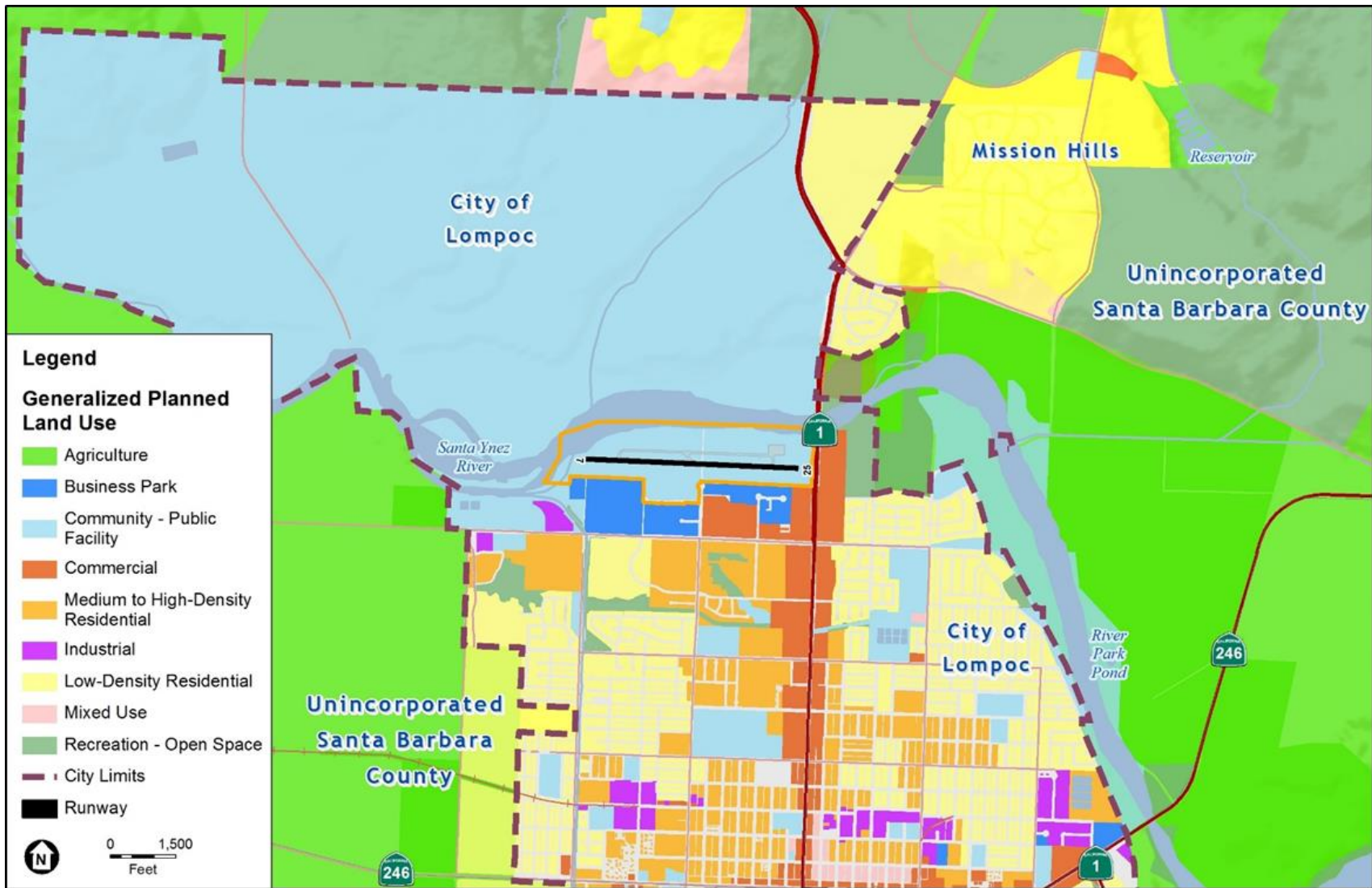
SOURCE: ESRI, 2019; USGS, 2019; NOAA, 2019; CITY OF SANTA MARIA, 2017; SANTA BARBARA COUNTY, 2018; ESA, 2019.

FIGURE III-3: PLANNED LAND USE – SANTA MARIA AIRPORT ENVIRONS



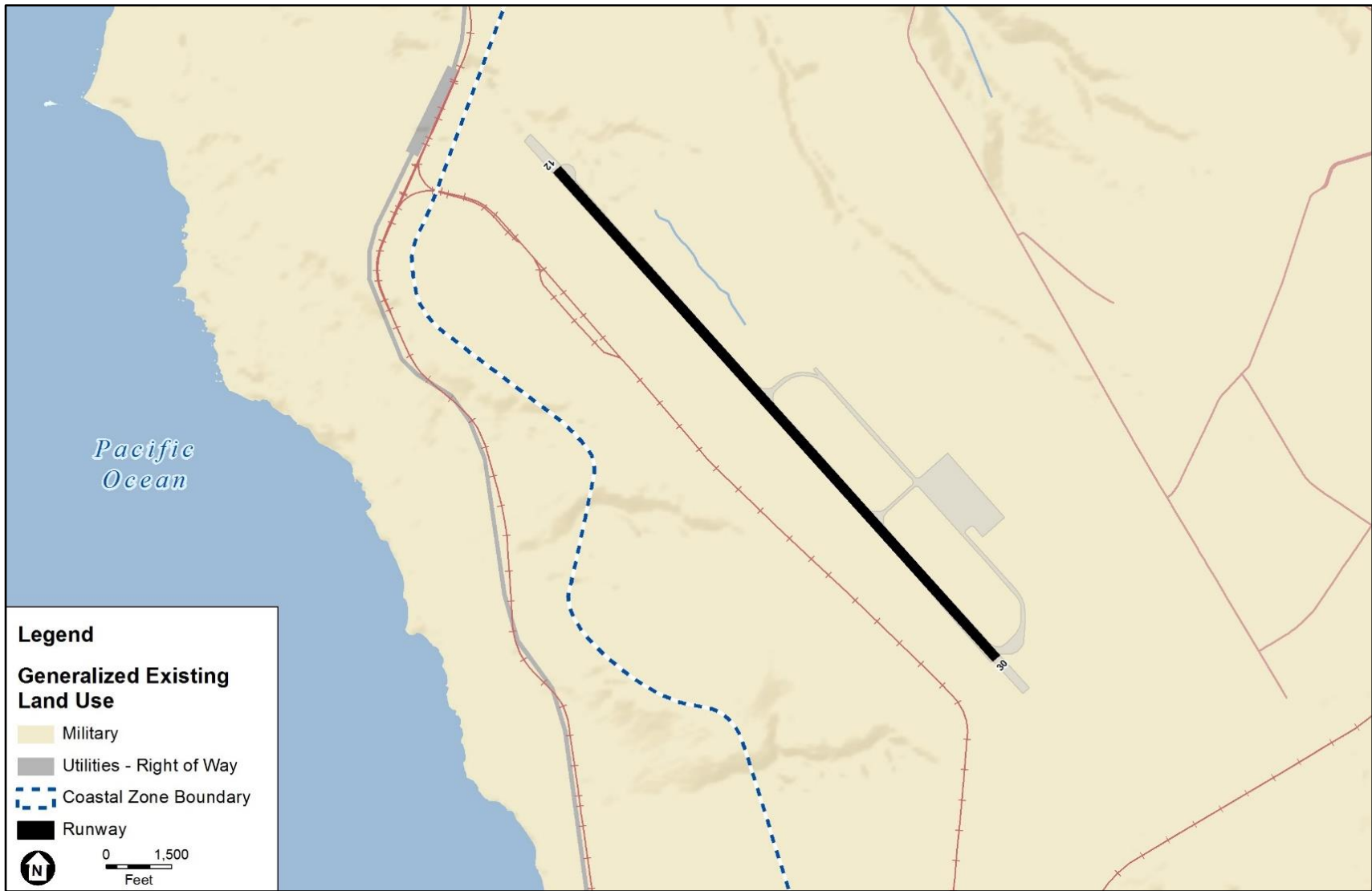
SOURCE: ESRI, 2019; USGS, 2019; NOAA, 2019; SANTA BARBARA TAX ASSESSOR PARCEL DATABASE, NOVEMBER 2017; ESA, 2019.

FIGURE III-4: GENERALIZED EXISTING LAND USE – LOMPOC AIRPORT ENVIRONS



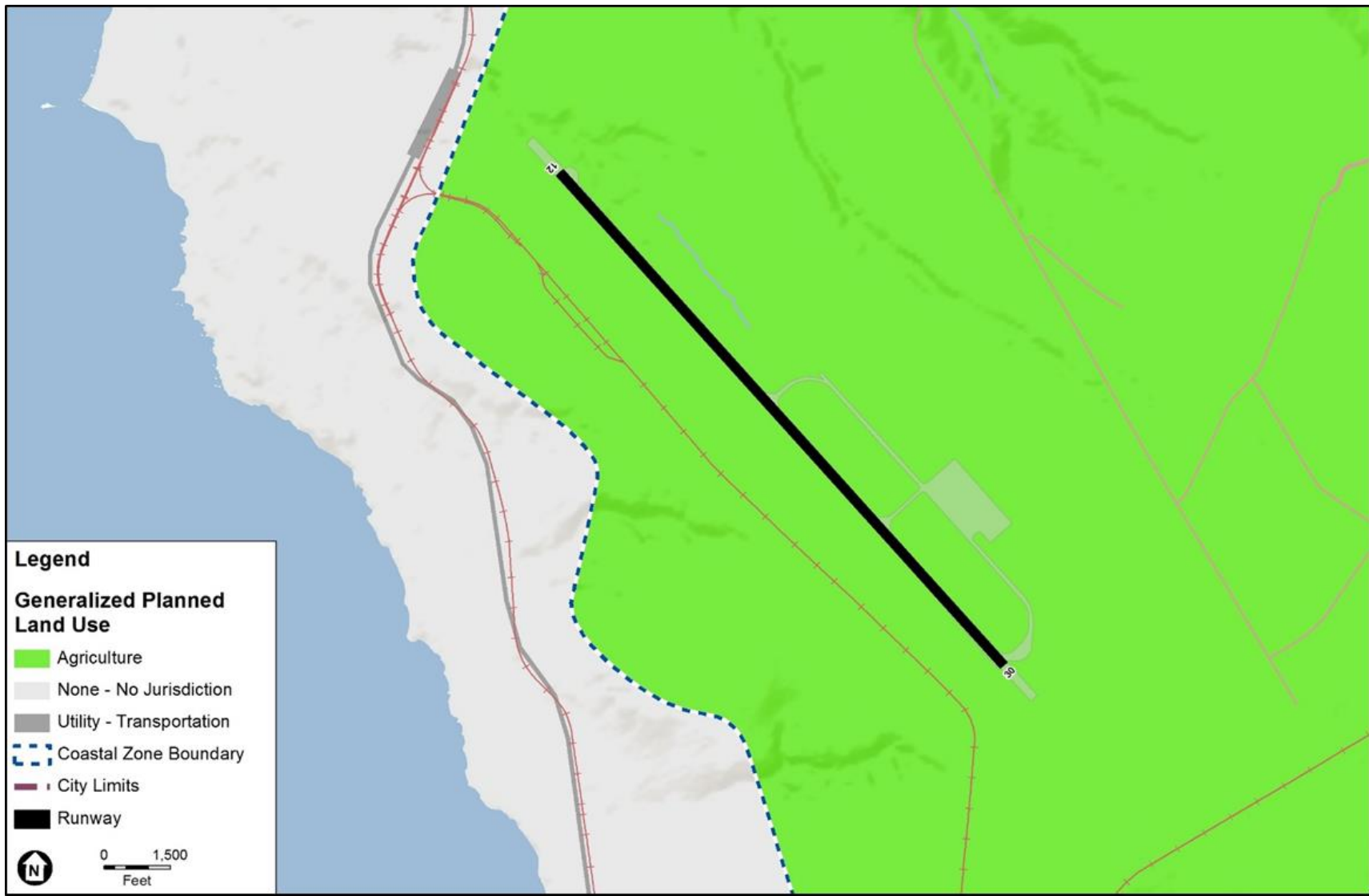
SOURCE: ESRI, 2019; USGS, 2019; NOAA, 2019; CITY OF LOMPOC, 2018; ESA, 2019.

FIGURE III-5: PLANNED LAND USE – LOMPOC AIRPORT ENVIRONS



Source: Esri, 2019; USGS, 2019; NOAA, 2019; Santa Barbara Tax Assessor Parcel Database, November 2017; ESA, 2019.

FIGURE III-6: GENERALIZED EXISTING LAND USE – VANDENBERG AIR FORCE BASE ENVIRONS



Source: Esri, 2019; USGS, 2019; NOAA, 2019; Santa Barbara County, 2017; ESA, 2019.

FIGURE III-7: PLANNED LAND USE – VANDENBERG AIR FORCE BASE ENVIRONS

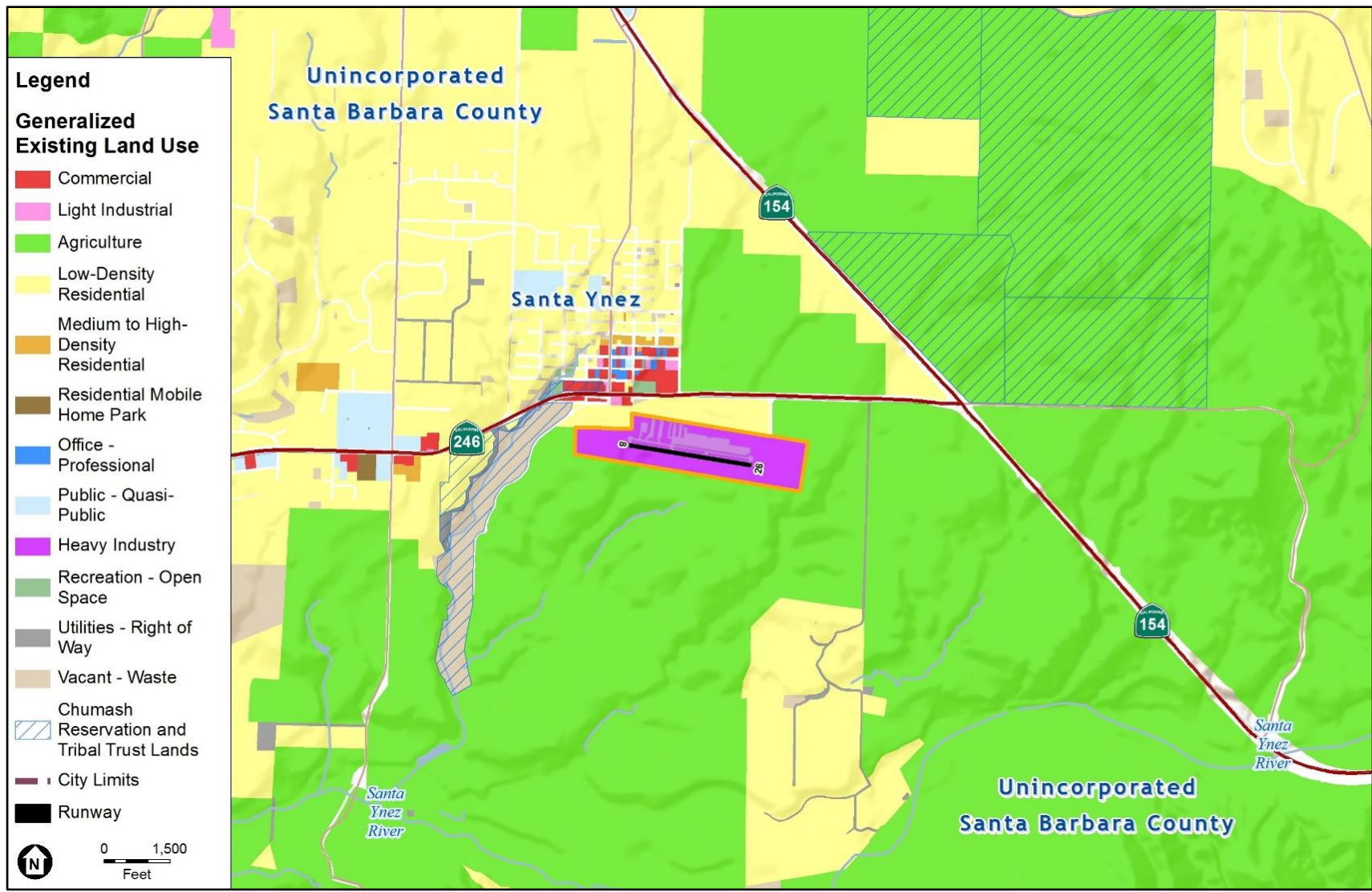
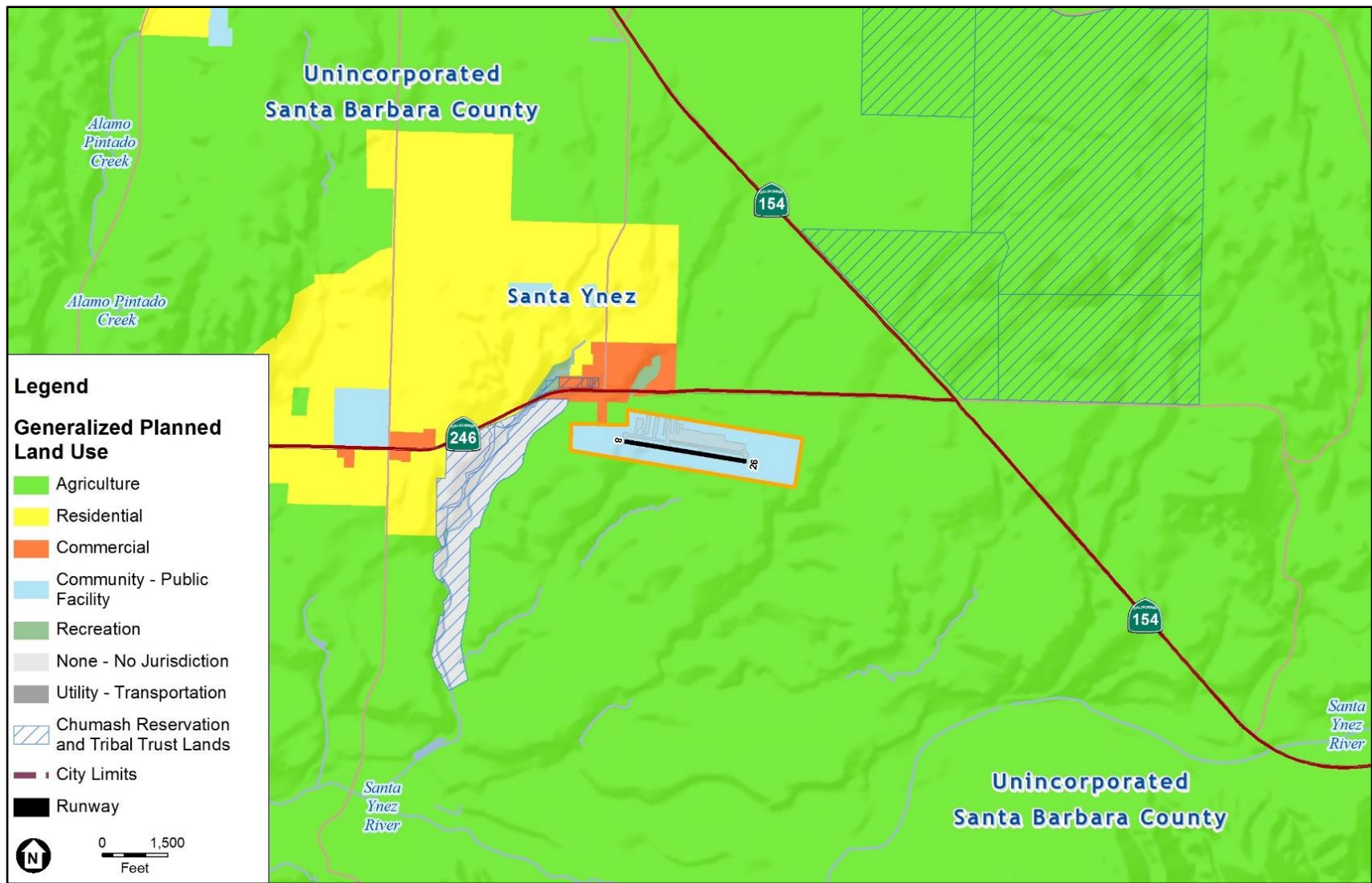
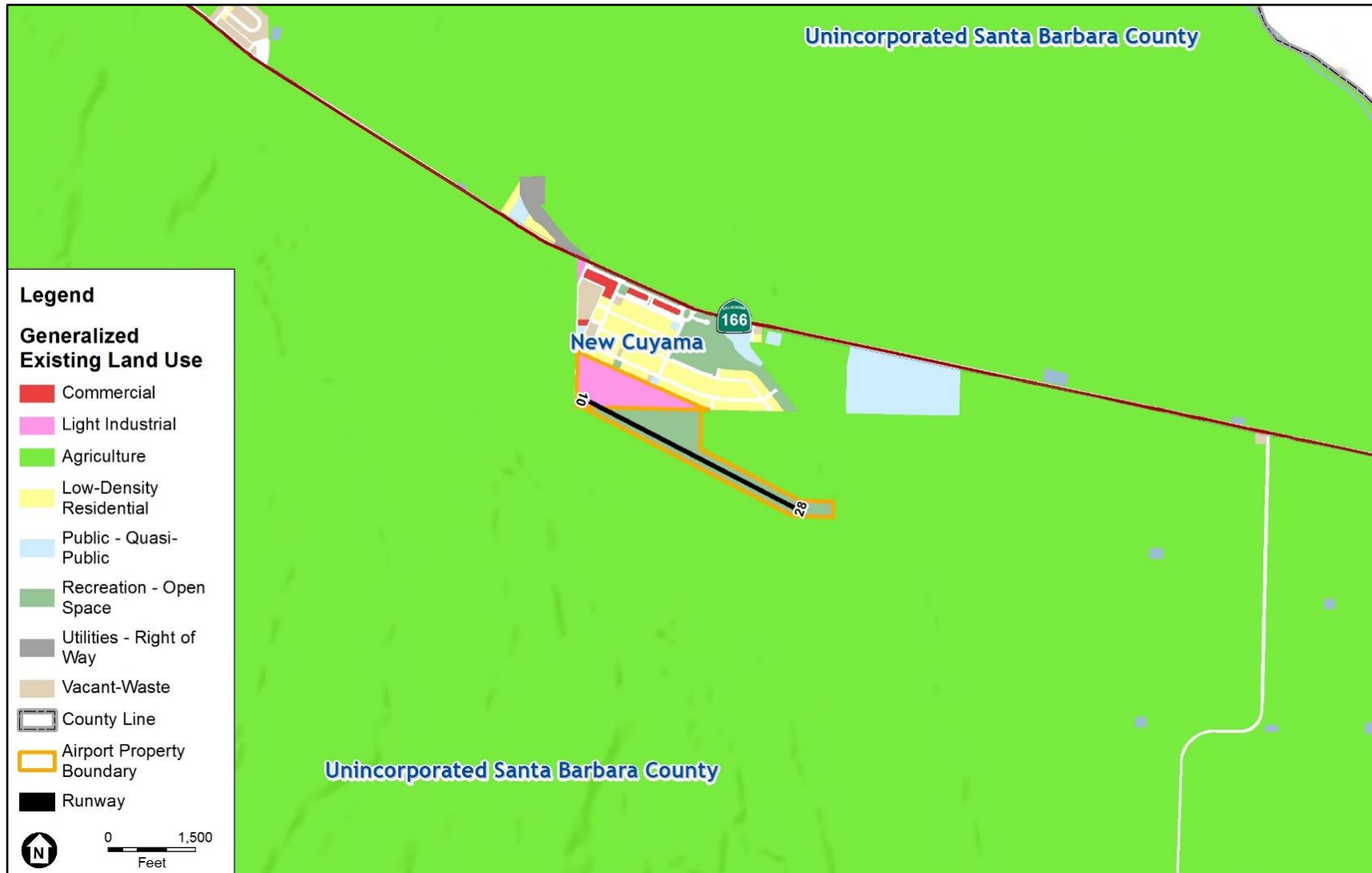


FIGURE III-8: GENERALIZED EXISTING LAND USE – SANTA YNEZ AIRPORT ENVIRONS



Source: Esri, 2019; USGS, 2019; NOAA, 2019; Santa Barbara County, 2017; ESA, 2019.

FIGURE III-9: PLANNED LAND USE – SANTA YNEZ AIRPORT ENVIRONS



SOURCE: ESRI, 2019; USGS, 2019; NOAA, 2019; SANTA BARBARA COUNTY, 2017; ESA, 2019.

FIGURE III-10: GENERALIZED EXISTING LAND USE – NEW CUYAMA AIRPORT ENVIRONS



SOURCE: ESRI, 2019; USGS, 2019; NOAA, 2019; SANTA BARBARA COUNTY, 2017; ESA, 2019.

FIGURE III-11: PLANNED LAND USE – NEW CUYAMA AIRPORT ENVIRONS

[This page left intentionally blank]

3.3 Purpose and Need

The purpose of the ALUCPs are to protect the public health, safety, and welfare “by ensuring the orderly expansion of the Airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards” within the immediate environs of the County’s airports. The ALUCP aims to discourage the development of incompatible land uses around the Airports by establishing policies that limit the introduction or expansion of new incompatible land uses.

The ALUCPs are the key to implementation of the ALUC’s policies related to proposed development in the vicinity of the County’s Airports. The ALUCPs provide the policies on which the compatibility of proposed local land use policy actions are determined. The ALUCPs also introduce the noise, safety, airspace protection, and overflight notification area compatibility factors that in combination establish the planning boundaries around the Airports for purposes of policy implementation, as well as the geographical limits of the ALUC’s authority.

3.4 Project Goals and Objectives

The principal objectives of the project are to:

1. To maintain the sustainability of the Airports by safeguarding them from further encroachment by incompatible land uses that limit their ability to meet their purpose.
2. To safeguard the general welfare of people and property around the Airports by ensuring a development pattern that is compatible with airport operations and limits, to the extent practicable, the surrounding community’s exposure to aircraft noise and other potential adverse impacts generated by the operation of the Airports.
3. To prevent development that will adversely affect navigable airspace in areas around the Airports.
4. To provide guidance to local land use agencies on compatible land uses in areas around the Airports.

3.4 Current (1993) Airport Land Use Plan

Requirements for creation of ALUCs were first established in 1967 under the California State Aeronautics Act (Pub. Util. Code §21670 et seq.). Although the law has been amended numerous times since its enactment, the fundamental purpose of ALUCs has remained unchanged. As expressed in the present statute, this purpose is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses" (Pub. Util. Code §21670(a)(2)).

SBCAG adopted a County-wide Airport Land Use Plan for Santa Barbara County in 1993. The 1993 Airport Land Use Plan currently applies to the Santa Barbara Airport, Santa Maria

Airport, Lompoc Airport, and Santa Ynez Airport. The 1993 Airport Land Use Plan would continue to apply to the Santa Barbara Airport upon implementation of the project.

Maps illustrating the 1993 Airport Land Use Plan safety zone overlays with the safety zone overlays for each of the draft ALUCPs can be viewed on the SBCAG ALUC webpage here: <http://www.sbcag.org/airport-land-use-commission.html>.

3.5 Proposed Airport Land Use Compatibility Plans

The ALUCPs are the primary documents used by the ALUC to help promote compatibility between the Airports and their surrounding areas. The ALUCPs contain land use policies and compatibility criteria for implementation by local agencies and do not propose or entail any new development, construction, or changes to existing land uses or the environment. Similarly, no physical development or construction would result from the adoption of the proposed ALUCPs or from subsequent implementation of the ALUCPs by local agencies. The Draft ALUCPs apply to areas around Santa Maria Airport, Lompoc Airport, Vandenberg Air Force Base, Santa Ynez Airport, and New Cuyama Airport. The ALUCPs also apply to areas on Airport devoted to non-aeronautical uses. No changes to airport facilities or aircraft or airport operations would result from implementation of the ALUCPs.

The ALUC's authority and the geographical extent to which its policies are applicable is limited to the extent of the AIA for each airport included in the Draft ALUCPs. The AIA is introduced in Policy 2.5.1, *Airport Influence Area*, in the Draft ALUCPs. The AIA consists of two review areas, Review Areas 1 and 2. Review Area 1 consists of the areas contained within the noise contours and safety zones for each airport. Review Area 2 consists of the areas within the airspace surfaces as defined by 14 CFR Part 77, and the overflight notification area for each airport. The Draft ALUCP was prepared using guidance provided by the California Department of Transportation (Caltrans), Division of Aeronautics in the latest version of the *California Airport Land Use Planning Handbook* (California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011).

Figure III-12 depicts the AIA for Santa Maria Airport. The AIA covers areas in the city of Santa Maria and unincorporated Santa Barbara County. **Figure III-13** depicts the AIA for Lompoc Airport and **Figure III-14** depicts the AIA for Vandenberg Air Force Base. The AIAs covers areas in the city of Lompoc and unincorporated Santa Barbara County. **Figure III-15** and **Figure III-16** depict the AIAs for Santa Ynez Airport and New Cuyama Airport respectively. Both AIAs covers areas in unincorporated Santa Barbara County.

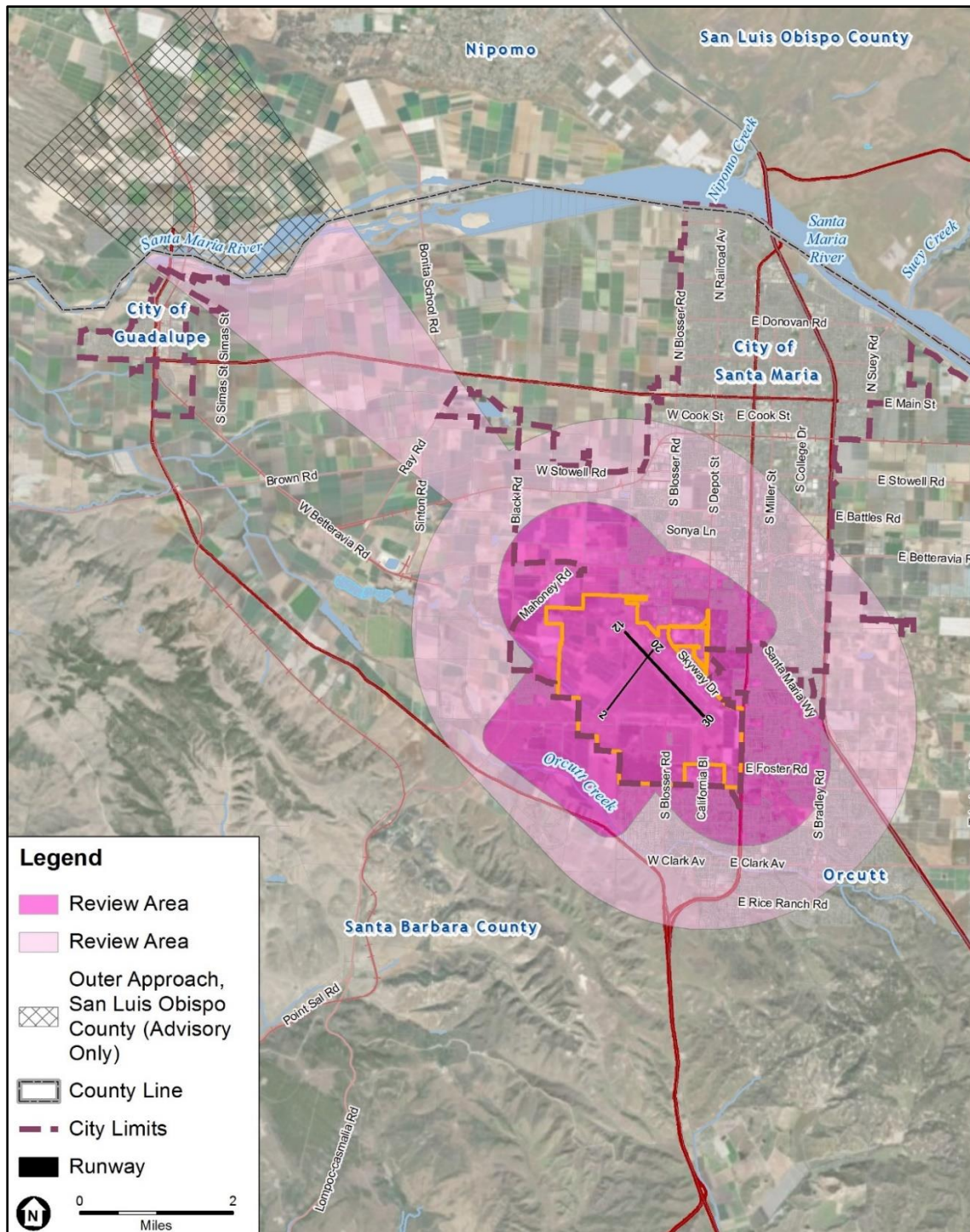
The Draft ALUCPs contains both basic policies applicable to the ALUC and specific policies applicable to areas within the AIA for each airport. Both the basic and specific policies are to be used by the ALUC, affected local agencies, and others, to implement the relevant provisions of this ALUCP. The specific policies are focused around four compatibility factors. These factors include:

- **Noise** – The aircraft noise policies promote the goals of the *California Airport Noise Standards* (Cal. Code Regs., tit. 21, § 5000 et seq.) and the *California Noise Insulation Standards* (25 Cal. Admin Code § 1092) by avoiding the establishment of noise-sensitive

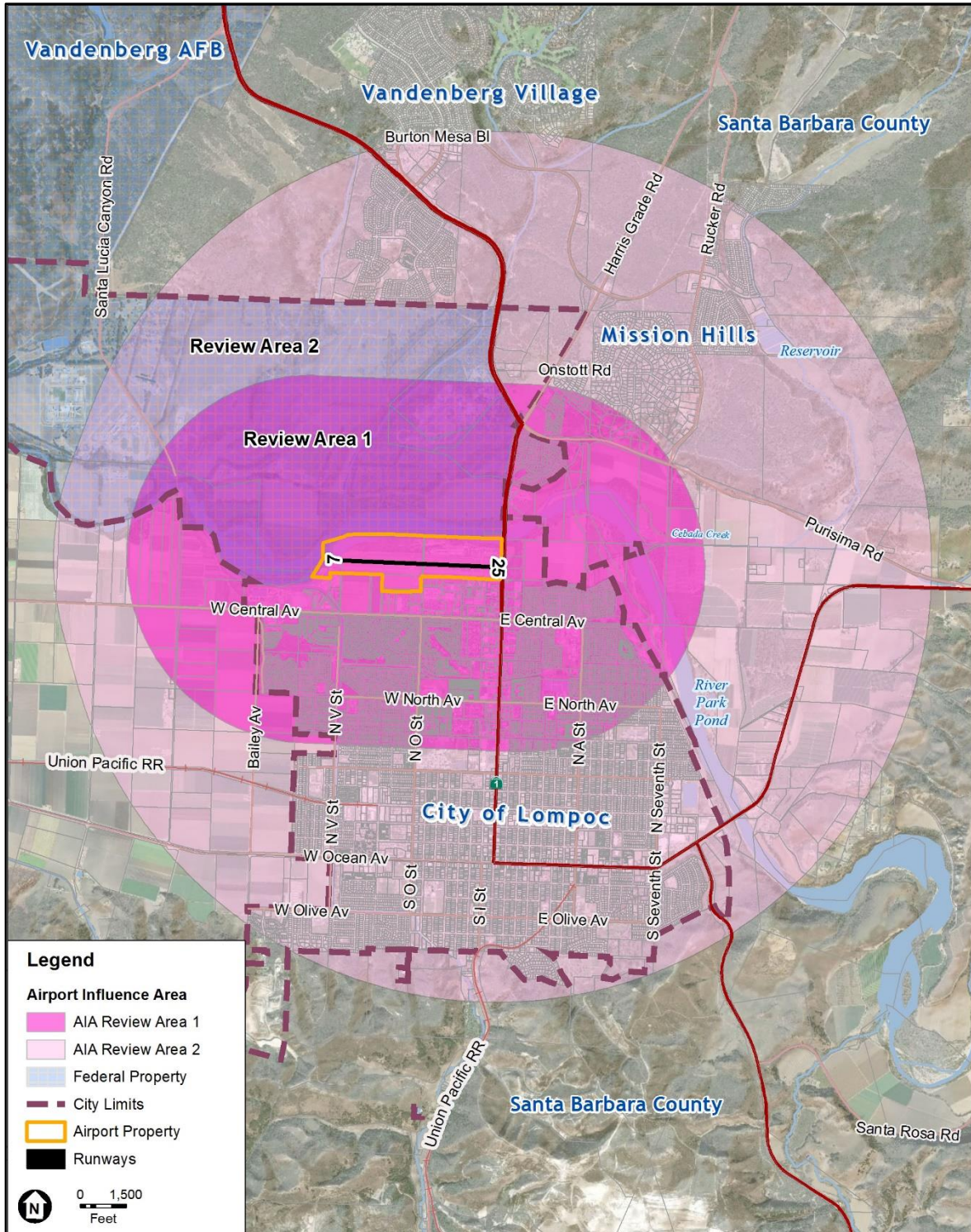
land uses in areas around the airports that are exposed to significant levels of aircraft noise.

- **Safety** – The safety policies minimize the potential number of future residents and land use occupants exposed to hazards related to aircraft operations such as aircraft accidents.
- **Airspace Protection** – The airspace protection policies maintain the safe and efficient operation of the airspace around the airports, avoid potential hazards to aircraft in flight, and protect the navigable airspace around the airports consistent with the requirements of 14 CFR Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, FAA Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)*, and other relevant federal regulations.
- **Overflight Notification** – The overflight notification policies address issues related to aircraft overflights by identifying the area within which flights to and from the Airport occur frequently enough and at a low enough altitude to be noticeable by sensitive residents. Within this area, real estate disclosure notices are required, pursuant to state law (Bus. and Prof. Code, § 11010 and Civ. Code, §§ 1102.6 and 1103.4).

The airport land use compatibility policies and criteria in the ALUCP apply only to new development. Under state law, the ALUC has no jurisdiction over existing development, except for nonconforming uses that are proposed for expansion or redevelopment.



SOURCE: ESRI, 2019; ESA, 2019.
FIGURE III-12: AIRPORT INFLUENCE AREA – SANTA MARIA AIRPORT



SOURCE: ESRI, 2019; ESA, 2019.

FIGURE III-13: AIRPORT INFLUENCE AREA – LOMPOC AIRPORT

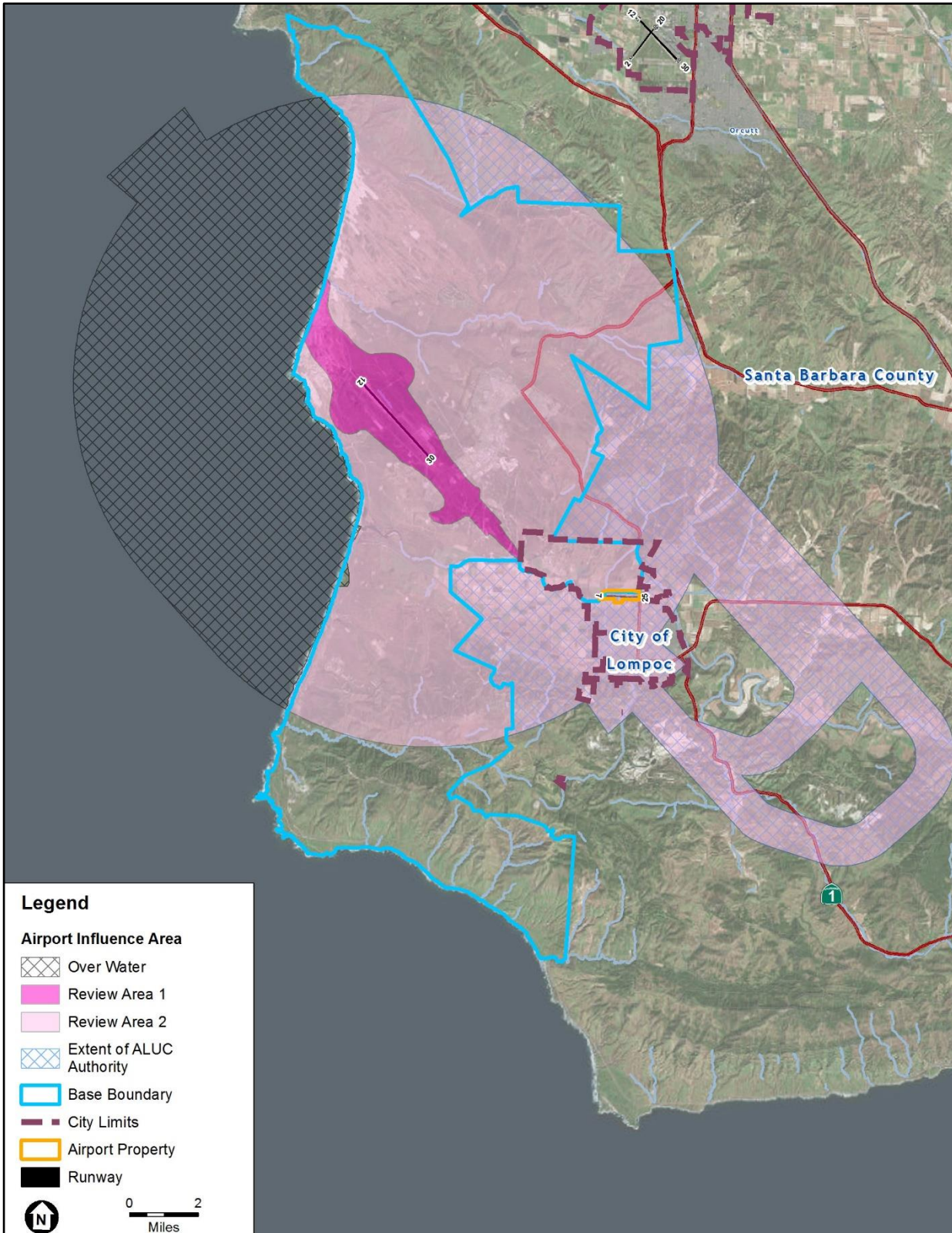
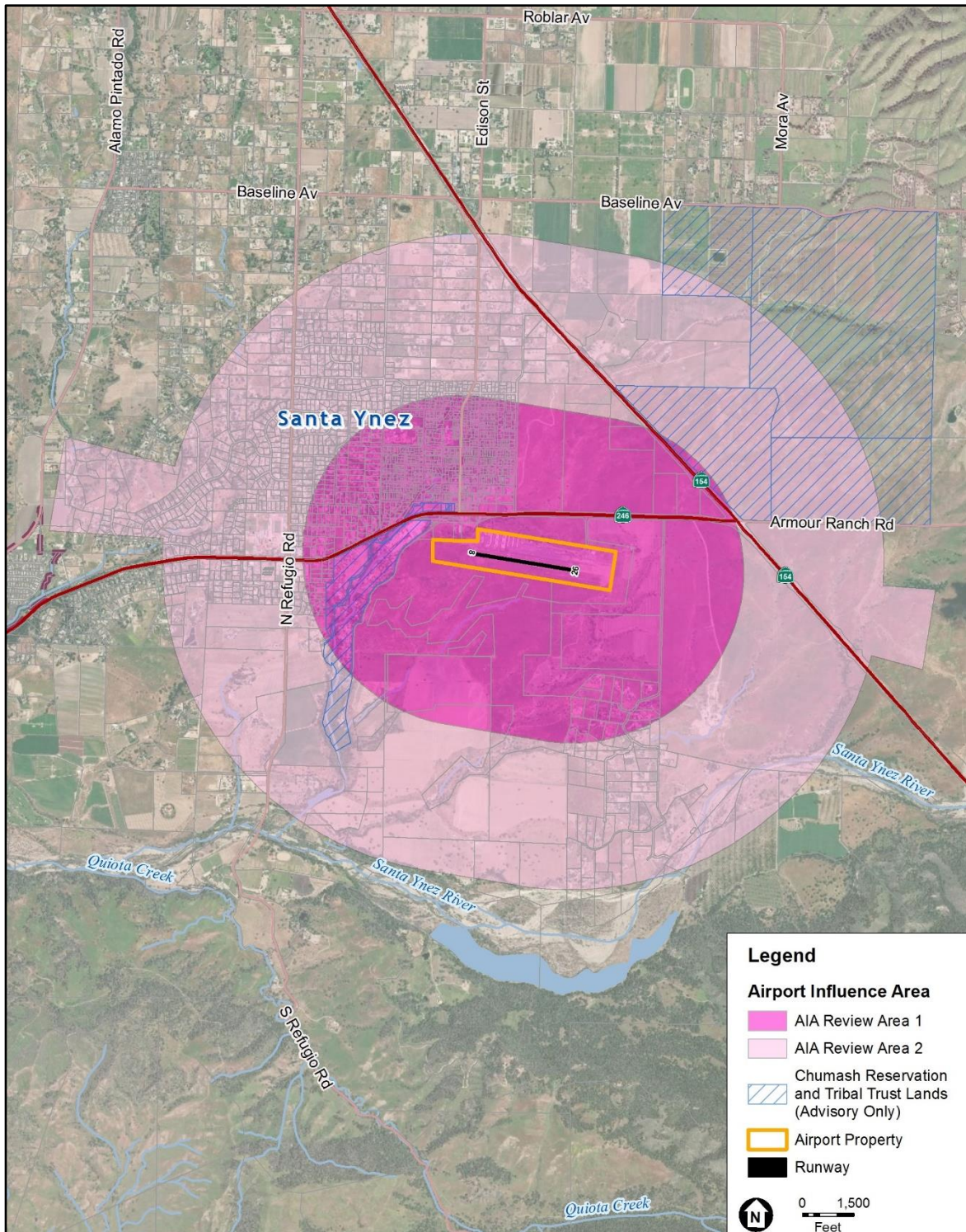


FIGURE III-14: AIRPORT INFLUENCE AREA – VANDENBERG AIR FORCE BASE



SOURCE: ESRI, 2019; ESA, 2019.

FIGURE III-15: AIRPORT INFLUENCE AREA – SANTA YNEZ AIRPORT

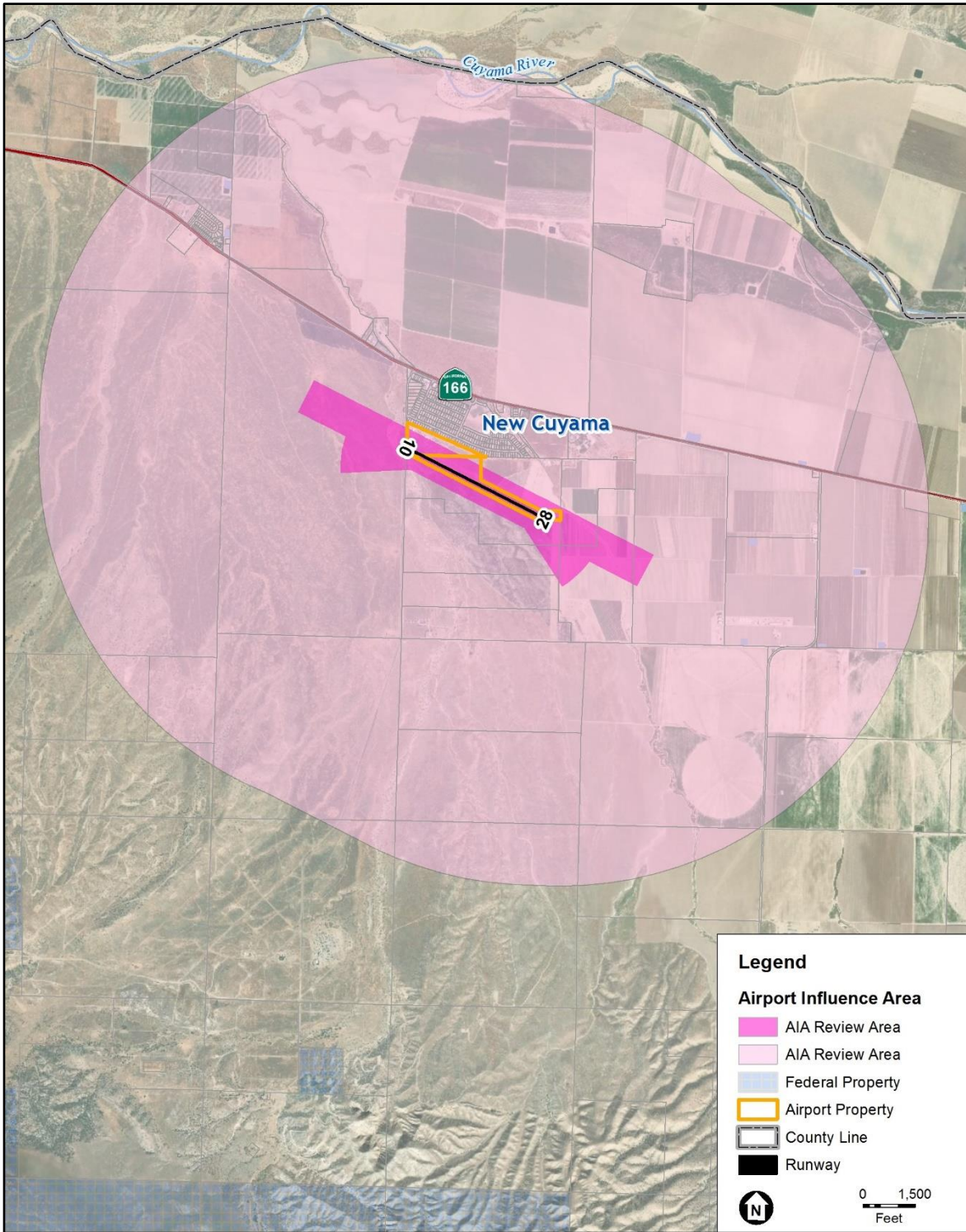


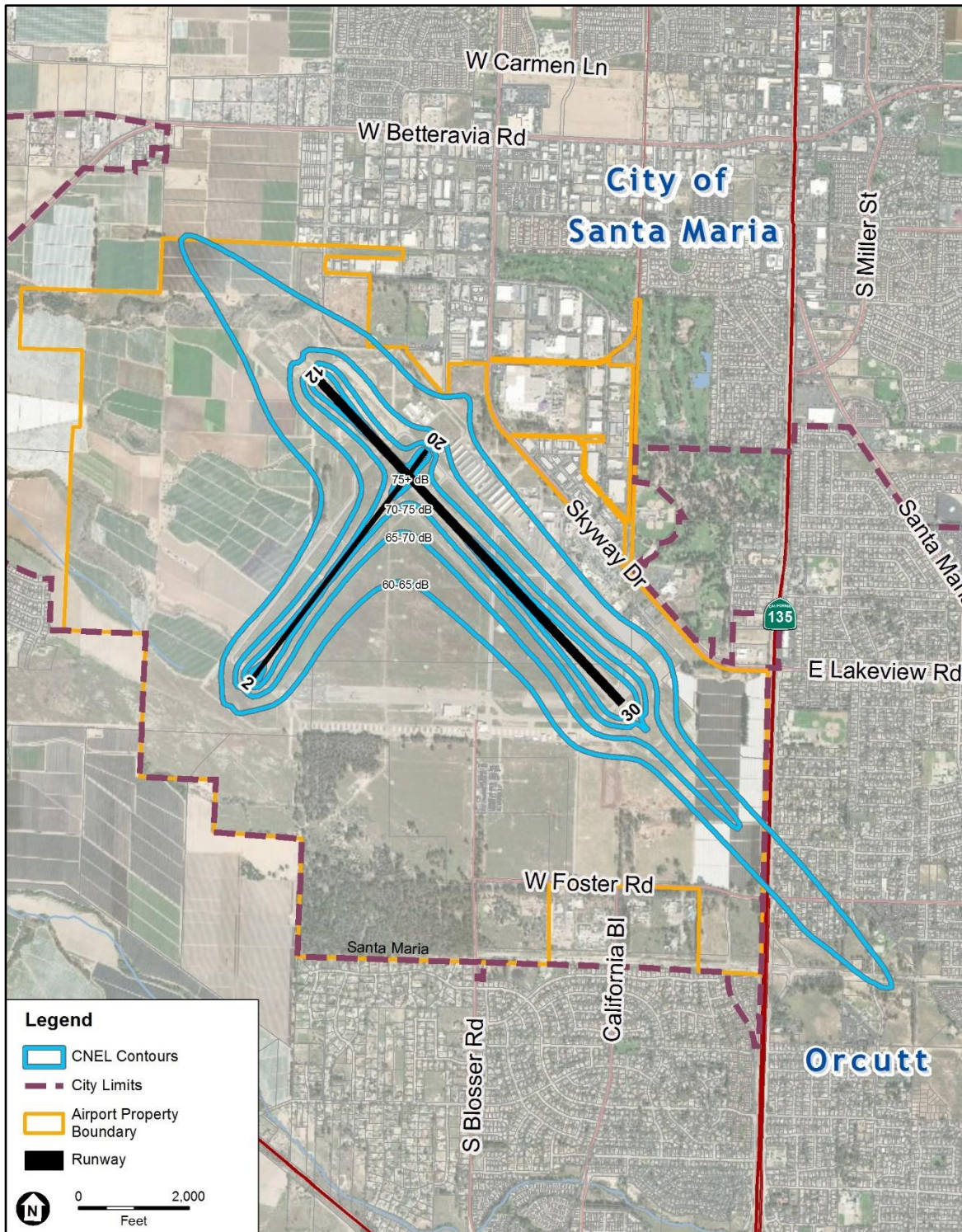
FIGURE III-16: AIRPORT INFLUENCE AREA – NEW CUYAMA AIRPORT

IV. ANALYSIS OF POTENTIALLY DISPLACED DEVELOPMENT

Adoption of the Draft ALUCPs have the potential to cause the inadvertent displacement of future land uses within parts of the AIAs. As discussed in Chapter III of each of the Draft ALUCPs, the plans include policies centered on noise, safety, airspace protection, and overflight notification. These four “compatibility factors” guide the policy framework of the Draft ALUCPs. Both the noise and safety compatibility factors (Review Area 1) include compatibility criteria that identify specific land uses as “compatible,” “conditionally compatible,” or “incompatible” in areas located within the Community Noise Equivalent Level (CNEL)¹ contours and safety zones for each of the County’s Airports. The noise and safety compatibility criteria have been developed to address the unique environments in which the County’s Airports are located. The Draft ALUCPs include compatibility criteria applicable in the AIAs specific to each airport. The compatibility noise and safety criteria tables specific to each airport are provided in **Appendix A**. The CNEL contours for SMX are depicted on **Figure IV-1** and the safety zones for SMX are depicted on **Figure IV-2**. The CNEL contours for LPC are depicted on **Figure IV-3** and the safety zones for LPC are depicted on **Figure IV-4**. The CNEL contours for IZA are depicted on **Figure IV-5** and the safety zones for IZA are depicted on **Figure IV-6**. **Figure IV-7** depicts the safety zones for L88. CNEL contours were not prepared for L88 as the airport serves fewer than two operations per day and is not anticipated to see an increase in aircraft operations into the future. The low number of operations is unlikely to generate a CNEL contour that extends beyond the runway. The CNEL contours for VAFB are depicted on **Figure IV-8** and the Accident Potential Zones (APZs) are depicted on **Figure IV-9**.

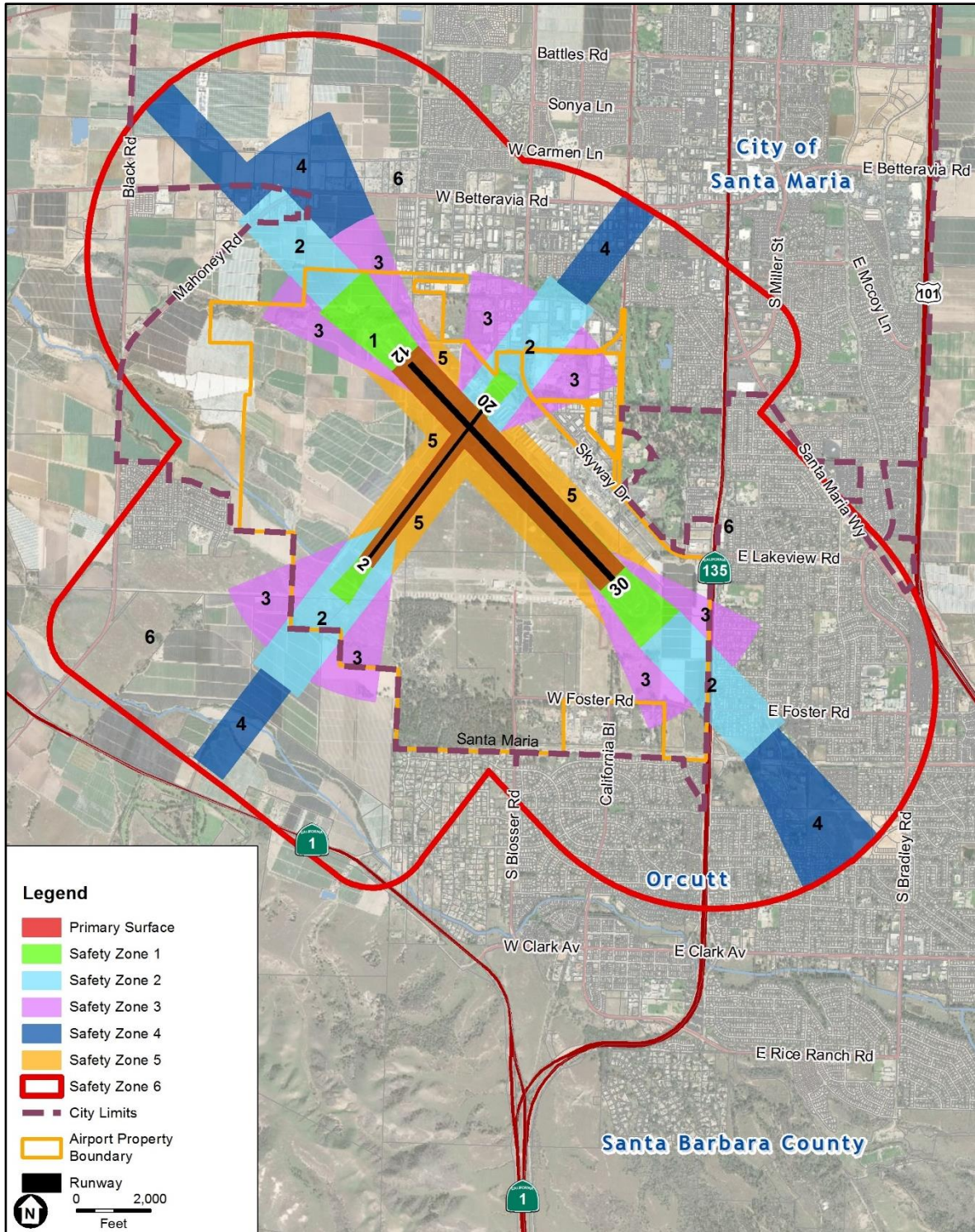
Once adopted by the ALUC, local agencies must make their land use plans consistent with the ALUCP. Once these plans are made consistent, some land uses currently considered compatible may become incompatible due to ALUCP policies. Therefore, it is necessary to identify land uses that could be displaced as a result of ALUCP policies. By “displacing” development from one area of the AIA to another, there is the potential for an unanticipated increase in growth in other areas of the County. If this were to occur, it might lead to potential environmental impacts including localized increases in air pollution, noise, and traffic.

¹ The Community Noise Equivalent Level (CNEL) is a noise metric that represents the average daytime noise level (in decibels) during a 24-hour day. CNEL is adjusted to reflect an addition of five decibels to sound levels during evening hours (7:00 p.m. to 10:00 p.m.) and 10 decibels to sound levels during night time hours (10:00 p.m. to 7:00 a.m.) These adjustments account for the additional annoyance noise may cause during these hours. The CNEL metric is the standard metric for measuring noise in the state of California.



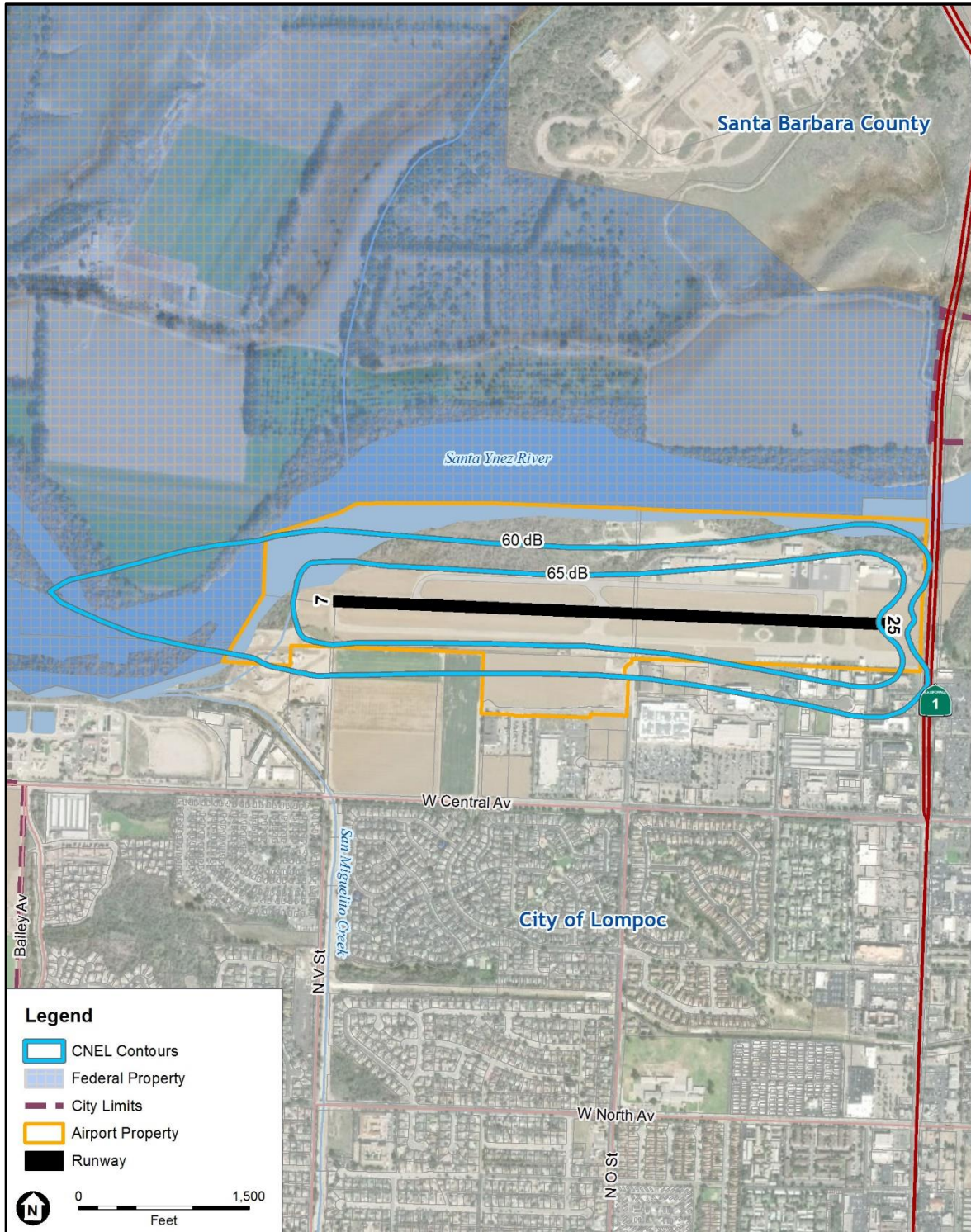
SOURCE: ESRI, 2019; CITY OF SANTA MARIA, 2012; ESA 2019.

FIGURE IV-1: CNEL CONTOURS – SANTA MARIA AIRPORT



SOURCE: ESRI, 2019; ESA 2019.

FIGURE IV-2: SAFETY ZONES – SANTA MARIA AIRPORT



SOURCE: ESRI, 2019; CITY OF LOMPOC, 2012; ESA 2019.

FIGURE IV-3: CNEL CONTOURS – LOMPOC AIRPORT

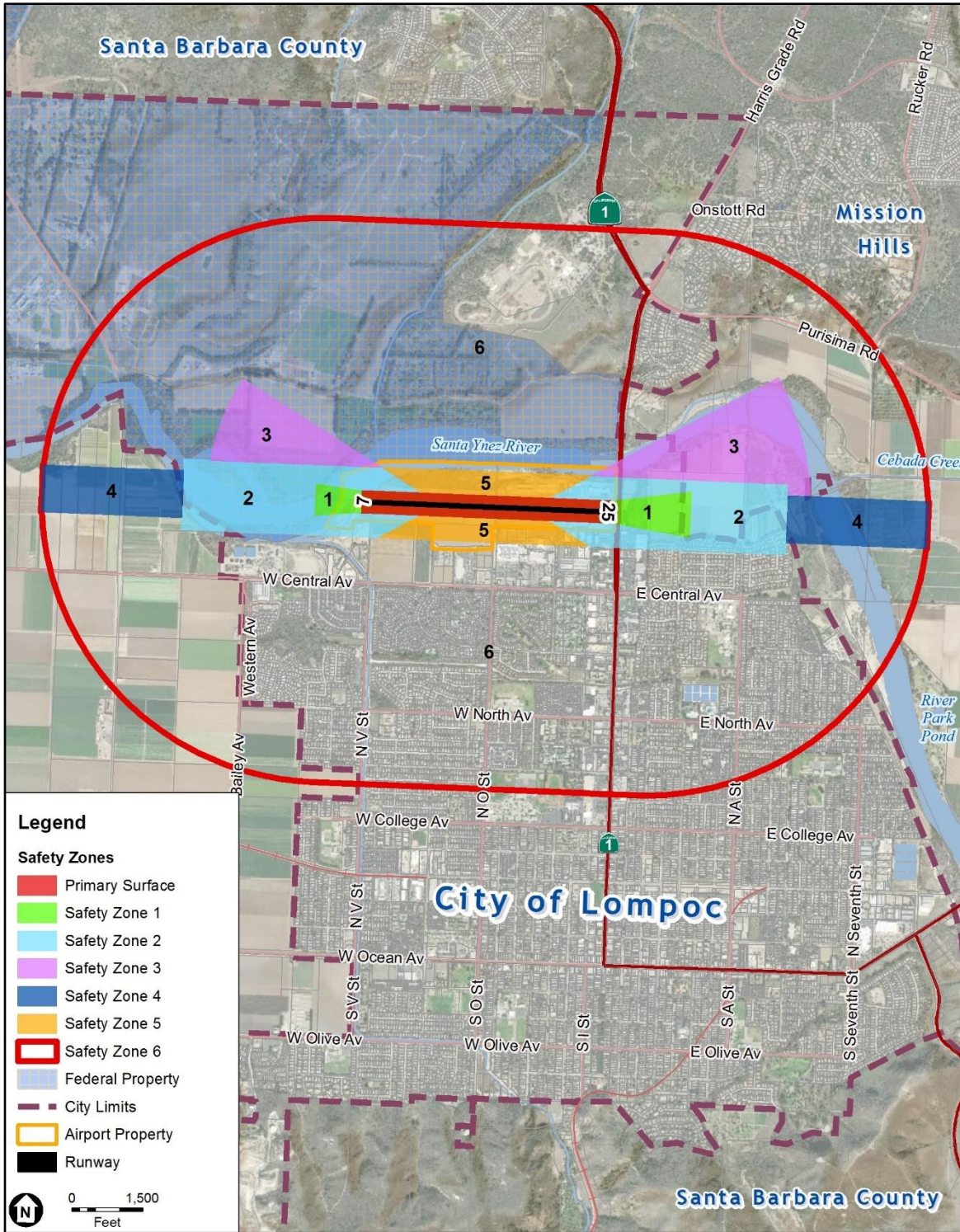
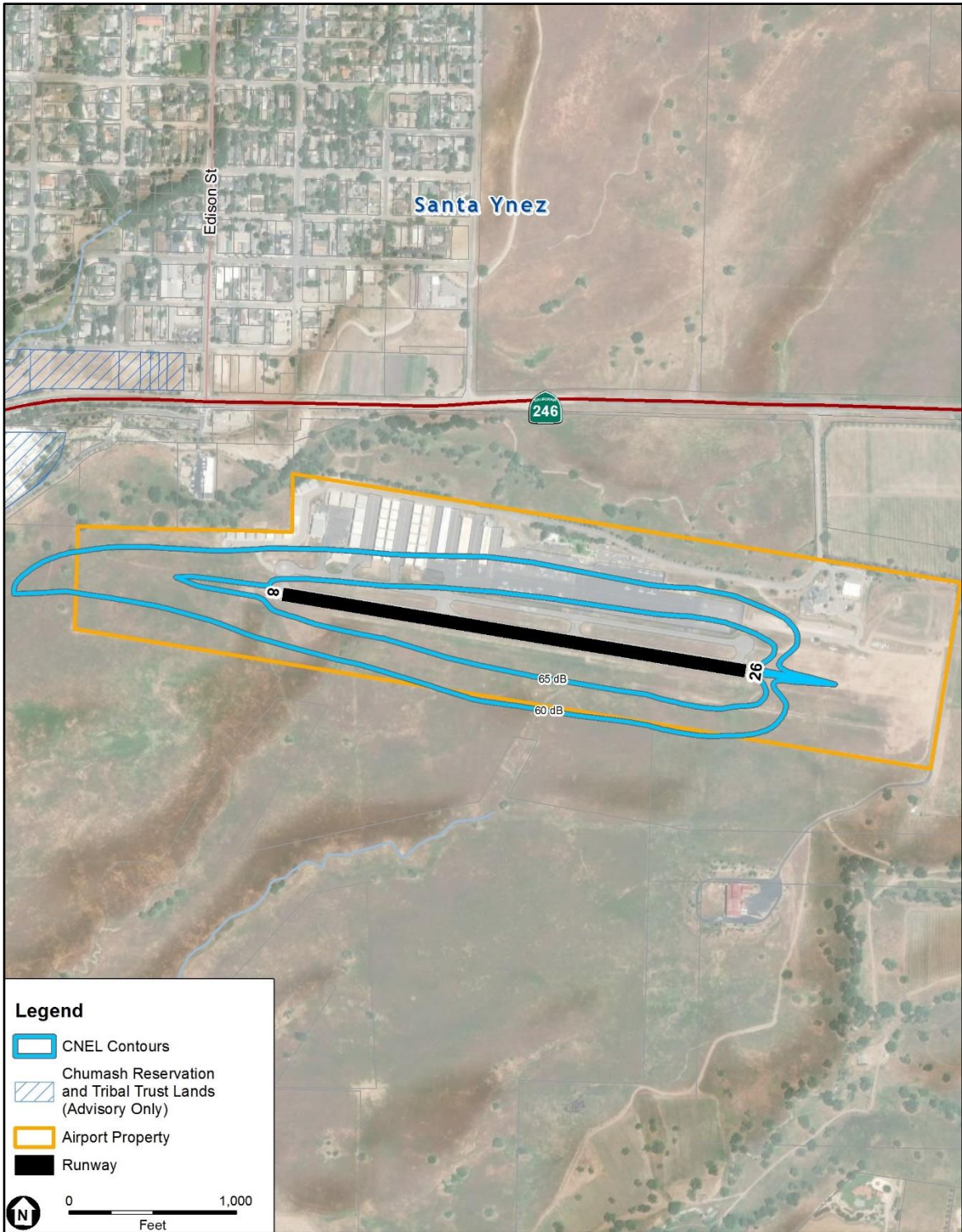
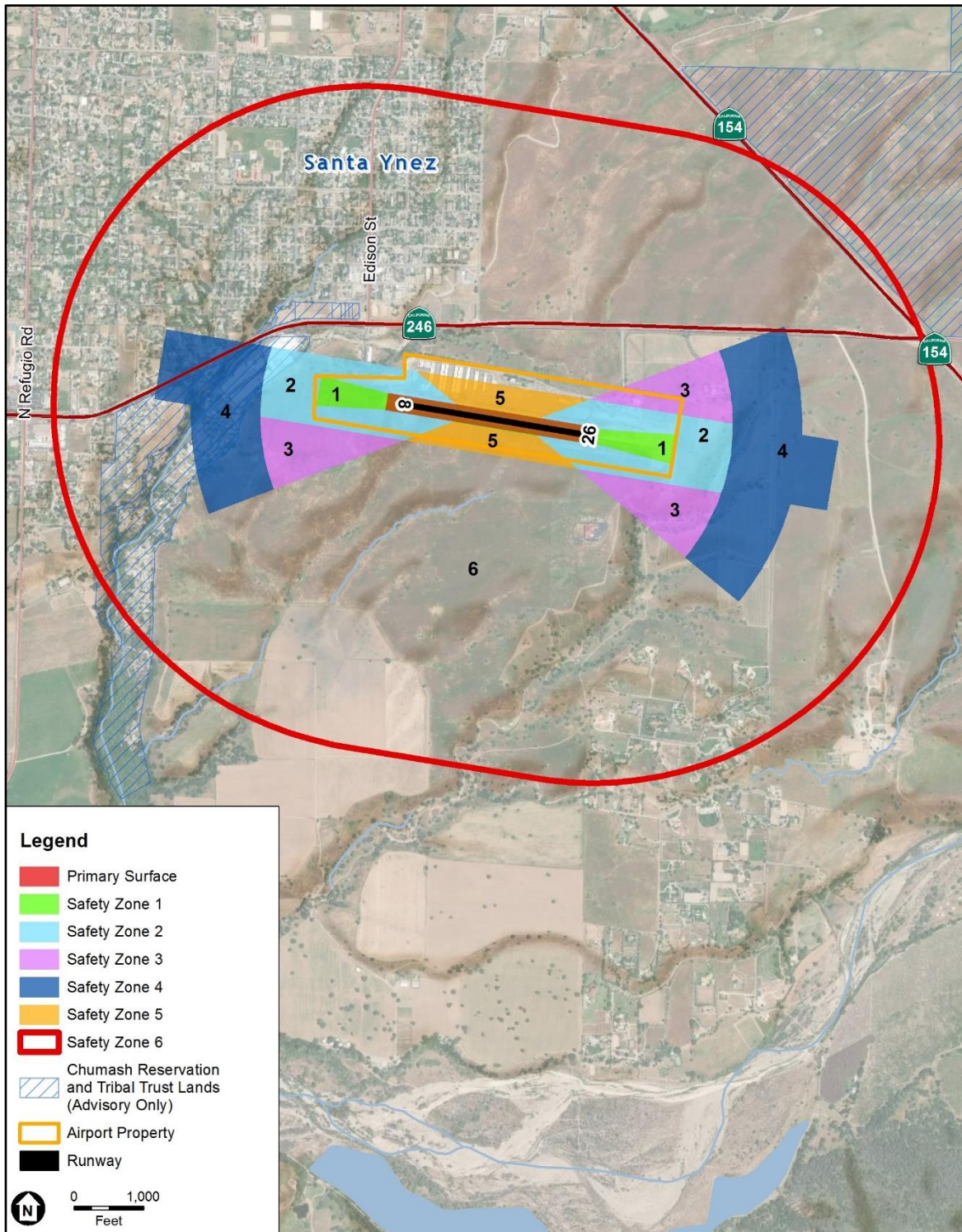


FIGURE IV-4: SAFETY ZONES – LOMPOC AIRPORT



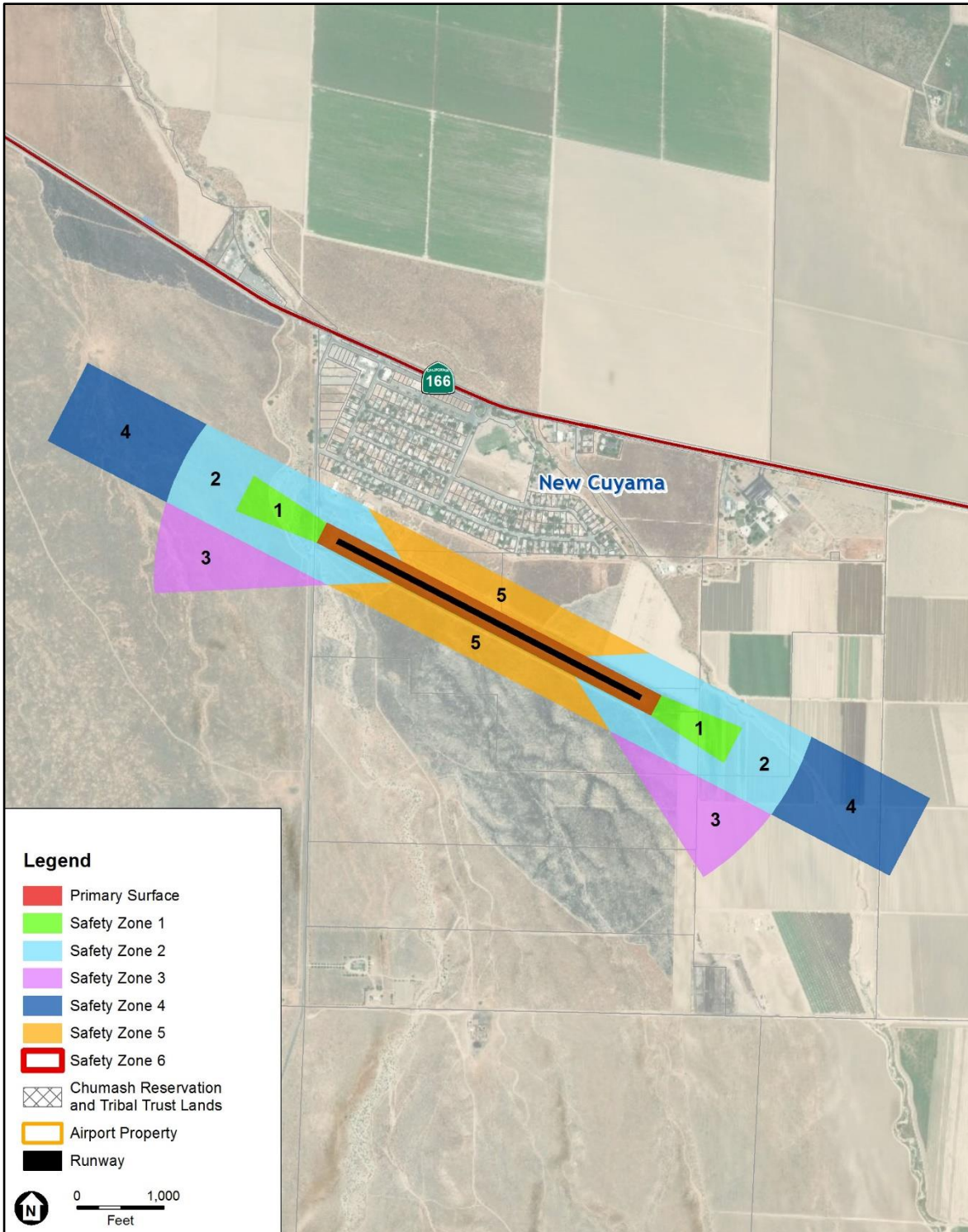
SOURCE: ESRI, 2019; SANTA BARBARA COUNTY, 2012; ATAC CORP., 2017; ESA 2019.

FIGURE IV-5: CNEL CONTOURS – SANTA YNEZ AIRPORT



SOURCE: ESRI, 2019; ESA 2019.

FIGURE IV-6: SAFETY ZONES – SANTA YNEZ AIRPORT



SOURCE: ESRI, 2019; ESA 2019.

FIGURE IV-7: SAFETY ZONES – NEW CUYAMA AIRPORT

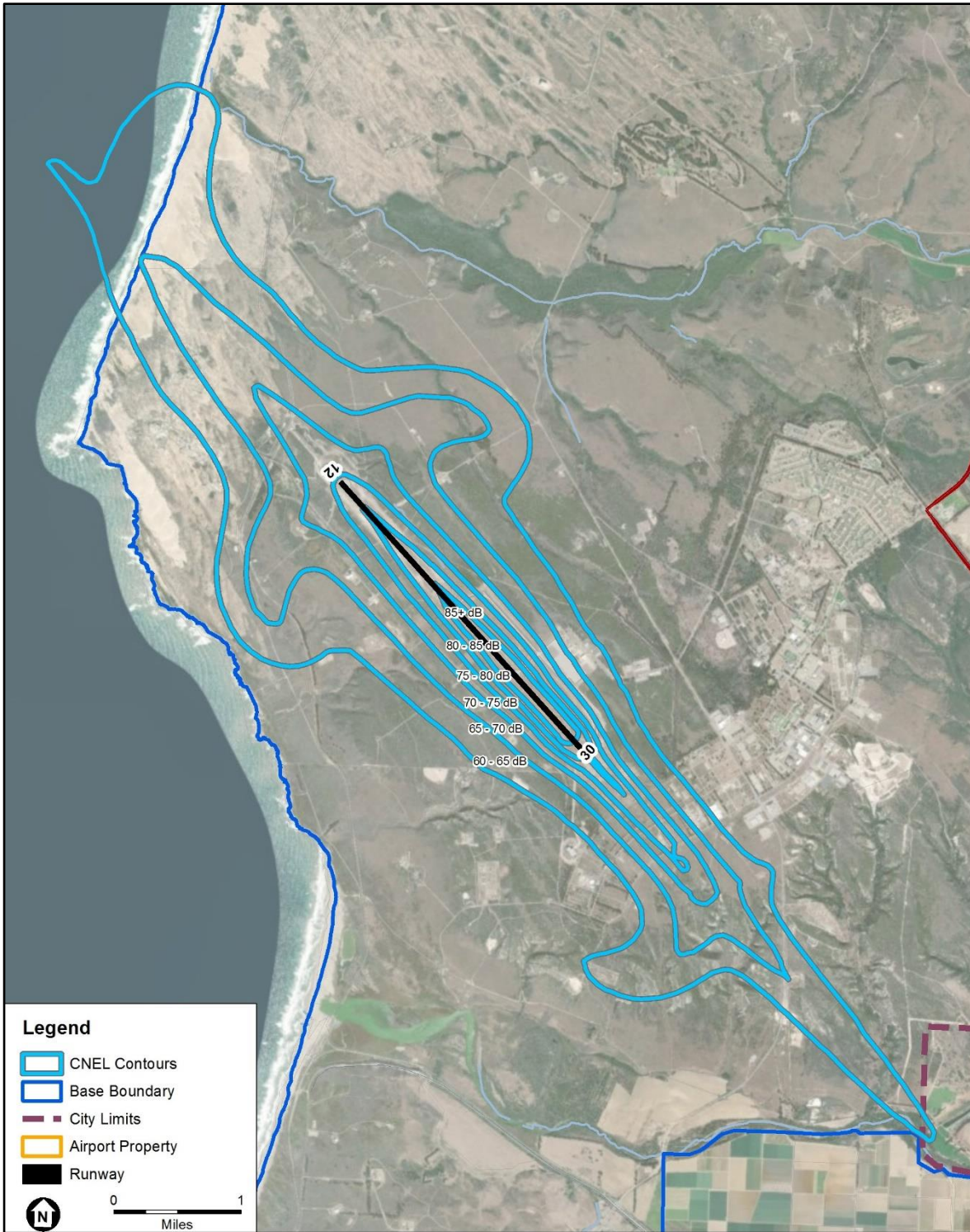


FIGURE IV-8: NOISE CONTOURS – VANDENBERG AIR FORCE BASE

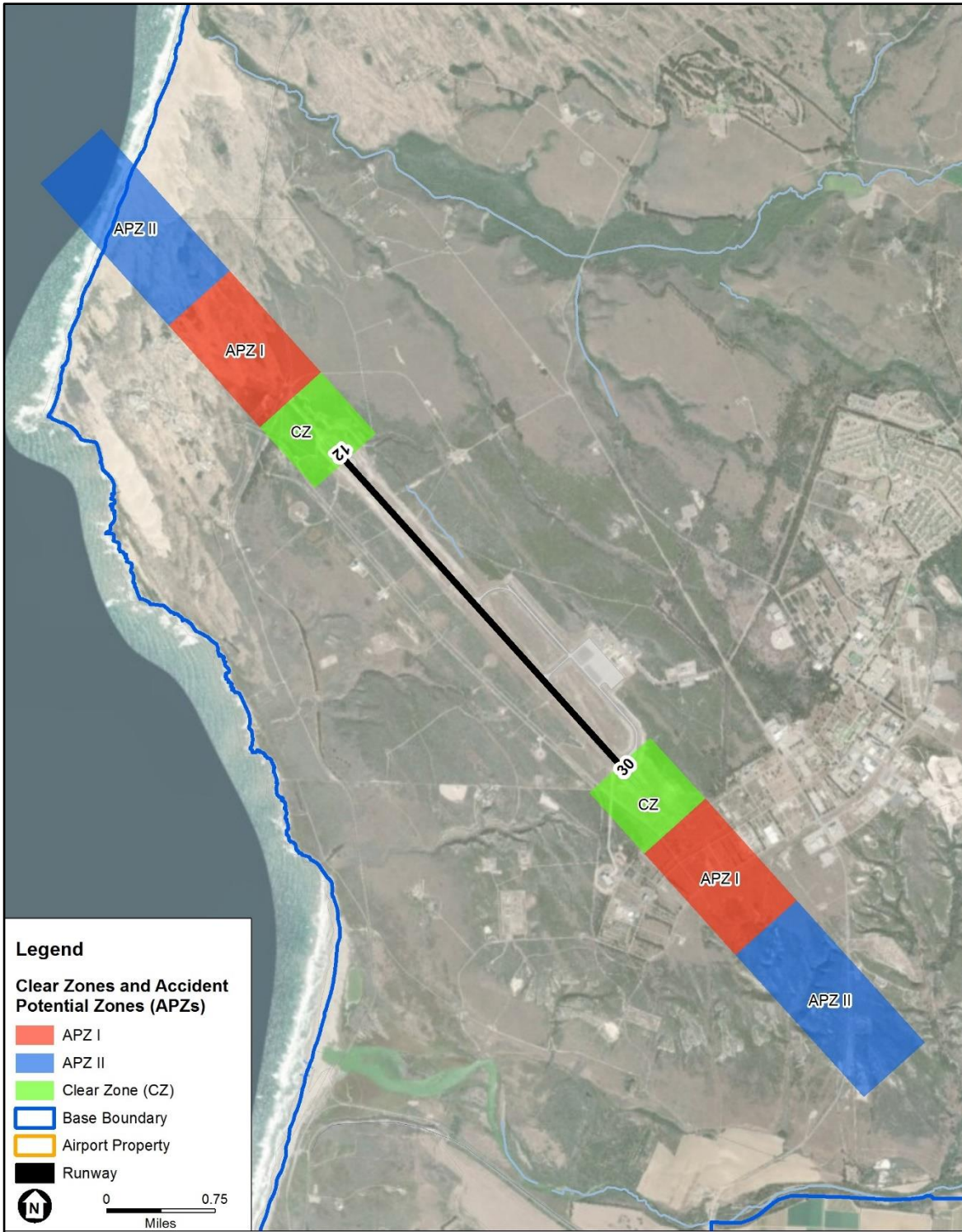


FIGURE IV-9: ACCIDENT POTENTIAL ZONES – VANDENBERG AIR FORCE BASE

Separate analyses were completed for each of the Draft ALUCPs to identify the potential for displacement of future land uses in their respective AIAs resulting from the policies in the Draft ALUCPs. The following sections provide a summary of the analysis results for each Airport. The development displacement analysis supports the evaluation of environmental factors potentially affected by the ALUCP update provided in Chapter 5 of this Initial Study.

It is important to note that the policies and compatibility criteria in the ALUCPs do not apply to already existing land uses at the time the ALUCP is adopted. Therefore, there is no potential for displacement of existing development. This also applies to future land use development that although not started or completed has already been entitled or approved for development by the responsible local agency. Draft ALUCP Policies 2.10, *Special Compatibility Considerations*, address the applicability of the ALUCP policies to existing land uses. Existing land use is defined in Section 1.6 of the Draft ALUCP. As the Draft ALUCPs' policies are not applicable to existing land use, fully developed parcels were excluded from the development displacement analysis. The development displacement analysis was solely focused on vacant and partially developed parcels with potential for infill development.

The development displacement analysis also took into account the existing airport approach overlay zones, derived from the current Santa Barbara County Airport Land Use Plan (1993 Airport Land Use Plan). Excluding New Cuyama Airport, these overlay zones have been adopted by each community with jurisdiction over lands surrounding the County's Airports. The airport approach overlay zones include proscriptions on certain types of land uses in areas within the airport approach overlay zones. The policies in the 1993 Airport Land Use Plan are currently in effect and would remain in effect were the Draft ALUCP not to be adopted.

The development displacement analysis identified potential displacement in terms of loss of residential dwelling units and the total parcel area from which non-residential uses may be displaced. The following sections summarize the results of the analysis for areas around each Airport.

4.1 Santa Maria Airport – Displacement Analysis Summary

Review Area 1 of the AIA for Santa Maria Airport covers land in the city of Santa Maria and unincorporated Santa Barbara County. The technical report prepared for the development displacement analysis for SMX is included as **Appendix B** to this Initial Study. The analysis focused on residential and non-residential development.

4.1.1 Residential Displacement Analysis

The residential displacement analysis prepared for SMX was conducted to determine if future residential uses would conflict with the policies in the Draft Santa Maria ALUCP. The analysis was completed using information on the housing opportunity sites provided in the Housing Element of the City of Santa Maria General Plan, the Housing Element of the Santa Barbara County Comprehensive Plan, the and the noise and safety policies and compatibility

criteria contained in the Draft ALUCP. **Figure IV-10** depicts the location of the housing opportunity sites relative to the CNEL contours and safety zones for SMX.

There is no potential for residential displacement in either the city of Santa Maria or unincorporated Santa Barbara County due to the noise policies and compatibility criteria in the Draft ALUCP.

The results of the analysis indicate that there would be no displacement of residential land uses in the city of Santa Maria under the safety policies and compatibility criteria in the Draft ALUCP. In unincorporated Santa Barbara County, three single-family housing opportunity sites are located in Safety Zone 2. Per the safety compatibility criteria in the Draft ALUCP, residential uses in Safety Zone 2 area considered incompatible. However, Policy 2.10.2, *Development by Right*, in the Draft ALUCP allows or the development of single-family homes in all safety zones except Safety Zone 1, if such use is permitted by local land use regulations. Accordingly, there is no potential for residential displacement in unincorporated Santa Barbara County due to the safety policies and compatibility criteria in the Draft ALUCP. **Table IV-2** provides a summary of the results of the development displacement analysis for residential land uses in the environs of SMX.

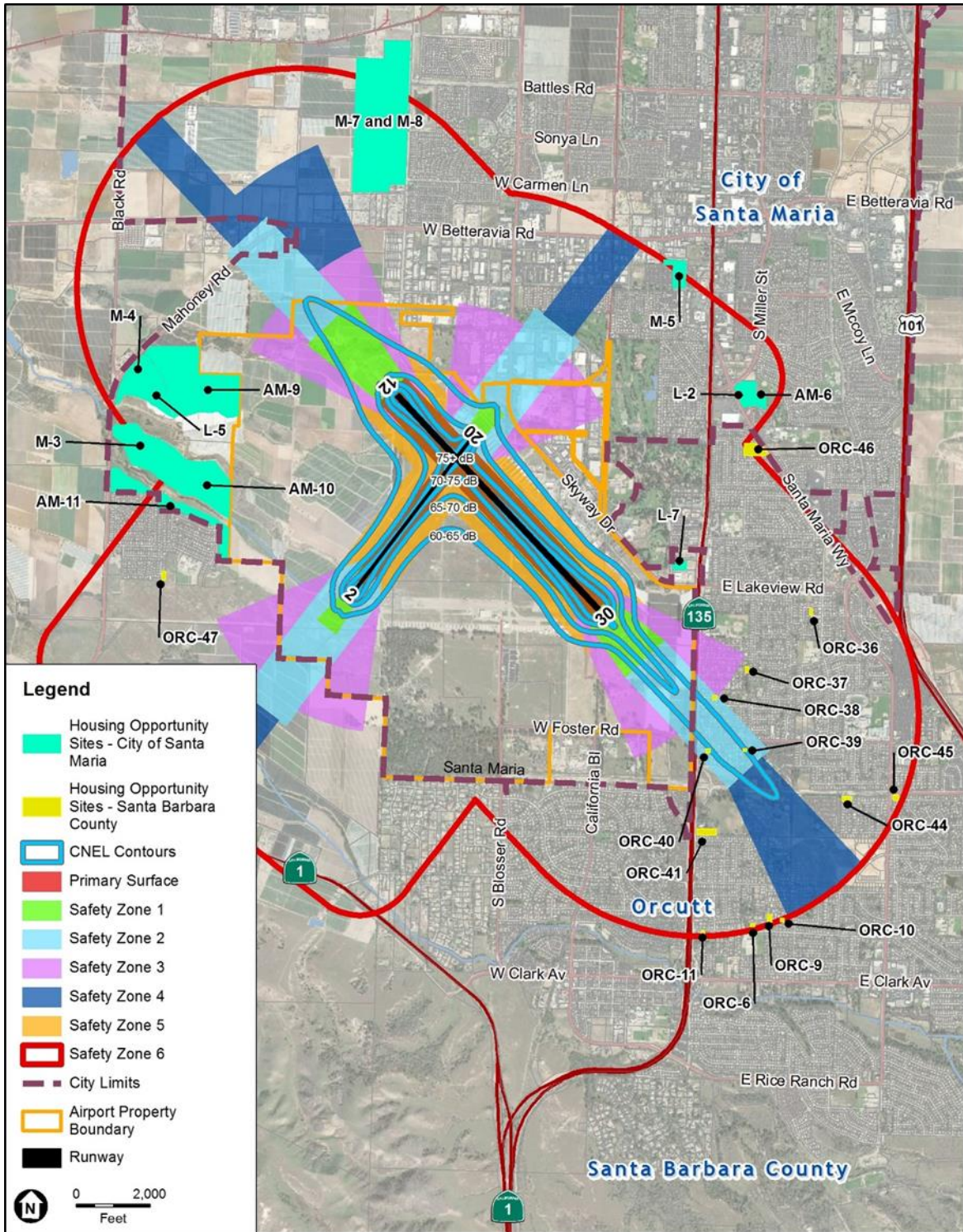
Data on the housing opportunity sites identified in areas of the city of Santa Maria and unincorporated Santa Barbara County found in Review Area 1 for the Airport is provided in Appendix B.

**TABLE IV-2
SUMMARY OF POTENTIAL RESIDENTIAL DISPLACEMENT-
SANTA MARIA AIRPORT**

Jurisdiction	Number of Housing Opportunity Sites/Units	Housing Opportunity Sites		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
City of Santa Maria	12/2,181	Safety (Zones 1-5) ¹	0	0	0
		Noise	0	0	0
Santa Barbara County	14/51	Safety (Zones 1-5) ¹	3	115	0
		Noise	0	0	0
Total Number of Dwelling Units Potentially Displaced					0

Notes:

1/ All residential uses are considered compatible in Safety Zone 6



SOURCE: ESRI, 2019; SANTA BARBARA COUNTY GENERAL PLAN, 2015-2030 HOUSING ELEMENT, 2019; 2015-2030 CITY OF SANTA MARIA GENERAL PLAN HOUSING ELEMENT, 2019; ESA 2019.

FIGURE IV-10: SANTA MARIA AIRPORT - HOUSING OPPORTUNITY SITES

4.1.2 Non-Residential Displacement Analysis

The non-residential displacement analysis evaluated vacant and underutilized (i.e., partially developed) parcels within Review Area 1 of the AIA for the Airport. Underutilized parcels were considered for potential infill development. **Figures IV-11** through **IV-15** depict the parcels identified and analyzed for potential displacement of development. In the city of Santa Maria, a total of 109 vacant and underutilized parcels out of 2,401 parcels in Review Area 1 were ultimately retained for further analysis. In unincorporated Santa Barbara County, a total of 142 parcels out of 5,384 parcels in Review Area 1 were retained for further analysis. Details on these parcels, including parcel ID number, County tax assessor's parcel number (APN), jurisdiction, parcel area (square feet) noise contour/safety zone, and zoning district, are provided in Appendix B.

Table IV-3 provides a summary of the results of the development displacement analysis for non-residential land use. The results of the analysis indicate that there would be no displacement of non-residential land uses associated with the noise policies in the Draft Santa Maria ALUCP in either the city of Santa Maria or unincorporated Santa Barbara County. A full discussion of the displacement analysis for areas around Santa Maria Airport is provided in Appendix B.

4.1.2.1 City of Santa Maria

Under the safety policies in the Draft Santa Maria ALUCP there is potential for displacement of one or more land uses on 31 of the 109 vacant or underutilized parcels in the city of Santa Maria: eight parcels in Safety Zone 2, seven parcels in Safety Zone 3, and 16 parcels in Safety Zone 4. The potential for displacement on these parcels is discussed further in the following sections.

Safety Zone 1

Safety Zone 1 off all runway ends is limited to Airport property. Accordingly, areas in Safety Zone 1 are not considered further in the development displacement analysis.

Safety Zone 2

All or parts of eight parcels (Parcels 120, 122, 126, 153, 177, 178, 179, and 208) in the city of Santa Maria are located in Safety Zone 2. Parcels 120, 122, 126, and 208 are located off the Runway 2 end. The majority of Parcel 126 is located in Safety Zones 3 and 4. The portion of Parcel 126 in Safety Zone 2 is too small for development and the parcel is evaluated further under Safety Zones 3 and 4. Parcel 120 is located in the Agriculture zone established in the Mahoney Ranch North Specific Plan, which has been adopted by the City of Santa Maria. Permissible land uses in the City's Agriculture zone do not conflict with the compatibility criteria in the Draft Santa Maria ALUCP. Accordingly, there is no potential for displacement on Parcel 120. Parcel 122 is split between the (R-1) Single-Family 6,000 square foot Residential zoning district and the (CM) Commercial and Manufacturing zoning district as defined in the City's adopted Mahoney Ranch North Specific Plan. Two land uses permissible in the (CM) Commercial and Manufacturing zoning district, "utility substations" and "distribution plants," are considered incompatible in Safety Zone 2. However, Parcel 122 is located within the existing (AA) Airport Approach Overlay zone that prohibits uses that

generate electrical interference that may be detrimental to operation of aircraft or airport instrumentation. As both “utility substations” and “distribution plants” have the potential to generate electrical interference, it is unlikely that these facilities would be permitted under current conditions. Accordingly, there is no potential for displacement of these uses from Parcel 122. Parcel 208 is located in the (M-2) General Manufacturing zoning district as defined in the City’s Area 9 Specific Plan. The Area 9 Specific Plan is a policy document used to implement certain development concepts in the City of Santa Maria’s General Plan on the approximately 890-acre Area 9 site. Seven uses permissible in the (M-2) General Manufacturing zoning district as provided in the Area 9 Specific Plan are considered incompatible in Safety Zone 2 under the Draft Santa Maria ALUCP. These uses include “child daycare facilities as an accessory use,” various uses related to oil and gas drilling, and “the production and storage or handling of explosive materials, the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks.” All of Parcel 208 lies within the existing (AA) Airport Approach Overlay zone that restricts land uses with concentrations of people greater than 25 people per acre and land uses that require the storage of concentrations of hazardous and toxic materials. As it is unlikely that these uses would be permitted under current conditions, there is no potential for displacement on Parcel 208.

Parcels 153, 177, 178, and 179 are located off the Runway 20 end. These parcels are located in the (PD/M-1) Light Manufacturing zoning district and the Planned Development overlay zone. Part of Parcel 153 is zoned for (OS) Open Space. All four parcels are considered underutilized and partially developed. The entire portion of Parcel 177 located in Safety Zone 2 is already developed and there is no potential for displacement on this parcel. Several land uses permissible in the (M-1) Light Manufacturing zoning district are considered incompatible in Safety Zone 2 under the Draft Santa Maria ALUCP. These land uses categories include “child care,” “congregate care facilities,” and “energy uses such as utility substations, distribution plants, increases in pipeline capacity, and oil and gas drilling and storage.” All of Parcel 178 and part of Parcel 179 are located in the (AA) Airport Approach District that restricts land uses with concentrations of people greater than 25 people per acre and uses that require the storage of concentrations of hazardous and toxic materials. As the uses considered incompatible under the Draft Santa Maria ALUCP fall into these categories, it is unlikely they would be developed under existing conditions and would thus not be considered displaced. Potential displacement would be limited to those portions of Parcels 153 and 179 located in Safety Zone 2, but outside the (AA) Airport Approach District. Accordingly, there is a potential for displacement of these land uses from approximately 97,594 square feet (2.33 acres) of Parcels 153 and 179 in Safety Zone 2.

Two land uses, “electrical substations” and “pipelines,” currently permissible in the (OS) Open Space zoning district are considered incompatible in Safety Zone 2 under the draft ALUCP. Accordingly, there is a potential for displacement of these two uses from approximately 20,321 square feet (0.47 acre) of Parcel 153. In total, there is potential displacement of certain currently permissible land uses under the City of Santa Maria’s zoning ordinance from approximately 117,915 square feet (2.8 acres) of Parcels 153 and 179 in Safety Zone 2.

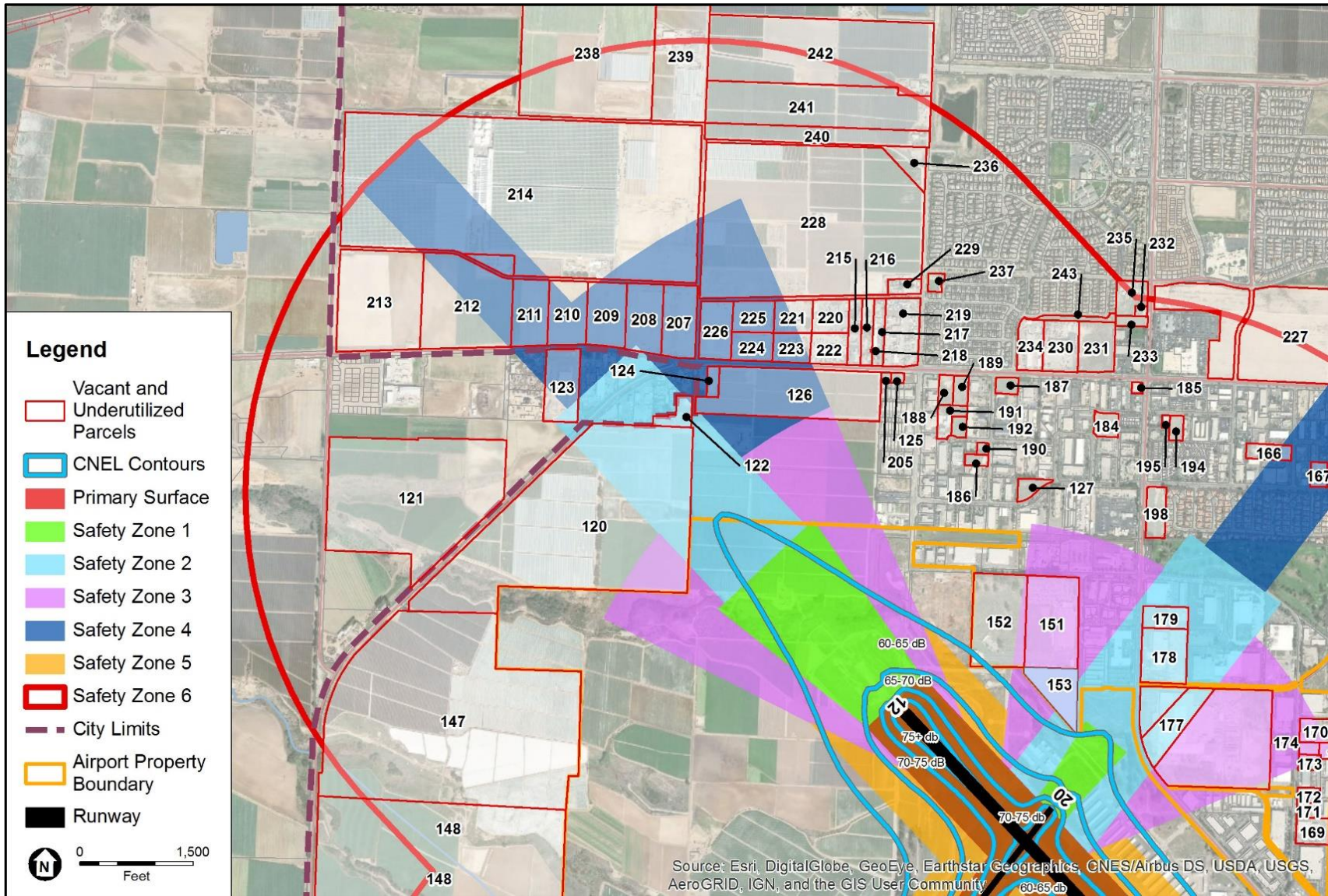
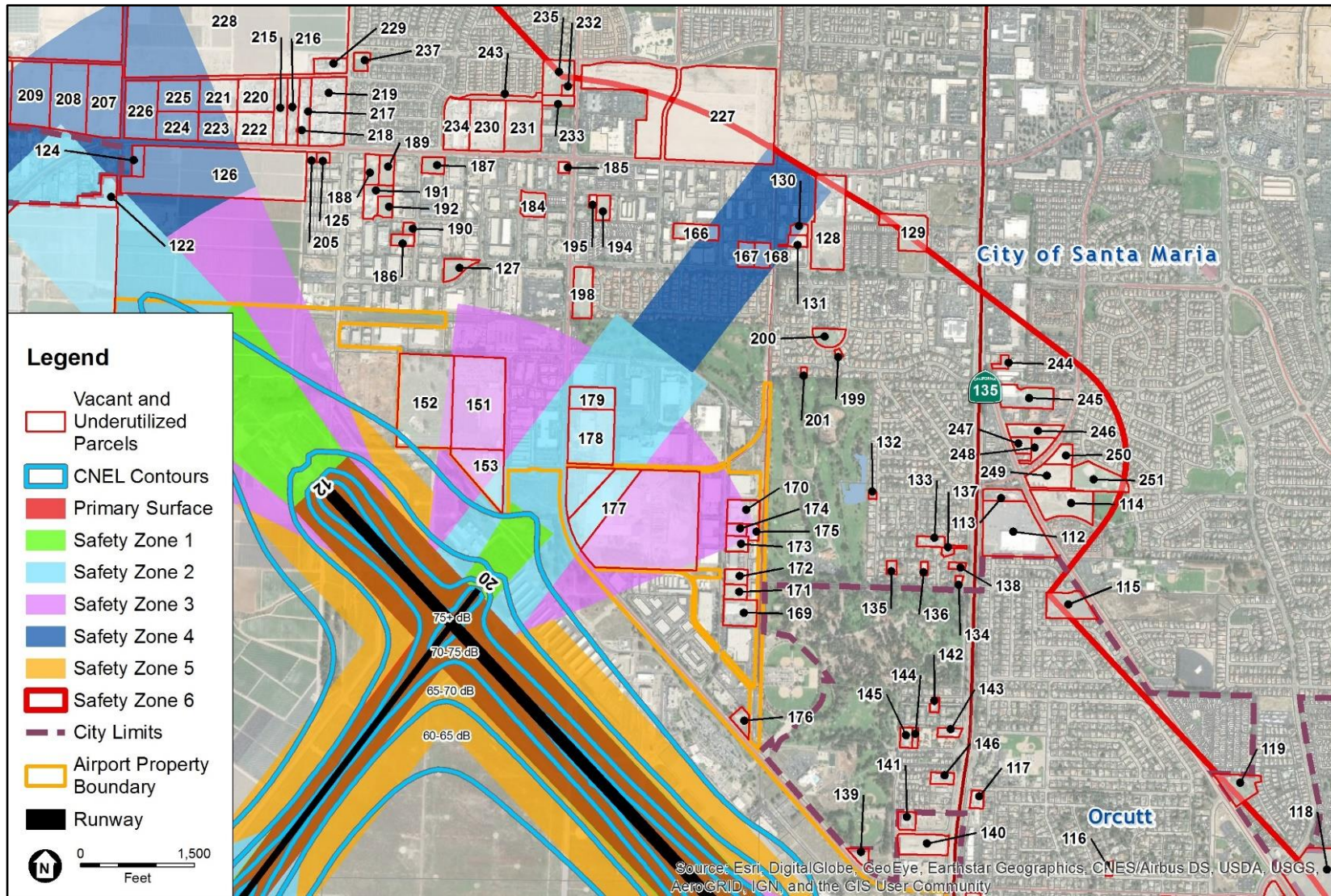


FIGURE IV-11: SANTA MARIA AIRPORT - PARCELS SELECTED FOR FURTHER ANALYSIS – SMX RUNWAY 12 END



SOURCE: ESRI, 2019; SANTA BARBARA COUNTY TAX ASSESSOR DATABASE, NOVEMBER 2017; ESA 2019.

FIGURE IV-12: SANTA MARIA AIRPORT - PARCELS SELECTED FOR FURTHER ANALYSIS – SMX RUNWAY 20 END

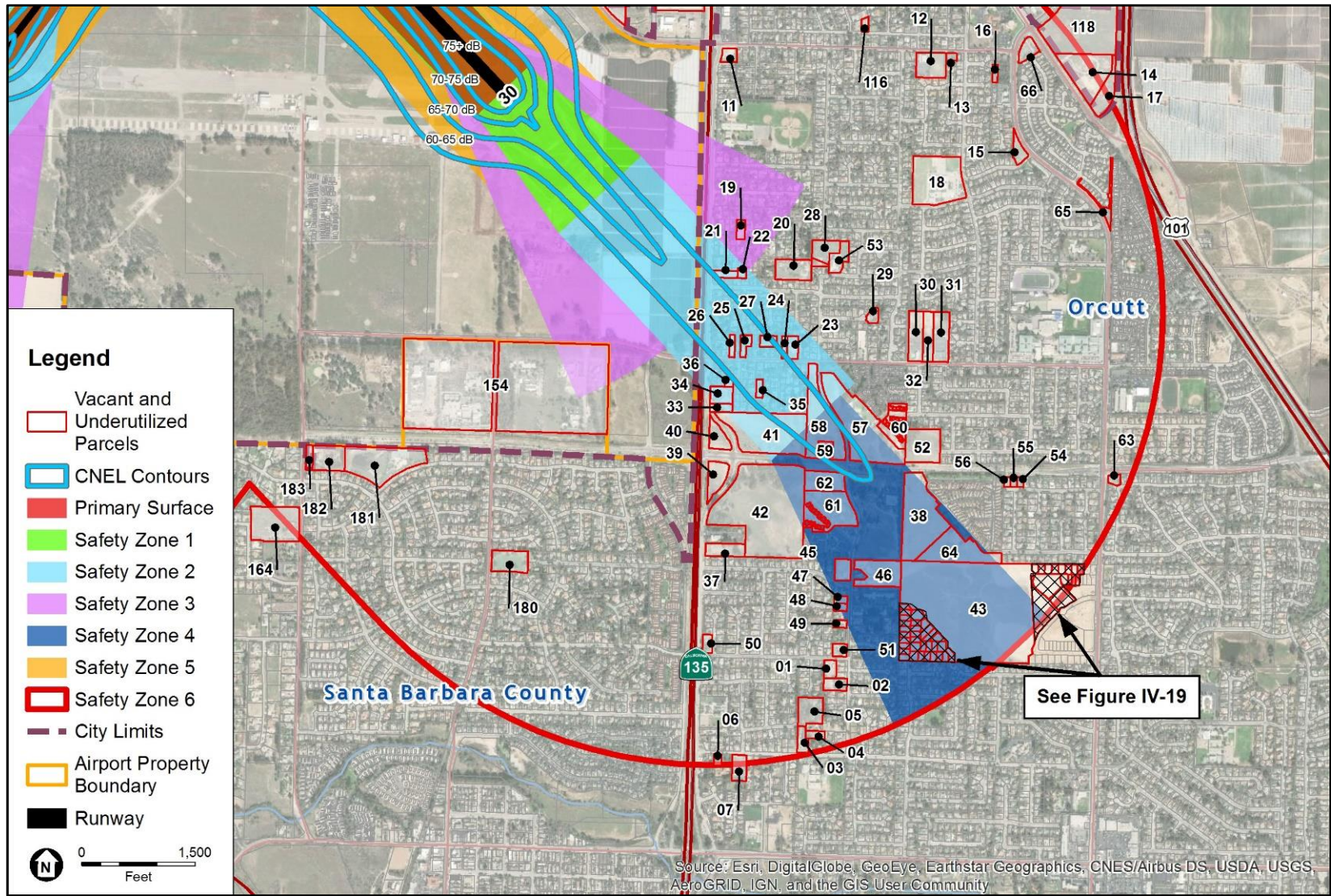


FIGURE IV-13: SANTA MARIA AIRPORT - PARCELS SELECTED FOR FURTHER ANALYSIS – SMX RUNWAY 30 END

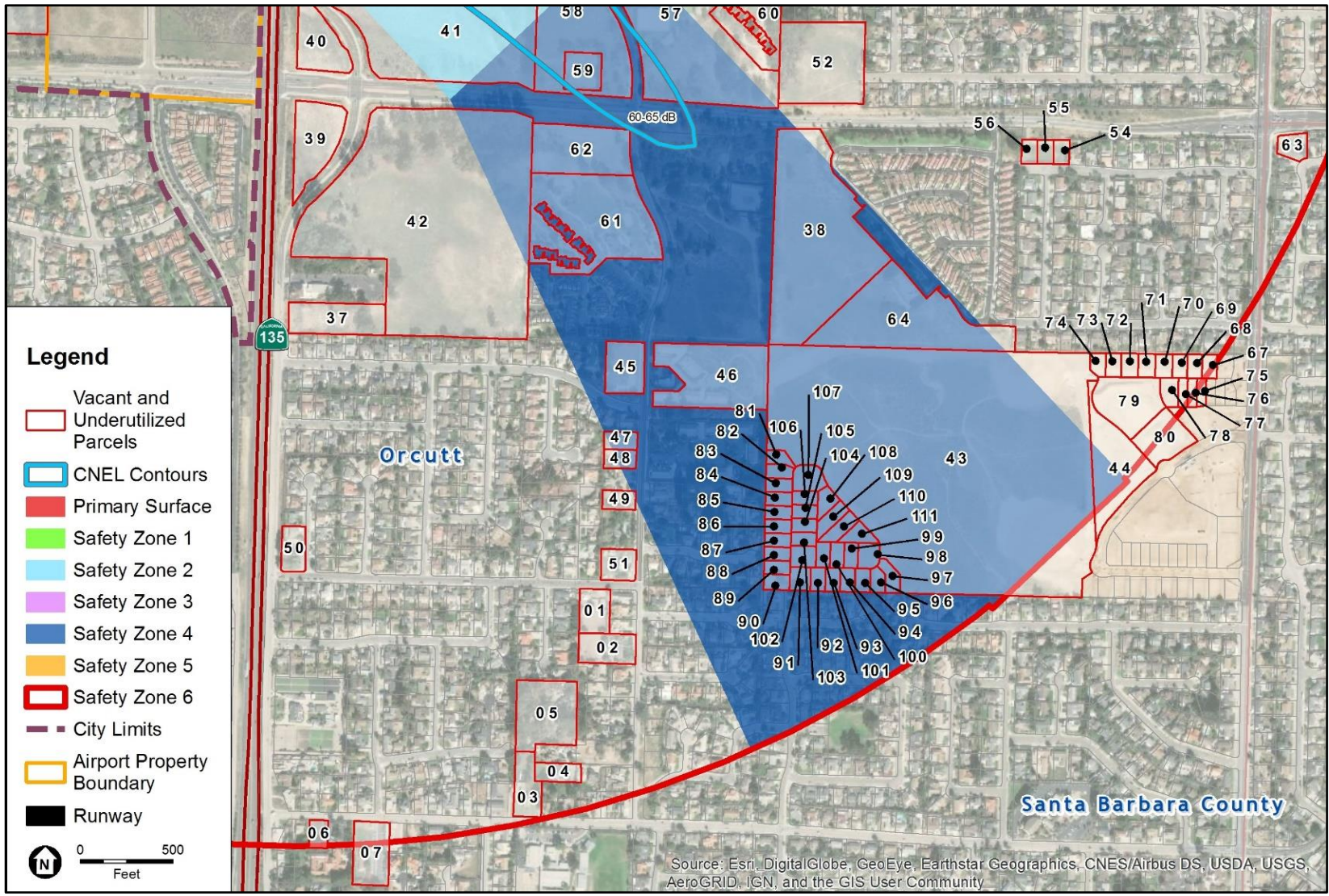
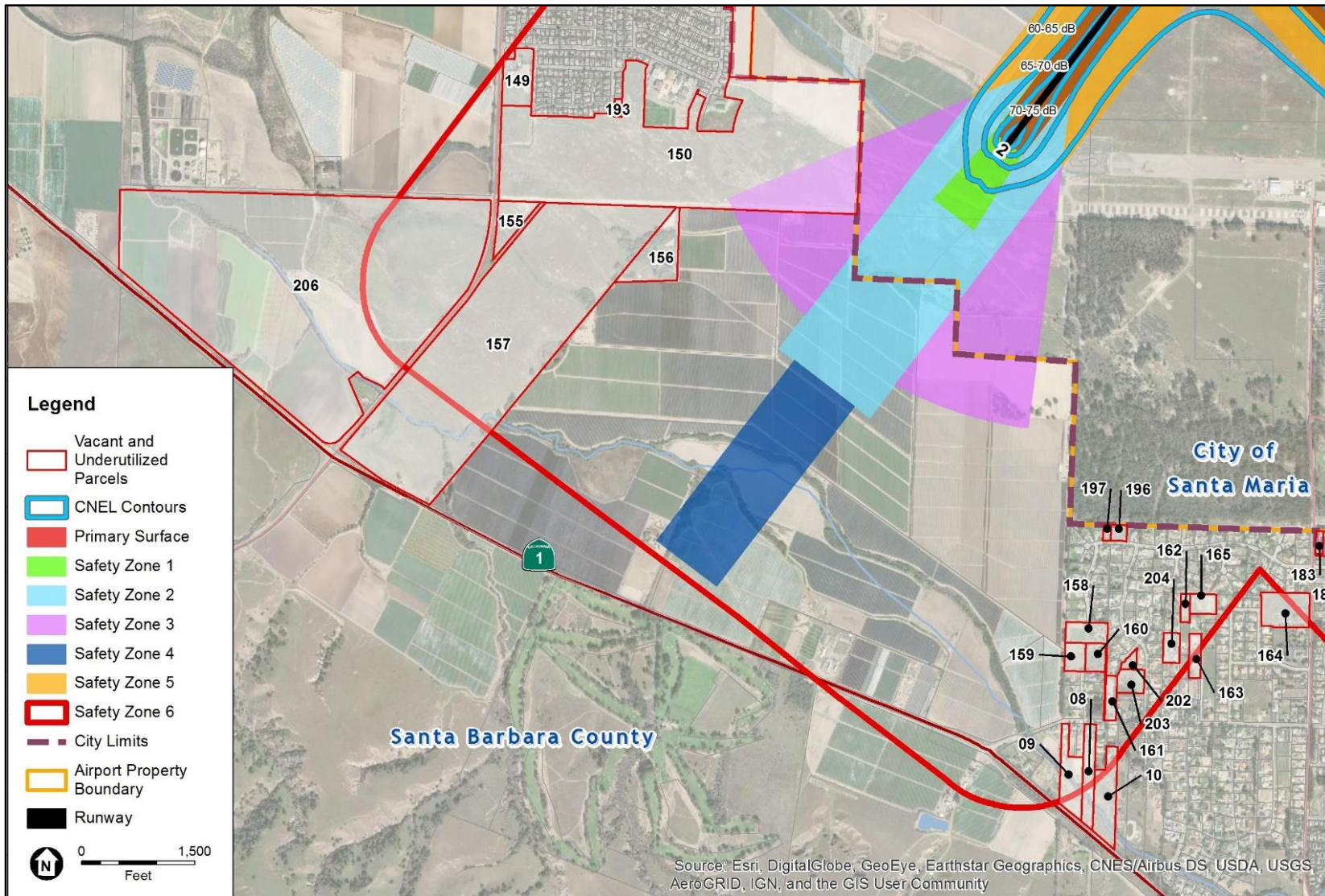


FIGURE IV-14: SANTA MARIA AIRPORT - PARCELS SELECTED FOR FURTHER ANALYSIS – SMX SAFETY ZONES 4 AND 6 OFF RUNWAY 30 END



SOURCE: ESRI, 2019; SANTA BARBARA COUNTY TAX ASSESSOR DATABASE, NOVEMBER 2017; ESA 2019.

FIGURE IV-15: SANTA MARIA AIRPORT - PARCELS SELECTED FOR FURTHER ANALYSIS – SMX RUNWAY 2 END

Safety Zone 3

All or parts of 11 parcels (Parcels 120, 126, 151, 152, 153, 154, 170, 173, 174, 175, and 177) in the city of Santa Maria are located in Safety Zone 3. Parcels 120 and 126 are located off the Runway 12 end. Parcel 120 is located in the Agriculture zone established in the Mahoney Ranch North Specific Plan. There are no incompatible or conditionally compatible land uses in this zoning district in Safety Zone 3; therefore, there is no potential for displacement on Parcel 120. The portion of Parcel 126 in Safety Zone 3 is found in the (CM) Commercial/Manufacturing zoning district and the (PD) Planned Development overlay zone. There are no incompatible land uses in this zoning district in Safety Zone 3 under the Draft Santa Maria ALUCP. Accordingly, there is no potential for displacement on Parcel 126.

Portions of eight vacant parcels (Parcels 151, 152, 153, 170, 173, 174, 175, and 177) are located in Safety Zone 3 off the Runway 20 end. All these parcels are underutilized and partially developed. The portion of Parcel 170 located in Safety Zone 3 is considered developed and there is no potential for displacement on this parcel. Parcels 151, 173, 174, 175, and 177 are located in the (PD/M-1) Light Manufacturing zoning district and the Planned Development overlay zone. Parts of Parcels 152 and 153 are zoned for (OS) Open Space and part of Parcel 152 is zoned for (AS-II) Airport Service II. Two land uses, “an increase in pipeline capacity through the repair, maintenance, replacement or installation of new pipelines as defined in Section 12-2.113.1” of the City’s zoning ordinance and “any use involving the storage or handling of explosive materials, the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks,” permissible in the (M-1) Light Manufacturing zoning district are considered incompatible in Safety Zone 3 under the Draft Santa Maria ALUCP. Accordingly, there is a potential for displacement of these two uses from a combined area of approximately 2,734,106 square feet (62.77 acres) from Parcels 151, 152, 153, 173, 174, 175, and 177.

Parts of Parcels 152 and 153 are zoned for (OS) Open Space. One use, “pipelines,” permissible in the (OS) Open Space zoning district is considered incompatible in Safety Zone 3. Accordingly, this use would be potentially displaced from approximately 44,021 square feet (1.2 acres) on these parcels.

Parcel 154 is located off the Runway 30 end. Parcel 154 is located in the (PF) Public Facilities and Institutional zoning district. None of the permissible uses in this zoning district are considered incompatible in Safety Zone 3 under the Draft ALUCP. Therefore, there is no potential for displacement on this parcel in Safety Zone 3.

In total, there is potential displacement of certain currently permissible land uses from approximately 2,778,127 square feet (63.77 acres) of Parcels 151, 152, 153, 173, 174, 175, and 177 in Safety Zone 2.

Safety Zone 4

All or parts of 25 parcels (Parcels 122, 124, 126, 128, 130, 131, 166, 167, 168, 207, 208, 209, 210, 211, 212, 213, 214, 221, 222, 223, 224, 225, 226, 227, and 228) in the city of Santa Maria are located in Safety Zone 4. All or parts of 18 of these parcels (Parcels 122, 124, 126, 207,

208, 209, 210, 211, 212, 213, 214, 221, 222, 223, 224, 225, 226, and 228) are located off the Runway 12 end. The portion of Parcel 222 in Safety Zone 4 is too small for development and there is no potential for displacement. Parcel 122 is located in the Mahoney Ranch North Specific Plan area. This parcel is in (CM) Commercial and Manufacturing zoning district as designated by the Mahoney Ranch North Specific Plan. Two uses permissible in this zoning district, “pipelines” and “the storage or handling of explosive materials, the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks,” are considered incompatible in Safety Zone 4. However, all of Parcel 122 lies within the (AA) Airport Approach Overlay zone that restricts uses that require the storage of concentrations of hazardous and toxic materials. As it is unlikely that these uses would be permitted under current conditions, there is no potential for displacement on this parcel.

Parcels 124 and 126 are located in the (PD/CM) Commercial/Manufacturing zoning district and (PD) Planned Development overlay zone. Two uses permissible in this zoning district, “pipelines” and “the storage or handling of explosive materials, the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks” are considered incompatible in Safety Zone 4. Parts of Parcel 126 and all of Parcel 124 lies within the (AA) Airport Approach Overlay zone which restricts uses that require the storage of concentrations of hazardous and toxic materials. As it is unlikely that these uses would be permitted under current conditions, there is no potential for displacement of these land uses on Parcel 124 or those portion of Parcel 126 within the overlay zone. Accordingly, there is potential for displacement of these uses from approximately 612,968 square feet (14.07 acres) of Parcel 126.

Parcels 207, 208, 209, 210, and 211 are designated as (GI) General Industrial in the Area 9 Specific Plan. This designation corresponds with the City’s (PD/M-2) General Manufacturing zoning district and the (PD) Planned Development overlay zone. Permissible uses in this zoning district related to oil and gas drilling include “the production and storage or handling of explosive materials,” “the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks,” and “the expansion of pipelines.” These uses are considered incompatible in Safety Zone 4. However, all of Parcels 208, 209, 210, and 211 and part of Parcel 207 lie within the (AA) Airport Approach District that restricts uses that require the storage of concentrations of hazardous and toxic materials. As it is unlikely that these uses would be permitted under current conditions, there is no potential for displacement except for a small portion of Parcel 207, which lies outside the overlay zone. Accordingly, this use would be potentially displaced from approximately 59,868 square feet (1.4 acres) of Parcel 207.

Parcels 212, 213, 214, and 228 are designated as (LI) Light Industrial in the Area 9 Specific Plan. This designation corresponds with the City’s (PD/M-1) Light Manufacturing zoning district and the (PD) Planned Development overlay zone. Permissible uses in this zoning district related to oil and gas drilling include “the production and storage or handling of explosive materials, the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks,” and “the expansion of pipelines.” These uses are considered incompatible in Safety Zone 4. Accordingly, this use would be potentially displaced from approximately 2,832,497 square feet (65.03 acres) on these parcels.

Parcels 221, 223, 224, 225, and 226 are designated as (HCM/AG) Heavy Commercial Manufacturing/Agriculture in the Area 9 Specific Plan. This designation corresponds with the City's (PD/CM/AG) Commercial Manufacturing/Agriculture zoning districts and the (PD) Planned Development overlay zone. Permissible uses in this zoning district related to oil and gas drilling include "the production and storage or handling of explosive materials, the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks," and "the expansion of pipelines." These uses are considered incompatible in Safety Zone 4. All but a small portion of Parcel 226 lie outside the (AA) Airport Approach Overlay zone. Accordingly, this use would be potentially displaced from approximately 930,747 square feet (21.37 acres) on these parcels.

Parcels 128, 166, 167, 168, 130, 131, and 227 are located in Safety Zone 4 off the Runway 20 end. Parcels 128 and 166 are underutilized parcels and partially developed. However, the undeveloped portions of these parcels lie in Safety Zone 6 and there is no potential for displacement in Safety Zone 4. Parcels 167 and 168 are located in the (CM) Commercial/Manufacturing zoning district. Parcels 124 and 126 are also located within the (PD) Planned Development overlay zone. Two uses permissible in this zoning district, "pipelines" and "the storage or handling of explosive materials, the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks," are considered incompatible in Safety Zone 4. Accordingly, these uses would be potentially displaced from approximately 137,012 square feet (3.15 acres) on Parcels 167 and 168.

Parcels 130 and 131 are located in the (PD/CPO) Commercial Office and Professional Office zoning district and Planned Development Overlay zone. One use permissible in this zoning district, "pipelines," is considered incompatible in Safety Zone 4. Accordingly, this use would be potentially displaced from approximately 32,018 square feet (0.74 acre) on Parcels 130 and 131.

Parcel 227 is located in the (PD/M-1) Light Manufacturing District and Planned Development Overlay zone. Two uses permissible in this zoning district, "pipelines" and "the storage or handling of explosive materials, the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks," are considered incompatible in Safety Zone 4. Accordingly, these uses would be potentially displaced from approximately 32,373 square feet (0.74 acre) on Parcel 227.

Safety Zone 5

Safety Zone 5 is limited to Airport property; therefore, there is no potential for displacement in Safety Zone 5.

Safety Zone 6

There are no incompatible land uses in Safety Zone 6. Accordingly, there is no potential for displacement in Safety Zone 6.

4.1.2.2 Santa Barbara County

Under the safety policies in the Draft Santa Maria ALUCP there is potential for displacement of one or more land uses on two of the 142 vacant or underutilized parcels in unincorporated Santa Barbara County. Both parcels, Parcels 19 and 150 are located in Safety Zone 3. Parcel 19 is located in the (10-R-1) Single Family/Minimum Lot Size- 10,000 sq. feet net zoning district and Parcel 150 is zoned for (RR-20) Rural Residential/Residential Ranchette/Minimum Lot Size 20 Acres gross. Three land uses currently permissible in both zoning districts are considered incompatible in Safety Zone 3 under the Draft ALUCP. These land uses are “fairgrounds”, “oil and gas uses,” and “pipelines – oil or gas.” Accordingly, there is a potential for displacement these uses from approximately 928,027 square feet (21.30 acres) of Parcels 19 and 150. There is no potential for displacement in Safety Zones 1, 2, 4, 5, or 6.

**TABLE IV-3
SUMMARY OF POTENTIAL NON-RESIDENTIAL DISPLACEMENT-
SANTA MARIA AIRPORT**

Jurisdiction	Total Number of Vacant or Underutilized Parcels	Compatibility Factor	Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
City of Santa Maria	109	Safety Zone 1	None	0
		Safety Zone 2	Parcels 153 and 179	117,915
		Safety Zone 3	Parcels 151, 152, 153, 173, 174, 175, and 177.	2,778,127
		Safety Zone 4	Parcels 126, 130, 131, 167, 168, 207, 212, 213, 214, 221, 223, 224, 225, 226, 227, and 228.	4,637,483
		Safety Zone 5	None	0
		Noise	None	0
Santa Barbara County	142	Safety Zone 1	None	0
		Safety Zone 2	None	0
		Safety Zone 3	Parcels 19 and 150	928,027
		Safety Zone 4	None	0
		Safety Zone 5	None	0
		Noise	None	0
Total Area of Potential Displacement (Square Feet)				8,461,552

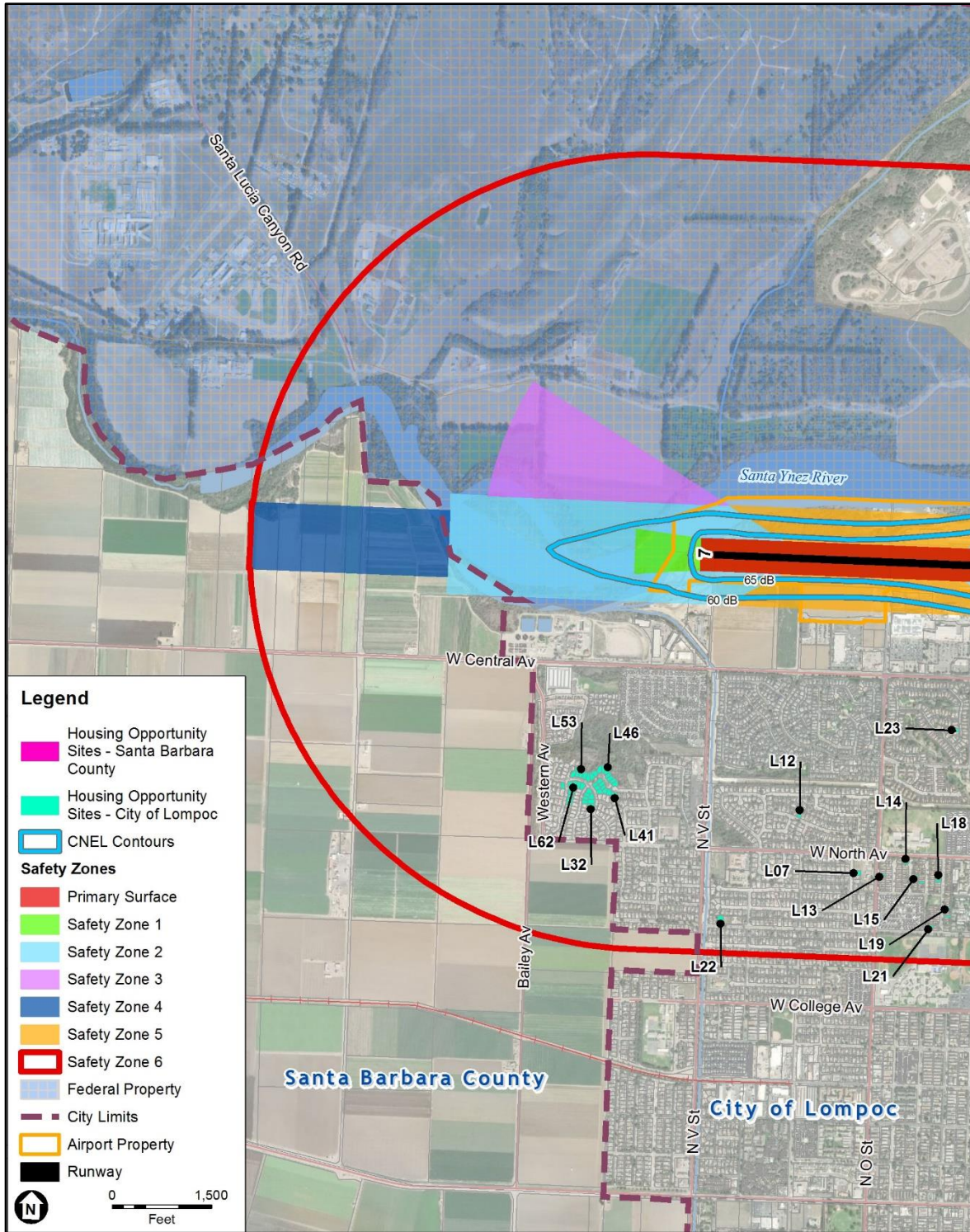
More detail on the development displacement analysis can be found in the *Santa Barbara County Airport Land Use Compatibility Plan Development Displacement Analysis – Santa Maria Airport* technical report (see Appendix B).

4.2 Lompoc Airport – Displacement Analysis Summary

Review Area 1 of the AIA for Lompoc Airport covers land in the cities of Lompoc and unincorporated Santa Barbara County. The technical report prepared for the development displacement analysis for LPC is included as **Appendix C** to this Initial Study. The analysis focused on residential and non-residential development.

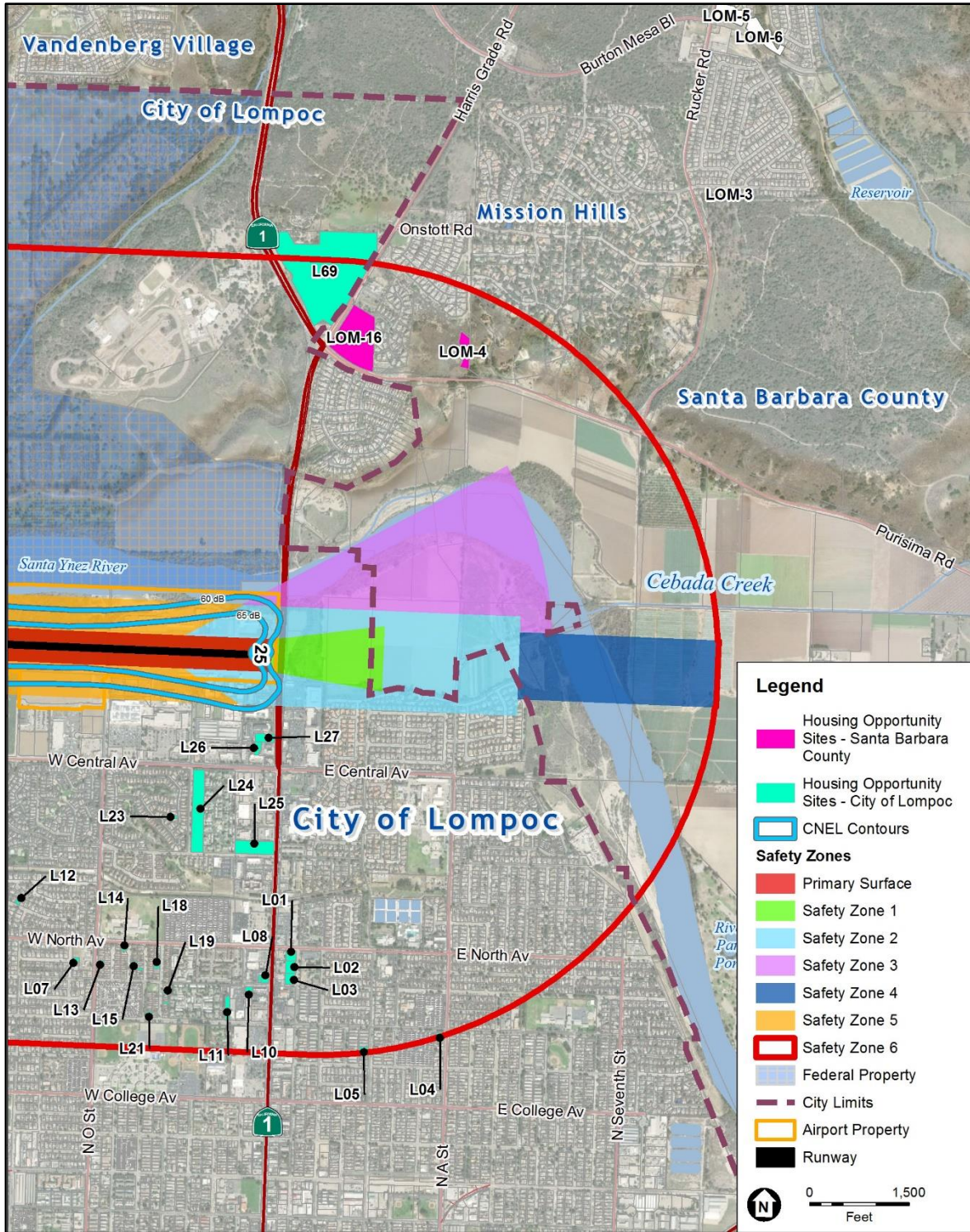
4.2.1 Residential Displacement Analysis

The residential displacement analysis prepared for LPC was conducted to determine if future residential uses would conflict with the policies in the Draft Lompoc ALUCP. The analysis was completed using information on the housing opportunity sites provided in the Housing Element of the Santa Barbara County Comprehensive Plan and the Housing Element of the City of Lompoc General Plan, and the noise and safety policies and compatibility criteria contained in the Draft ALUCP. **Figures IV-16** and **IV-17** depict the location of the housing opportunity sites relative to the CNEL contours and safety zones for LPC. The residential displacement analysis revealed that implementation of the Draft Lompoc ALUCP would not result in the displacement of any residential dwelling units in the AIA for Lompoc Airport. Data on the housing opportunity sites identified in areas of the city of Lompoc and unincorporated Santa Barbara County found in Review Area 1 for the Airport is provided in Appendix C.



SOURCE: ESRI, 2019; SANTA BARBARA COUNTY GENERAL PLAN, 2015-2030 HOUSING ELEMENT, 2019; 2015-2030 CITY OF LOMPOC GENERAL PLAN HOUSING ELEMENT, 2019; ESA 2019.

FIGURE IV-16: LOMPOC AIRPORT - HOUSING OPPORTUNITY SITES - WEST SIDE



SOURCE: ESRI, 2019; SANTA BARBARA COUNTY GENERAL PLAN, 2015-2030 HOUSING ELEMENT, 2019; 2015-2030 CITY OF LOMPOC GENERAL PLAND HOUSING ELEMENT, 2019; ESA 2019.

FIGURE IV-17: LOMPOC AIRPORT - HOUSING OPPORTUNITY SITES – EAST SIDE

4.2.2 Non-Residential Displacement Analysis

The non-residential displacement analysis evaluated vacant and underutilized (i.e., partially developed) parcels within Review Area 1 of the AIA for the Airport. Underutilized parcels were considered for potential infill development. **Figures IV-18** and **IV-19** depict the parcels identified and analyzed for potential displacement of development. In the city of Lompoc, a total of 103 vacant and underutilized parcels out of 4,495 parcels in Review Area 1 were ultimately retained for further analysis. In unincorporated Santa Barbara County, a total of 49 parcels out of 161 parcels in Review Area 1 were retained for further analysis. Details on these parcels, including parcel ID number, County tax assessor's parcel number (APN), jurisdiction, parcel area (square feet) noise contour/safety zone, and zoning district, are provided in Appendix C.

Table IV-4 provides a summary of the results of the development displacement analysis for non-residential land uses. The results of the analysis indicate that there would be no displacement of non-residential land uses associated with the noise policies in the Draft Lompoc ALUCP in the city of Lompoc or unincorporated Santa Barbara County.

4.2.2.1 City of Lompoc

The analysis indicates there is potential for displacement of future land uses under the safety policies in the Draft Lompoc ALUCP. In the city of Lompoc, there is potential for displacement of non-residential uses on 18 parcels (Parcels 36, 37, 38, 39, 41, 42, 43, 44, 52, 53, 56, 57, 58, 59, 66, 67, 68, and 77) in Safety Zones 1, 2, 3, and 5. There is no potential for displacement in Safety Zones 4 and 6.

Safety Zone 1

All or parts of four parcels (Parcels 43, 44, 52, and 53) in the city of Lompoc are located in Safety Zone 1. The portion of Parcel 53 located in Safety Zone 1 is too small for development and the entire parcel is evaluated for potential displacement in Safety Zone 2. Parcels 43 and 44 are located within the (P-C-D) Planned Commercial Development zoning district and Parcel 52 is zoned for (O-S) Open Space. Two land uses, "parking lots" and "automotive, boat and camper sales" currently permissible in the (P-C-D) Planned Commercial Development zoning district, are considered incompatible in Safety Zone 1 under the Draft ALUCP. Accordingly, these uses would be potentially displaced from approximately 166,434, square feet (3.82 acres) of Parcels 43 and 44. There is no potential for displacement on Parcel 52.

Safety Zone 2

All or parts of nine parcels (Parcels 36, 37, 41, 42, 43, 44, 52, 53, and 57) in the city of Lompoc are located in Safety Zone 2. Parcels 36, 37, and 57 are located off the Runway 7 end.

Parcel 36 is in the (BP) Business Park zoning district. One land use, "churches," currently permissible in in the (BP) Business Park zoning district is considered incompatible in Safety Zone 2 under the Draft ALUCP. Accordingly, this land use would be potentially displaced from approximately 61,289 square feet (1.4 acres) of Parcel 36.

Parcel 37 is in the (PF) Public Facilities and Institutional zoning district. Parcel 37 is an underutilized parcel and partially developed. Two land uses “Public libraries, museums, and schools,” and “keeping of animals within a governmental or educational institution for study or observation, treatment or scientific purposes or within a publicly owned and operated or licensed zoo”, currently allowed in the (PF) Public Facilities and Institutional zoning district, are considered incompatible in Safety Zone 2. Accordingly, these land uses would be potentially displaced from approximately 145,926 square feet (3.35 acres) of Parcel 37.

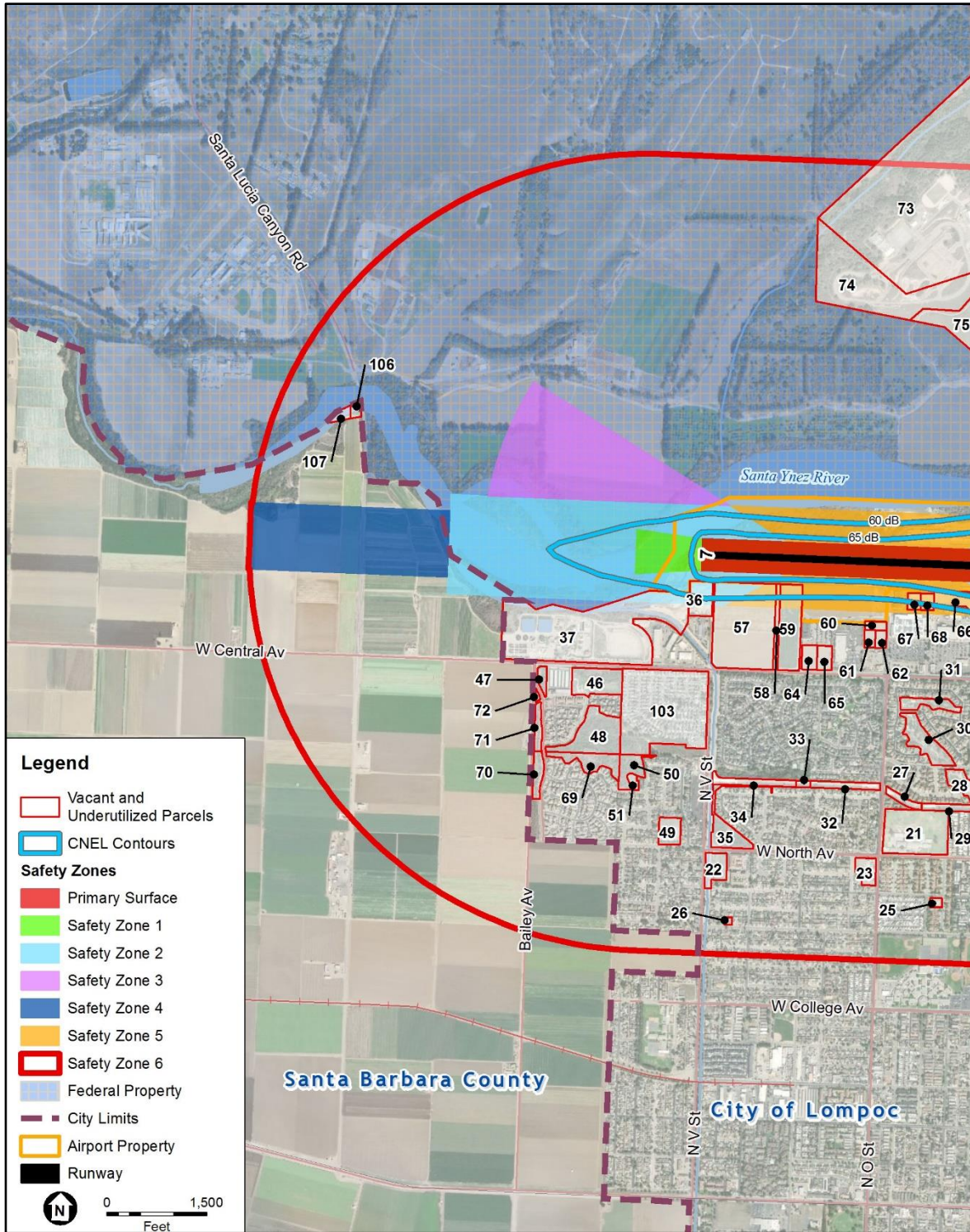
Parcel 57 is located in the Central Coast Business Park Specific Plan area. One land use, “day care centers,” currently permissible in the Central Coast Business Park Specific Plan is considered incompatible in Safety Zone 2. The Central Coast Business Park Specific Plan includes a floor area ratio of 0.75 percent. Accordingly, there is a potential for displacement of approximately 13,378 square feet (0.31 acre) of the “day care centers” land use.

All or parts of Parcels 41, 42, 43, 44, 52, and 53 are located in Safety Zone 2 off the Runway 25 end. Parcel 41 is in the (PF) Public Facilities and Institutional zoning district. Two land uses, “public libraries, museums, and schools” and “keeping of animals within a governmental or educational institution for study or observation, treatment or scientific purposes or within a publicly owned and operated or licensed zoo,” currently permissible in this zoning district are considered incompatible in Safety Zone 2 under the Draft Lompoc ALUCP. All of Parcel 41 lies within the City’s existing “F or FC Airport Overlay Zone.” Although the City’s zoning code is silent regarding what is and is not allowed in the Airport Approach Overlay zone, it must be consistent with the 1993 Airport Land Use Plan policies from which it is derived. The 1993 Airport Land Use Plan restricts land uses with large concentrations of people and land uses that require the storage of concentrations of hazardous and toxic materials. As these uses are likely to draw large concentrations of people they would not be permitted under current conditions and there is no potential for displacement on Parcel 41.

Parcels 42, 43, and 44 are located in the (P-C-D) Planned Commercial Development zoning district. Several land uses ranging from “music schools” to “walk-in movie theaters” currently permissible in this zoning district are considered incompatible in Safety Zone 2 under the Draft ALUCP. Parcels 43 and 44 are almost entirely located in the City’s existing “F or FC Airport Overlay Zone.” Accordingly, these land uses are unlikely to be permitted under current conditions and there is no potential for displacement on Parcels 43 and 44. Parcel 42 is located outside the City’s existing “F or FC Airport Overlay Zone.” Therefore, these uses would be potentially displaced from approximately 75,592 square feet (1.74 acres) of Parcel 42.

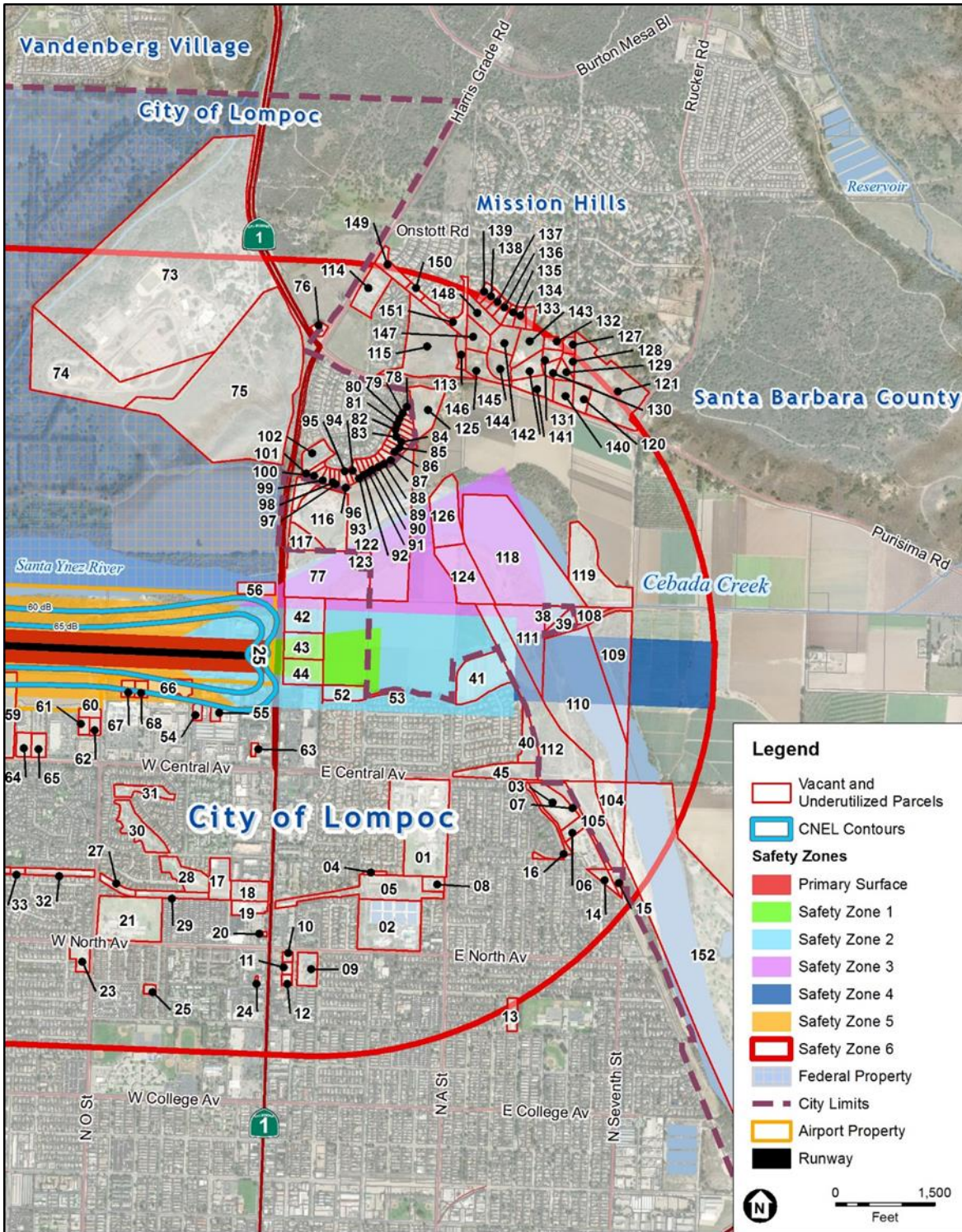
Parcel 52, off the Runway 25 end, is located in the (OS) Open Space zoning district. Three land uses allowable in this zoning district are considered incompatible uses in Safety Zone 2. These land uses include “commercial recreation facilities,” “electrical substations,” “public utility structures,” and “keeping of animals within a governmental or educational institution for study or observation, treatment or scientific purposes or within a publicly owned and operated or licensed zoo.” Accordingly, these uses would be potentially displaced from approximately 108,638 square feet (2.49 acres) on Parcel 52.

Parcel 53 is located in the (7R1) R-1 Single Family Residential District-7,000 Sq. Ft zoning district. Several land uses ranging from “rest homes for the elderly” to “churches” currently permissible in this zoning district are considered incompatible in Safety Zone 2 under the Draft ALUCP. Most of Parcel 53 is located in the City’s existing “F or FC Airport Overlay Zone.” Furthermore, the unusual shape of this parcel makes potential development unlikely. Accordingly, these land uses are unlikely to be permitted under current conditions and there is no potential for displacement on Parcel 53.



SOURCE: ESRI, 2019; SANTA BARBARA COUNTY TAX ASSESSOR DATABASE, NOVEMBER 2017; ESA 2019.

FIGURE IV-18: LOMPOC AIRPORT - PARCELS SELECTED FOR FURTHER ANALYSIS - WEST SIDE



SOURCE: ESRI, 2019; SANTA BARBARA COUNTY TAX ASSESSOR DATABASE, NOVEMBER 2017; ESA 2019.

FIGURE IV-19: LOMPOC AIRPORT - PARCELS SELECTED FOR FURTHER ANALYSIS - EAST SIDE

Safety Zone 3

Portions of five vacant parcels (Parcels 38, 39, 42, 56, and 77) in the city of Lompoc are located off the Runway 25 end in Safety Zone 3. The portion of Parcel 39 located in Safety Zone 3 is too small for development and there is no potential for displacement in this area.

Parcel 38 is located in the (PF) Public Facilities and Institutional zoning district. A portion of this parcel is located in Safety Zone 3. One land use, “keeping of animals within a governmental or educational institution for study or observation, treatment or scientific purposes or within a publicly owned and operated or licensed zoo”, currently permissible in the (PF) Public Facilities and Institutional zoning district is considered incompatible in Safety Zone 3 under the Draft ALUCP. More than half of the portion of this parcel located in Safety Zone 3 is located within the City’s existing “F or FC Airport Overlay Zone,” where this use would likely not be allowed. Accordingly, there is potential for displacement of this use from approximately 4,506 square feet (0.10 acre) of Parcel 38.

Parcel 42 is located in the (P-C-D) Planned Community Development District. There are no incompatible or conditionally compatible land uses in this zoning district in Safety Zone 3; therefore, there is no potential for displacement on Parcel 42.

Parcels 56 and 77 are located in the (OS) Open Space zoning district. One land use, “keeping of animals within a governmental or educational institution for study or observation, treatment or scientific purposes or within a publicly owned and operated or licensed zoo”, currently permissible in the (OS) Open Space zoning district is considered incompatible in Safety Zone 3 under the Draft Lompoc ALUCP. Accordingly, this land use would be potentially displaced from approximately 663,121 square feet (15.22 acres) on Parcels 56 and 77.

Safety Zone 4

There is no potential displacement in parts of the city of Lompoc located in Safety Zone 4.

Safety Zone 5

Parts of six parcels (Parcels 57, 58, 59, 66, 67, and 68) are located in Safety Zone 5. Parcels 57, 58, and 59 are located in the Central Coast Business Park Specific Plan area. Several land uses ranging from “day care center” to “theaters” currently permissible in the Specific Plan area, are considered incompatible in Safety 5 under the Draft Lompoc ALUCP. Accordingly, these land uses would be potentially displaced from approximately 219,639 square feet (5.04 acres) on Parcels 57, 58, and 59.

Parcels 66, 67, and 68 are located in the (BP) Business Park zoning district. One land use, “churches,” currently permissible in (BP) Business Park zoning district is considered incompatible in Safety Zone 5 under the Draft Lompoc ALUCP. Accordingly, these land uses would be potentially displaced from approximately 256,697 square feet (5.87 acres) on these three parcels.

Safety Zone 6

There are no incompatible land uses in Safety Zone 6. Accordingly, there is no potential for displacement in Safety Zone 6.

4.2.2.2 Santa Barbara County

Safety Zone 1

There are no vacant or underutilized parcels in unincorporated Santa Barbara County located in Safety Zone 1. Accordingly, there is no potential for displacement in Safety Zone 1.

Safety Zone 2

There is no potential displacement in parts of unincorporated Santa Barbara County located in Safety Zone 2.

Safety Zone 3

In unincorporated Santa Barbara County, there would be potential displacement on seven parcels (Parcels 111, 112, 118, 122, 123, 124, and 126) in Safety Zone 3. Parcel 122 is partially developed; however, the developed areas of this parcel are located entirely in Safety Zone 6. All seven parcels are in the (AG-II-40) Agriculture II/Minimum Lot Size- 40 Acres gross zoning district. Three uses, “fairgrounds,” oil and gas uses,” and “pipeline – oil or gas,” are considered incompatible in Safety Zone 3. Accordingly, these uses would be potentially displaced from approximately 3,326,242 square feet (76 acres) of these parcels.

Safety Zone 4

Parts of four parcels (Parcels 109, 110, 111, and 112) are located in Safety Zone 4 off the Runway 25 end. All four parcels are in the (AG-II-40) Agriculture II/Minimum Lot Size- 40 Acres gross zoning district. Three uses, “fairgrounds,” “oil and gas uses,” and “oil or gas pipelines,” are considered incompatible in Safety Zone 4. However, the portions of Parcels 111 and 112 that fall within Safety Zone 4 are also located in the current F(APR) Airport Approach Overlay Zone wherein these uses would not currently be allowed. Part of Parcel 110 is also located within the F(APR) Airport Approach Overlay Zone. The potential for displacement is limited to those parts of the parcels located outside the existing F(APR) Airport Approach Overlay Zone. Accordingly, these uses would be potentially displaced from approximately 1,078,284 square feet (25 acres) of these uses on parts of Parcels 109 and 110.

Safety Zone 5

There are no vacant or underutilized parcels in Unincorporated Santa Barbara County located in Safety Zone 5. Accordingly, there is no potential for displacement in Safety Zone 5.

Safety Zone 6

There are no incompatible land uses in Safety Zone 6. Accordingly, there is no potential for displacement in Safety Zone 6.

**TABLE IV-4
SUMMARY OF POTENTIAL NON-RESIDENTIAL DISPLACEMENT-
LOMPOC AIRPORT**

Jurisdiction	Total Number of Vacant or Underutilized Parcels	Compatibility Factor	Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
City of Lompoc	103	Safety Zone 1	Parcels 43 and 44	166,434
		Safety Zone 2	Parcels 36, 37, 42, 52, and 57	404,823
		Safety Zone 3	Parcels 38, 56, 77	667,627
		Safety Zone 4	None	0
		Safety Zone 5	Parcels 57, 58, 59, 66, 67, and 68	548,852
		Noise	None	0
Santa Barbara County	49	Safety Zone 1	None	0
		Safety Zone 2	None	0
		Safety Zone 3	Parcels 111, 112, 118, 122, 123, 124, and 126	3,326,242
		Safety Zone 4	Parcels 109 and 110	1,078,284
		Safety Zone 5	None	0
		Noise	None	0
Total Area of Potential Displacement (Square Feet)				6,192,263

More detail on the development displacement analysis can be found in the *Santa Barbara County Airport Land Use Compatibility Plan Development Displacement Analysis – Lompoc Airport – Santa Ynez Airport* technical report (see Appendix C).

4.3 Vandenberg Air Force Base – Displacement Analysis Summary

The noise contour for Vandenberg Air Force base is primarily limited to Base property with only a small portion extending off Base property onto land owned by the federal government. The Accident Potential Zones (APZs) for Vandenberg Air Force Base are limited entirely to Base property. Accordingly, there is no potential for displacement of future development associated with the ALUCP policies or compatibility criteria applicable to areas around VAFB.

4.4 Santa Ynez Airport – Displacement Analysis Summary

Review Area 1 of the AIA for Santa Ynez Airport covers land in unincorporated Santa Barbara County, including parts of the unincorporated community of Santa Ynez. The technical report prepared for the development displacement analysis for IZA is included as **Appendix D** to this Initial Study. The analysis is focused on the potential displacement of

future residential and non-residential development due to implementation of the Draft Santa Ynez ALUCP.

4.4.1 Residential Displacement Analysis

The residential displacement analysis prepared for IZA was conducted to determine if future residential uses would conflict with the policies in the Draft Santa Ynez ALUCP. The analysis was completed using information on the housing opportunity sites provided in the Housing Element of the Santa Barbara County Comprehensive Plan. The residential displacement analysis revealed that there are no housing opportunity sites within Review Area 1 and implementation of the Draft Santa Ynez ALUCP would not result in the displacement of any residential dwelling units.

4.4.2 Non-Residential Displacement Analysis

The non-residential displacement analysis evaluated vacant and underutilized (i.e., partially developed) parcels within Review Area 1 of the AIA for the Airport. Underutilized parcels were considered for potential infill development. **Figures IV-20** and **IV-21** depict the parcels identified and analyzed for potential displacement of future development. In unincorporated Santa Barbara County, a total of 99 parcels out of 833 parcels in Review Area 1 were retained for further analysis. Details on these parcels, including parcel ID number, County tax assessor's parcel number (APN), jurisdiction, parcel area (square feet) noise contour/safety zone, and zoning district, are provided in Appendix E.

Table IV-5 provides a summary of the results of the development displacement analysis for non-residential land uses. The results of the analysis determined that there would be no displacement of non-residential land uses in unincorporated Santa Barbara County associated with the noise policies in the Draft Santa Ynez ALUCP.

The analysis indicates there is potential for displacement of future land uses under the safety policies in the Draft ALUCP. There is potential for displacement of non-residential uses on nine parcels (Parcels 30, 41, 42, 43, 45, 46, 47, 48, and 49) in Safety Zones 2, 3, 4, and 5. Parcels 41, 42, 43, and 45 are located in more than one safety zone.

Safety Zone 1

The portions of Safety Zone 1 that extend off Airport property are too small for development. Accordingly, there is no potential for displacement in Safety Zone 1.

Safety Zone 2

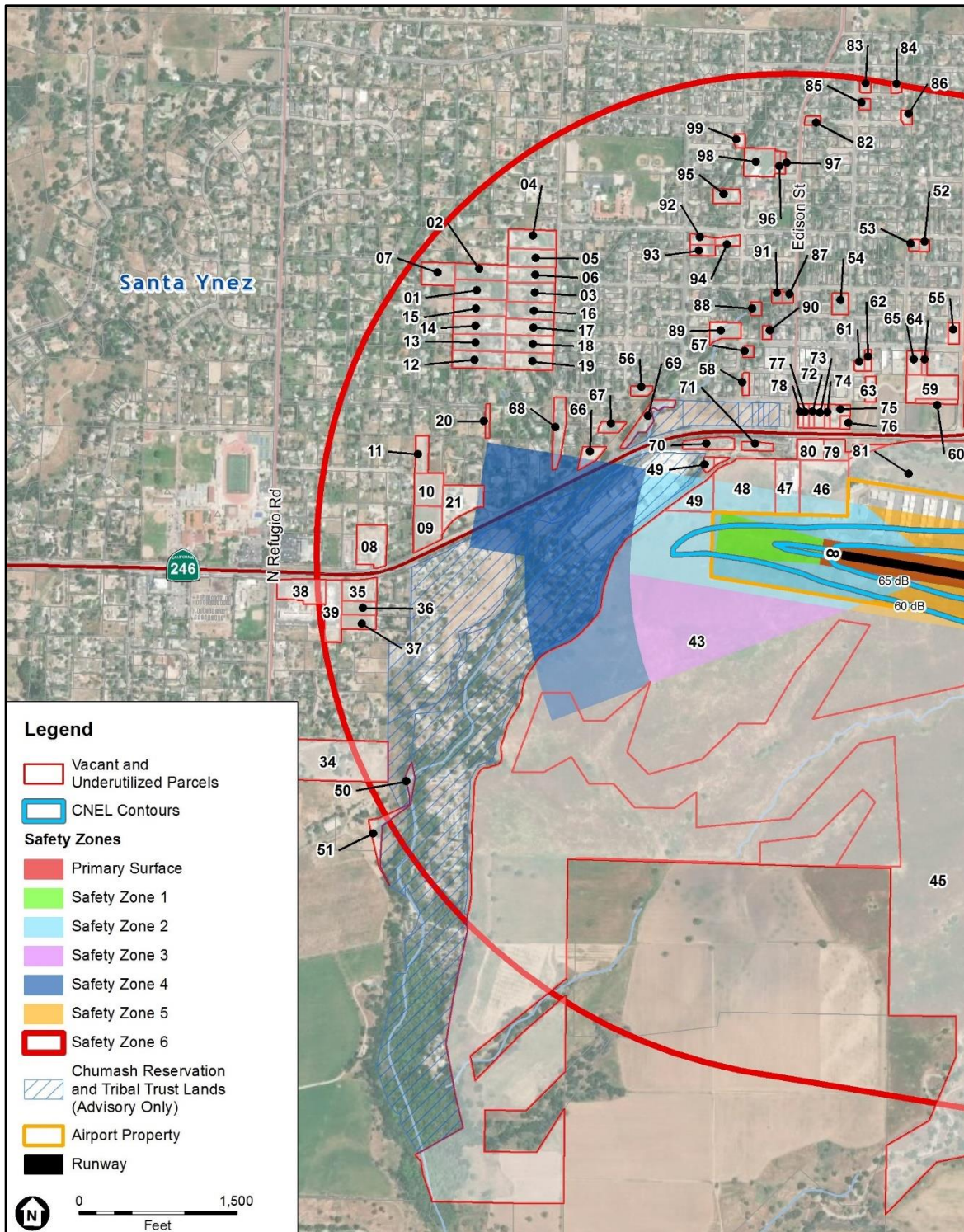
Portions of six vacant or underutilized parcels (Parcels 41, 43, 46, 47, 48, and 49) are located in Safety Zone 2. A portion of Parcel 41 is located in Safety Zone 2 off the Runway 26 end. Parcel 41 is zoned for (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross. Several land uses, ranging from "museums" to "pipelines," permitted in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district are considered incompatible in Safety Zone 2 under the Draft ALUCP. Much of Parcel 41 in Safety Zone 2 is located within the existing Airport Approach (F) Overlay Zone where these uses are unlikely to be allowed. This

would limit potential displacement of these uses to areas of this parcel outside the overlay zone. Accordingly, these uses would be potentially displaced from approximately 278,424 square feet (6.39 acres) on Parcel 41.

Portions of two parcels, Parcels 43 and 46 are located in Safety Zone 2 off the Runway 8 end. Parcels 43 and 46 are zoned for (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross. Several land uses, ranging from “museums” to “pipelines,” permitted in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district are considered incompatible in Safety Zone 2. Part of Parcel 43 is located within the existing Airport Approach (F) Overlay Zone where these uses are unlikely to be allowed. Parcel 46 lies outside the overlay zone. This would limit potential displacement of these uses to areas of these parcels outside the overlay zone. Accordingly, these uses would be potentially displaced from approximately 181,205 square feet (4.16 acres) on Parcel 43 and 71,841 square feet (1.65 acres) on Parcel 46.

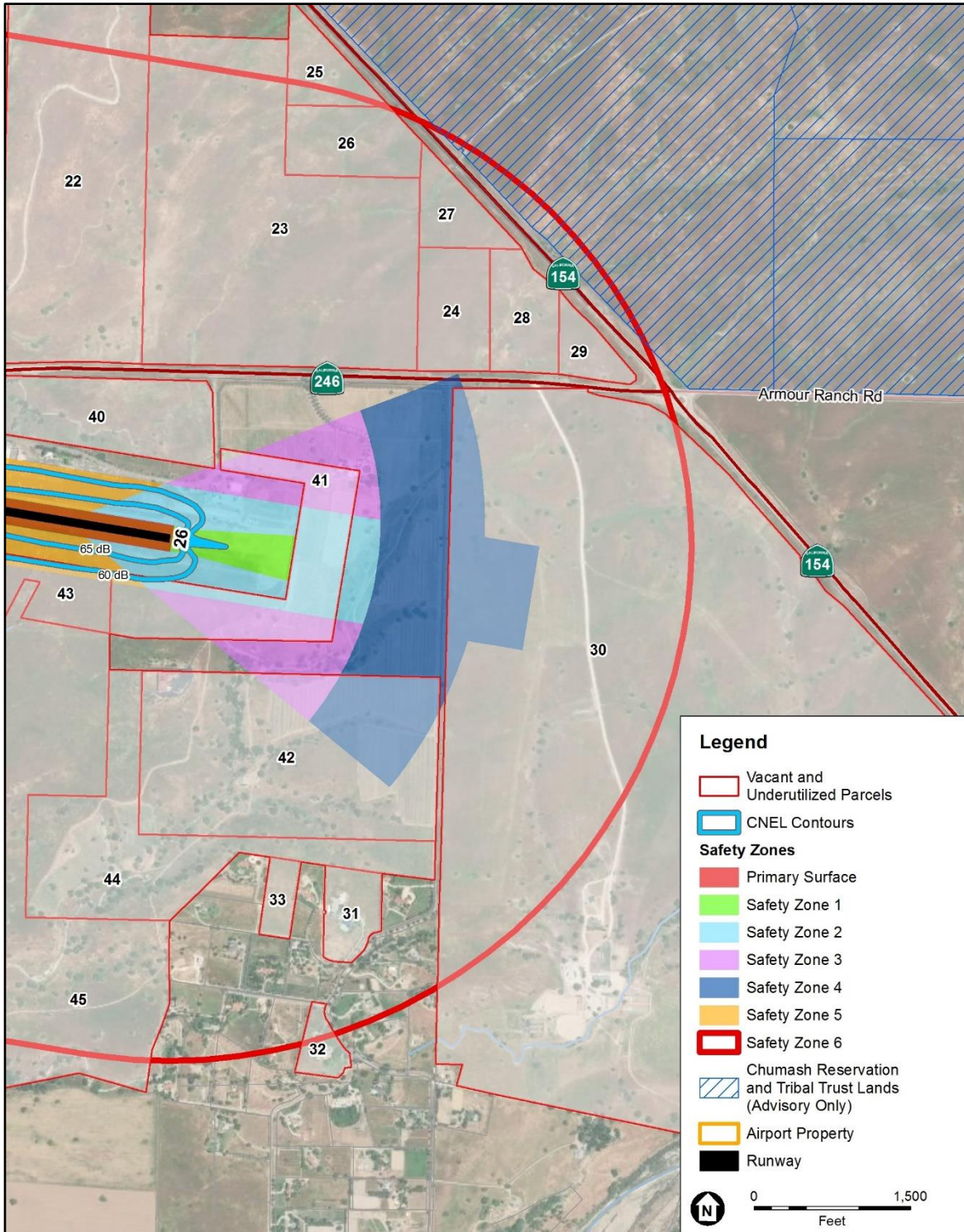
Portions of two parcels (Parcels 48 and 49) zoned for (AG-I-5) Agriculture I/Minimum Lot Size - 5 Acres gross are located in Safety Zone 2 northwest of the Runway 08 end. Several land uses, ranging from “museums” to “pipelines,” permitted in the (AG-I-5) Agriculture I/Minimum Lot Size - 5 Acres gross are considered incompatible in Safety Zone 2. However, Parts of Parcels 48 and 49 located in Safety Zone 2 are also located within the existing Airport Approach (F) Overlay Zone where these uses are unlikely to be allowed. This would limit potential displacement of these uses to areas of these parcels outside the overlay zone. Accordingly, these uses would be potentially displaced from approximately 102,864 square feet (2.36 acres) on Parcel 48 and 18,203 square feet (0.42 acre) on Parcel 49.

One underutilized parcel, Parcel 47, is located in the (C-3) General Commercial zoning district. This parcel is not located in the existing Airport Approach (F) Overlay Zone. Approximately 65 percent of this parcel is already developed and the 35 percent that could be developed with infill uses roughly corresponds to the area within Safety Zone 2. As shown in Table 4-4, numerous uses ranging from “museums” to “trade schools” permissible in this zoning district are considered incompatible in Safety Zone 2. This represents a total area of approximately 42,689 square feet (0.98 acres) on Parcel 47.



SOURCE: ESRI, 2019; SANTA BARBARA COUNTY TAX ASSESSOR DATABASE, NOVEMBER 2017; ESA 2019.

FIGURE IV-20: SANTA YNEZ AIRPORT - PARCELS SELECTED FOR FURTHER ANALYSIS – WEST SIDE



SOURCE: ESRI, 2019; SANTA BARBARA COUNTY TAX ASSESSOR DATABASE, NOVEMBER 2017; ESA 2019.

FIGURE IV-21: SANTA YNEZ AIRPORT - PARCELS SELECTED FOR FURTHER ANALYSIS – EAST SIDE

Safety Zone 3

Portions of three parcels (Parcels 41, 42, and 43) are located in Safety Zone 3. Parcels 41 and 42 are located off the Runway 26 end and Parcel 43 is located off the Runway 8 end. All three parcels are located in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district. Under the Draft ALUCP, three land uses, “fairgrounds,” “oil and gas uses,” and “oil or gas pipelines,” currently permitted in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district are considered incompatible in Safety Zone 3. Accordingly, these uses would be potentially displaced from approximately 2,141,410 square feet (49.16 acres) on the portions of these parcels located in Safety Zone 3.

Safety Zone 4

Parts of seven vacant or underutilized parcels (Parcels 21, 30, 42, 43, 45, 66, and 68) are located in Safety Zone 4. Parcel 21 is located off the Runway 8 end and zoned for (1-E-1) Single Family/Minimum Lot Size- 1 Acre gross. There are two land uses, “fairgrounds” and “pipeline – oil or gas”, permissible in the (1-E-1) Single Family/Minimum Lot Size- 1 Acre gross zoning district that are considered incompatible in Safety Zone 4 under the Draft ALUCP. However, the entire parcel is located in the County’s existing Airport Approach (F) Overlay zone where these uses would not be allowed under the current 1993 Airport Land Use Plan. Furthermore, the portion of the parcel located within Safety Zone 4 is too small for development of these uses. Accordingly, there is no potential for displacement on Parcel 21.

Parcels 30, 42, 43, and 45 are located in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district. Parcels 45 and 43 are located off the Runway 8 end and Parcels 30 and 42 are located off the Runway 26 end. Three land uses, “fairgrounds,” “oil and gas uses,” and “oil or gas pipelines,” currently permitted in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district are considered incompatible in Safety Zone 4 in the Draft ALUCP. These uses would be potentially displaced from approximately 2,062,666 square feet (47.35 acres) on these parcels.

Parcels 66 and 68 are located in the (20-R-1) Single Family/Minimum Lot Size- 20,000 sq. feet net zoning district off the Runway 8 end. There is one land use, “fairgrounds,” permissible in the (20-R-1) Single Family/Minimum Lot Size- 20,000 sq. feet net zoning district that is considered incompatible in Safety Zone 4 under the Draft Santa Ynez ALUCP. However, all of the portion of Parcel 68 and most of the portion of Parcel 66 in Safety Zone 4 are located in the County’s existing Airport Approach (F) Overlay zone where these uses would not be allowed under the current 1993 Airport Land Use Plan. The portion of Parcel 66 in Safety Zone 4 outside the Airport Approach (F) Overlay zone is too small for development. Accordingly, there is no potential for displacement on Parcels 66 and 68.

Safety Zone 5

There are portions of two parcels (Parcels 41 and 43) located in Safety Zone 5. Both parcels are located in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district. Under the Draft ALUCP, several currently permitted land uses, ranging from “museums” to “pipelines” are considered incompatible in Safety Zone 5. Accordingly, these

uses would be potentially displaced from approximately 229,585 square feet (5.27 acres) of Parcels 41 and 43.

Safety Zone 6

There are no incompatible land uses in Safety Zone 6. Accordingly, there is no potential for displacement in Safety Zone 6.

More detail on the development displacement analysis, including a complete list of the land uses considered incompatible or conditionally compatible in the safety zones for Santa Ynez Airport, is provided in Appendix D.

**TABLE IV-5
SUMMARY OF POTENTIAL NON-RESIDENTIAL DISPLACEMENT-
SANTA YNEZ AIRPORT**

Jurisdiction	Total Number of Vacant or Underutilized Parcels	Compatibility Factor	Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Santa Barbara County	47	Safety Zone 1	None	0
		Safety Zone 2	Parcels 41, 43, 46, 47, 48, and 49	695,226
		Safety Zone 3	Parcels 41, 42, and 43	2,141,410
		Safety Zone 4	Parcels 30, 42, 43, and 45	2,062,666
		Safety Zone 5	Parcels 41 and 43	229,585
		Noise	None	0
Total Area of Potential Displacement (Square Feet)				5,128,887

4.5 New Cuyama Airport – Displacement Analysis Summary

Review Area 1 of the AIA for New Cuyama Airport covers land in unincorporated Santa Barbara County. The technical report prepared for the development displacement analysis for New Cuyama Airport is included as Appendix E to this Initial Study. The analysis is focused on the potential displacement of future residential and non-residential development due to implementation of the Draft New Cuyama ALUCP.

4.5.1 Residential Displacement Analysis

The residential displacement analysis prepared for New Cuyama Airport was conducted to determine if future residential uses would conflict with the policies in the Draft New Cuyama ALUCP. The analysis was completed using information on the housing opportunity sites provided in the Housing Element of the Santa Barbara County Comprehensive Plan. The residential displacement analysis revealed that there are no housing opportunity sites within Review Area 1 for New Cuyama Airport and implementation of the Draft New Cuyama ALUCP would not result in the displacement of any residential dwelling units.

4.5.2 Non-Residential Displacement Analysis

The non-residential displacement analysis evaluated vacant parcels within Review Area 1 of the AIA for the Airport. All parcels are located in unincorporated Santa Barbara County. **Figure IV-22** depicts the parcels identified and analyzed for potential displacement of future development. A total of two parcels out of nine parcels in Review Area 1 were retained for further analysis. Details on these parcels, including parcel ID number, County tax assessor's parcel number (APN), jurisdiction, parcel area (square feet) noise contour/safety zone, and zoning district, are provided in Appendix E.

Table IV-6 provides a summary of the results of the development displacement analysis for non-residential land uses. As noise policies were not developed for New Cuyama Airport, there is no potential for displacement of development associated with noise.

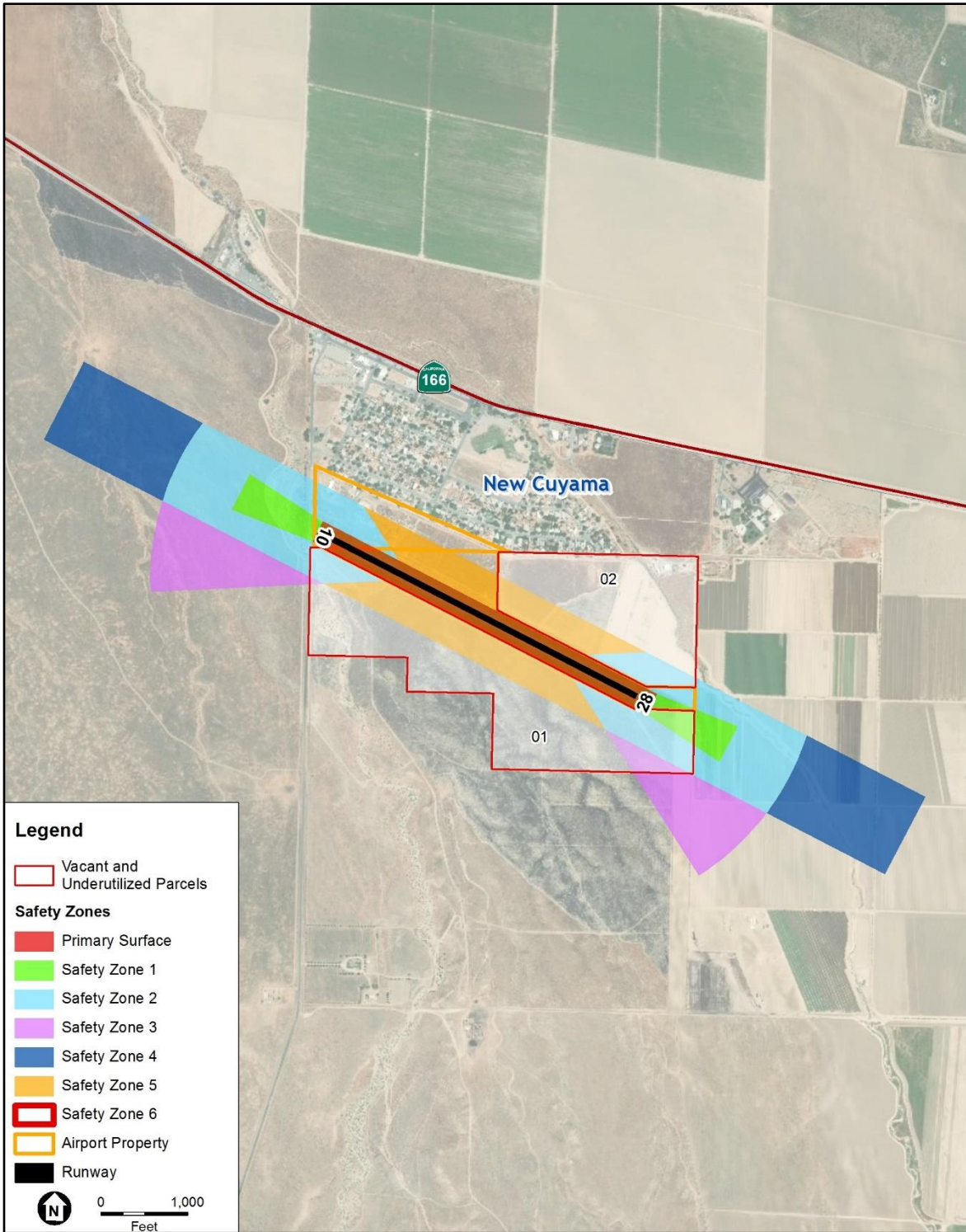
The development displacement analysis indicates that under the safety policies there is potential for displacement of non-residential land uses on two parcels in the environs of New Cuyama Airport. Portions of Parcel 01 are located in Safety Zones 1, 2, 3, and, 5. Portions of Parcel 02 are located in Safety Zones 2 and 5.

Safety Zone 1

A portion of one parcel, Parcel 01, is located in Safety Zone 1 off the Runway 28 end. Parcel 01 is located in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district. Several land uses currently permitted or conditionally permitted in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district are considered incompatible in Safety Zone 1 under the Draft ALUCP. These uses range from "agricultural processing" to "residential uses." Accordingly, these uses would be potentially displaced from approximately 127,538 square feet (2.93 acres) on Parcel 01 located in Safety Zone 1.

Safety Zone 2

Parts of both Parcels 01 and 02 are located in Safety Zone 2. Portions of Parcel 01 are located in Safety Zone 2 off both runway ends and Parcel 02 is located off the Runway 28 end. Parcel 01 is located in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district and Parcel 02 is located in the (AG-I-10) Agriculture I/Minimum Lot Size-10 Acres gross zoning district. Several land uses, ranging from "museums" to "pipelines" that are currently permitted or conditionally permitted in both zoning districts are considered incompatible in Safety Zone 2 under the Draft ALUCP. Accordingly, these uses would be potentially displaced from approximately 969,108 square feet (22.25 acres) of Parcels 01 and 02 located in Safety Zone 2.



SOURCE: ESRI, 2019; SANTA BARBARA COUNTY TAX ASSESSOR DATABASE, NOVEMBER 2017; ESA 2019.

FIGURE IV-22: NEW CUYAMA AIRPORT - PARCELS SELECTED FOR FURTHER ANALYSIS

Safety Zone 3

A portion of Parcel 01 off both runway ends is located in Safety Zone 3. Several land uses ranging from “museums” to “fairgrounds” that are currently permitted in the (AG-II-100) Agriculture II/Minimum Lot Size- 100 Acres gross zoning district are considered incompatible in Safety Zone 3. Accordingly, these uses would be potentially displaced from approximately 163,286 square feet (3.7 acres) of Parcel 01 located in Safety Zone 3.

Safety Zone 4

There is no potential displacement in Safety Zone 4.

Safety Zone 5

Portions of both Parcels 01 and 02 are located in Safety Zone 5. All of Safety Zone 5 south of the runway is located in Parcel 01. Roughly half of Safety Zone 5 north of the runway is located in Parcel 02. Several land uses, ranging from “museums” to “pipelines” that are currently permitted or conditionally permitted in the zoning districts in which Parcels 01 and 02 are located are considered incompatible in Safety Zone 5 under the Draft ALUCP. Accordingly, these uses would be potentially displaced from approximately 1,635,322 square feet (37.54 acres) of Parcels 01 and 02 located in Safety Zone 5.

More detail on the development displacement analysis, including a complete list of the land uses considered incompatible or conditionally compatible in the safety zones for New Cuyama Airport, is provided in Appendix E.

**TABLE IV-6
SUMMARY OF POTENTIAL NON-RESIDENTIAL DISPLACEMENT-
NEW CUYAMA AIRPORT**

Jurisdiction	Total Number of Vacant or Underutilized Parcels	Compatibility Factor	Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Santa Barbara County	9	Safety Zone 1	Parcel 01	127,538
		Safety Zone 2	Parcels 01 and 02	969,108
		Safety Zone 3	Parcel 01	163,286
		Safety Zone 4	None	0
		Safety Zone 5	Parcels 01 and 02	1,635,322
		Noise	n/a	0
Total Area of Potential Displacement (Square Feet)				2,895,254

Notes:

n/a: Not Applicable

V. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The ALUCPs establish land use policies and criteria for implementation by local agencies and do not propose or entail any new development, construction, or changes to existing land uses or the environment. The ALUCPs propose limits on the type of future uses to be developed in proximity to the Santa Maria, Lompoc, Santa Ynez, and New Cuyama Airports and Vandenberg Air Force Base to prevent the creation of noise and safety compatibility conflicts with ongoing airport activities. No physical construction would result from the adoption of the proposed ALUCPs or from subsequent implementation of the land use restrictions and policies. Similarly, no change in aircraft or airport operations would result from adoption of the ALUCP.

The following Environmental Analysis Checklist is based on the CEQA Guidelines, Appendix G, Environmental Checklist Form. A narrative description of the analysis undertaken in support of the impact determinations follows each checklist topic. The following instructions are quoted from the checklist in the CEQA guidelines.

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less than Significant With Mitigation Incorporated" as indicated by the checklist on the following pages.

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

5.1 ENVIRONMENTAL ANALYSIS CHECKLIST INSTRUCTIONS

- A. All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- B. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by information sources cited by the lead agency, the Santa Barbara County Association of Governments. (See “No Impact” portion of Response Column Heading Definition section below.)
- C. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- D. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- E. The explanation of each issue should identify:
 - The basis/rationale for the stated significance determination; and
 - The mitigation measure identified, if any, to reduce the impact to less than significant.
- F. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

5.2 EVALUATION OF ENVIRONMENTAL IMPACTS

This section evaluates the potential environmental effects of the proposed project using the environmental checklist from the State CEQA Guidelines as amended. The definitions of the potential level of impact in the response column headings are as follows:

- A. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- B. “Less Than Significant with Mitigation Incorporated” applies where the implementation of mitigation measures would reduce an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency the Santa Barbara County Association of Governments must describe the mitigation measure(s), and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
- C. “Less Than Significant Impact” applies where the project creates no significant impacts.

- D. “No Impact” applies where a project does not create an impact in that category. “No Impact” answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).

1. Aesthetics

Except as provided in Public Resources Code Section 21099-

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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d. Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?			X	

Discussion

a. - e. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a.) have a substantial adverse effect on scenic vistas in an AIA, nor would it d.) create a new source of substantial light or glare which would adversely affect daytime or nighttime views. The Draft ALUCPs would not c.) result in a substantial degradation of the existing visual character or quality of public views within an AIA, nor would it conflict with applicable zoning and/or other regulations governing scenic quality within an AIA. Finally, while both Santa Barbara County and the State of California have designated scenic corridors on state highways within the County, including portions of State Route 1 and State Route 154, which intersect with the AIAs for Lompoc Airport and Santa Ynez Airport, respectively, the Draft ALUCPs do not affect existing land uses, nor do they include b.) physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCPs would not damage scenic resources within a state scenic highway.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to aesthetics. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would

result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

References

California Scenic Highway Mapping System,
<http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm>, accessed, March 2019.

2. Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			X	
d. Result in the loss of forest land or conversion of forest land to non-forest use?			X	
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Discussion

a. - e. Agricultural resources are found in the AIAs for all the airports addressed in the Draft ALUCPs. However, the Draft ALUCPs provide policies addressing future land uses within the AIAs for the County's airports. These policies are not applicable to existing land uses and the Draft ALUCPs do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a.)

convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. The Draft ALUCPs would not b.) conflict with existing zoning for agricultural use, or a Williamson Act contract. It would also not c.) conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production, nor would it d.) result in the loss of forest land or conversion of forest land to non-forest use. The Draft ALUCPs would not e.) involve changes in the existing environment that could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to agriculture and forestry resources. Furthermore, implementation of the ALUCP would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

References

California Important Farmland Finder, <<https://maps.conservation.ca.gov/DLRP/CIFF/>>, accessed, March 2019.

3. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

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

Discussion

a. - e. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) conflict with or obstruct implementation of the applicable air quality plan; b) result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under federal or state ambient air quality standards; c) expose sensitive receptors to substantial pollutant concentrations; or, d) result in other emissions that would affect a substantial number of people.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to air quality. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-

level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

4. Biological Resources

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 state or federally protected wetlands (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	

Discussion

- a. - f.** The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) have a substantial adverse effect on any State or federally listed species; b) have a substantial adverse effect on any riparian habitat or other sensitive natural community; c) have a substantial adverse effect on state or federally protected wetlands; d) interfere substantially with the movement of any fish or

wildlife species, wildlife corridors, or wildlife nursery sites; e) conflict with any policies or ordinances protecting biological resources; or, f) conflict with the provisions of an adopted habitat conservation plan.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to biological resources. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

5. Cultural Resources

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

Discussion

a. - e. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) cause a substantial adverse change in the significance of a historical resource; b) cause a substantial adverse change in the significance of an archaeological resource; or, c) disturb any human remains.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to cultural resources. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

6. Energy

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

Discussion

- a., b. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources; or, b) conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to energy. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

7. Geology and Soils

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
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 direct or indirect risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Discussion

a. - e. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. In addition, the Draft ALUCPs would not b) result in substantial soil erosion or the loss of topsoil; c) be located on a geologic unit or soil that is unstable; d) be located on expansive soil; e) have soils incapable of

adequately supporting the use of septic tanks or alternative waste water disposal systems; or, f) directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to geology and soils. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

8. Greenhouse Gas Emissions

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

Discussion

a., b. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) generate greenhouse gas emissions; or, b) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to greenhouse gas emissions. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

9. Hazards and Hazardous Materials

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?			X	

Discussion

a. - d. The Draft ALUCPs provides policies addressing future land uses within the AIAs

f. - g. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) create a significant hazard through the routine transport, use, or disposal of hazardous materials; b) create a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; c) emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste; d) be located on a site which is included on a list of hazardous materials sites; f) impair implementation of or physically interfere with an adopted emergency response plan or emergency

evacuation plan; or, g) expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

- e. Following guidance provided in the California Airport Land Use Compatibility Planning Handbook developed by the California Department of Transportation (Caltrans) Division of Aeronautics, SBCAG has prepared Draft ALUCPs that include policies that would reduce people's exposure to potential aircraft-related accidents and airport-related safety hazards in areas around each of the County's public use and military airports. This is accomplished by restricting certain land uses within the AIAs for Santa Maria Airport, Lompoc Airport, Santa Ynez Airport, New Cuyama Airport, and Vandenberg Air Force Base with the goal of preventing their future development. Accordingly, the Draft ALUCPs would reduce potential safety hazards and/or excessive aircraft noise for people residing or working in the AIA. As pertains to hazards, this constitutes a beneficial impact.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to hazards and hazardous materials. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

10. Hydrology and Water Quality

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			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 or through the addition of imperious surfaces, in a manner which would:			X	
i. result in substantial erosion or siltation on- or off-site;			X	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii. create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv. impede or redirect flood flows?			X	
d. In flood hazard, tsunami, or seiche zones, risk or release of pollutants due to project inundation?			X	
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion

a. - e. The Draft ALUCPs provide policies addressing future land uses within the AIAs for the County's airports. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; b) substantially decrease groundwater supplies or interfere substantially with groundwater recharge; c) alter existing drainage patterns in the AIA; d) risk release of pollutants in flood hazard, tsunami, or seiche zones; or, e) conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to hydrology and water quality. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

11. Land Use and Planning

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

Discussion

- a. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not physically divide an established community.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to land use and planning. Furthermore, implementation of the ALUCP would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCP may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

- b. Implementation of the Draft ALUCPs do not result in directly or indirect conflicts with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. In the preparation of this Initial Study, SBCAG was not aware of any land use plans adopted specifically for the purpose of avoiding or mitigating an environmental effect that conflict with any of the potential changes to compatibility, conditional compatibility, or incompatibility of land uses considered in the Draft ALUCPs. However, any conflict between the ALUCP and land use plans, policies, or regulations not adopted for the purpose of avoiding or mitigating an environmental effect, would be ameliorated by either an amendment to the applicable land use plans to make them consistent with the ALUCP or an overrule of the ALUCP by local governments. Section 65302.3 of the Government Code, requires local agencies to amend their general plans and specific plans to be consistent with the ALUCP within 180 days. Alternatively, if a local agency does not concur with

any provision of the ALUCP, it may adopt findings supporting an overrule of the ALUC pursuant to Section 21676 of the Public Utilities Code.

The development displacement analyses prepared in support of this Initial Study and summarized in Chapter IV, identify areas within the AIA where the policies of the Draft ALUCP, upon adoption by the ALUC, may prohibit or conditionally limit the development of certain future land uses that are currently permitted under certain local land use documents. These areas are located within the noise contours and safety zones delineated around each of the airports included in the Draft ALUCP. The following sections discuss potential conflicts in these areas between the policies in the Draft ALUCP and local land use plans, policies, or regulations.

An analysis was completed to determine the potential for growth inducing impacts resulting in implementation of the draft ALUCPs. The results of the analysis are shown in Section 15 a.

The policies in the Draft ALUCP do not apply to existing land uses. Accordingly, parcels with existing development were not evaluated for purposes of identifying potentially displaced future land uses. The analysis was limited to vacant or underutilized parcels on which future land uses could be developed. The following sections summarize land use compatibility in the noise contours and safety zone compatibility criteria employed in the Draft ALUCP.

Santa Maria Airport

As discussed in Section 4.1, there is no potential for displacement of residential dwelling units at any of the housing opportunity identified in the Housing Elements of the City of Santa Maria General Plan or the Santa Barbara County Comprehensive Plan within the AIA for SMX

As pertains to non-residential displacement, the development displacement analysis identified 24 vacant or underutilized parcels (Parcels 126, 130, 131, 167, 168, 151, 152, 153, 173, 174, 175, 177, 179, 207, 212, 213, 214, 221, 223, 224, 225, 226, 227, and 228) in the city of Santa Maria located in Safety Zones 2, 3, and 4 on which one or more currently permitted land use under the City of Santa Maria's current Zoning Ordinance would be incompatible under the policies of the Draft Santa Maria ALUCP. The development displacement analysis also identified two vacant or underutilized parcels (Parcels 19 and 150) in unincorporated Santa Barbara County located in Safety Zone 3 with one or more land uses currently allowed under the County's zoning that would be incompatible under the Draft Santa Maria ALUCP.

Lompoc Airport

As discussed in Section 4.2, there is no potential for displacement of residential land uses at any of the housing opportunity identified in the Housing Elements of the City of Lompoc General Plan or Santa Barbara County Comprehensive Plan within the AIA for LPC.

As pertains to non-residential displacement, the development displacement analysis identified 16 vacant or underutilized parcels (Parcels 36, 37, 38, 42, 43, 44, 52, 56, 57,

58, 59, 66, 67, and 68) in the city of Lompoc located in Safety Zones 1, 2, 3, and 5 on which one or more currently permitted land use under the City of Lompoc's current Zoning Ordinance would be incompatible under the policies of the Draft Lompoc ALUCP. The development displacement analysis also identified nine vacant or underutilized parcels (Parcels 109, 110, 111, 112, 118, 122, 123, 124, and 126) in unincorporated Santa Barbara County located in Safety Zones 3 and 4 with one or more land uses currently allowed under the County's zoning that would be incompatible under the Draft Lompoc ALUCP.

Vandenberg Air Force Base

As discussed in Section 4.3, the noise contour for Vandenberg Air Force base is primarily limited to Base property with only a small portion extending off Base property onto land owned by the federal government. The APZs for Vandenberg Air Force Base are limited entirely to Base property. Accordingly, there is no potential for residential or non-residential displacement associated with the policies in the Draft Vandenberg AFB ALUCP.

Santa Ynez Airport

As discussed in Section 4.4, there are no housing opportunity sites located in Review Area 1 of the AIA for Santa Ynez Airport. Accordingly, there is no potential for displacement of residential land uses.

As pertains to non-residential displacement, the development displacement analysis identified nine vacant or underutilized parcels (Parcels 30, 41, 42, 43, 45, 46, 47, 48, and 49) in the unincorporated Santa Barbara County located in Safety Zones 2, 3, 4, and 5 on which one or more currently permitted land use under the County's zoning that would be incompatible under the Draft Santa Ynez ALUCP.

New Cuyama Airport

As discussed in Section 4.6, there are no housing opportunity sites located in Review Area 1 of the AIA for New Cuyama Airport. Accordingly, there is no potential for displacement of residential land uses.

As pertains to non-residential displacement, the development displacement analysis identified two vacant or underutilized parcels (Parcels 01 and 02) in the unincorporated Santa Barbara County located in Safety Zones 1, 2, 3, and 5 on which one or more currently permitted land use under the County's zoning that would be incompatible under the Draft New Cuyama ALUCP.

Conclusion

Potential displacement is focused on particular land uses permissible under current zoning. Some currently permissible land uses may be displaced, while many more currently permissible land uses are deemed compatible with the policies in the Draft ALUCPs and would be unaffected by implementation of the ALUCPs. Furthermore, the 1993 Airport Land Use Plan currently enacted in Santa Barbara County includes similar policies to those in the Draft ALUCP. These policies have been employed by local agencies in the form of an overlay zone that prohibits the development of certain

land uses considered to be incompatible with aircraft operations in areas around the County's airports. Accordingly, many currently permissible land uses under existing base zoning are already rendered incompatible in areas within the overlay zones. This renders potential displacement around each airport to relatively small areas when compared to the overall size of each jurisdiction. As noted, some areas of the region that were formerly restricted under the currently enacted 1993 Airport Land Use Plan will no longer be subject to restrictions under the Draft ALUCPs. The potential for "induced growth" in these areas is analyzed in Section 15 b. of this Initial Study.

There would be no displacement of residential land uses within any of the AIAs for the project. Typical non-residential land use potentially displaced are generally land uses that attract large concentrations of people such as "fairgrounds", "zoos", or "day care centers" and land uses that involve dangerous substances, such as "oil and gas pipelines" or "uses involving the storage or handling of explosive materials, the storage or handling of blasting agents, or the storage or handling of flammable liquids in aboveground tanks." These land uses do not represent essential services and can be developed on parcels outside the safety zones for each airport. Furthermore, while the results of the displacement analysis indicate that on some parcels one or more land use currently permissible under the applicable zoning ordinance may become incompatible under the Draft ALUCPs, other currently permissible land uses would remain compatible or conditionally compatible following adoption of the ALUCPs. The potential displacement of one future land use from a parcel does not render the parcel undevelopable when several other land uses remain permissible and developable. Accordingly, the impact on local planning would be less than significant.

Any conflicts between the ALUCPs and local planning documents would be considered less than significant under CEQA because under Section 65302.3 of the Government Code the relevant land use documents are required to be made consistent with the adopted ALUCPs or local agencies must take steps to adopt findings and override the ALUCPs pursuant to section 21676 of the Public Utilities Code. Any conflicts with local planning documents can be avoided or substantially lessened by amending these plans so that they are consistent with the adopted ALUCP. Amending these plans is within the responsibility and jurisdiction of the affected local agencies, and not the ALUC. If local agencies by a two-thirds vote exercise their authority to overrule the 2019 ALUCP, then an inconsistency between a local plan and the ALUCP may exist. Under CEQA, there is no provision that any such inconsistency necessarily constitutes a significant environmental impact. For example, an inconsistency between economic development goals and maintaining a rural atmosphere does not implicate CEQA. The ALUC cannot predict the future course of action that will be taken by local agencies.

References

1. Santa Barbara County, Santa Barbara County Comprehensive Plan. Available: http://longrange.sbcountyplanning.org/programs/genplanreformat/PDFdocs/GP_main.pdf.
Santa Barbara County, Isla Vista (Goleta) Community Plan. 1993. Available: http://longrange.sbcountyplanning.org/planareas/goleta/documents/Goleta%20Community%20PlanW_inserts.pdf.

2. Santa Barbara County, Orcutt Community Plan. 1997, Amended 2014. Available: <http://longrange.sbcountyplanning.org/planareas/orcutt/documents/Orcutt%20Community%20Plan.pdf>.
3. Santa Barbara County, Santa Barbara County Land Use & Development Code. 2011, updated February 2019. Available: <http://sbcountyplanning.org/pdf/forms/LUDC/LUDC.pdf>
4. Santa Barbara County, Article II Coastal Zoning Ordinance. 2014, updated November 2018. Available: <http://www.sbcountyplanning.org/pdf/A/ARTICLE%20II%20CZO%20NOV%202018%20UPDATE.pdf>
5. City of Goleta. City of Goleta General Plan. Adopted November 1, 2006. Available: <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/general-plan>.
6. City of Goleta, Inland Zoning Regulations, 2001. Available: <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/planning-permits-and-regulations/zoning-regulations-inland-zone>.
7. City of Goleta, Coastal Zoning Regulations, 2001. Available: <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/planning-permits-and-regulations/zoning-regulations-coastal-zone>.
8. City of Santa Maria, City of Santa Maria Municipal Code, Title 12 – Zoning. Available: <http://www.qcode.us/codes/santamaria/?view=desktop&topic=12>.
9. City of Santa Maria, Area 9 Specific Plan. 2012. Available: <https://www.cityofsantamaria.org/home/showdocument?id=6623>
10. City of Santa Maria, Mahoney Ranch North Specific Plan. 2008. Available: <https://www.cityofsantamaria.org/city-government/departments/community-development/planning-division/planning-policies-and-regulations/specific-plans#Mahoney%20Ranch%20North%20Specific%20Plan>.
11. City of Santa Maria, Mahoney Ranch South Specific Plan. 2008. Available: <https://www.cityofsantamaria.org/city-government/departments/community-development/planning-division/planning-policies-and-regulations/specific-plans#Mahoney%20Ranch%20South%20Specific%20Plan>.
12. City of Lompoc, City of Lompoc Municipal Code, Title 17 – Zoning. Available: <https://qcode.us/codes/lompoc/>.

13. Mineral Resources

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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	

Discussion

- a., b. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) result in the loss of availability of a known mineral resource; or, 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.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to mineral resources. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County’s airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

14. Noise

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

Discussion

a. - b. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) generate a substantial temporary or permanent increase in ambient noise levels in the AIA that exceed standards established in the local general plans or noise ordinances, or applicable standards of other agencies; or, b) generate any groundborne vibration or groundborne noise levels.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts associated with noise. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

- c. The Draft ALUCPs provide policies addressing future land uses within the environs of the Santa Maria Airport, Lompoc Airport, Santa Ynez Airport, New Cuyama Airport, and Vandenberg Air Force Base. This includes areas within noise contours developed for the Draft ALUCPs. The policies in the Draft ALUCPs are focused on preventing the future development of noise sensitive land uses in areas exposed to excessive levels of aircraft noise. Accordingly, this project would prevent exposure of people residing or working in the project area to excessive noise levels.

15. Population and Housing

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

Discussion

- a. The Draft ALUCP provides policies that restrict the development of certain land uses around the Airports in areas of exposure to high levels of aircraft noise or heightened risk of impact to safety in the event of an aircraft accident. While these restrictions would potentially affect future land use in areas around the Airports, with the exception of New Cuyama Airport, they typically represent a refinement of already existing policies in the current 1993 Airport Land Use Plan. Areas around New Cuyama Airport are largely undeveloped and unlikely to be substantially affected by limits on certain land uses placed on them by the Draft ALUCP. Accordingly, any change to development patterns would be minor and unlikely to directly or indirectly induce substantial unplanned population growth in any areas around the Airport.

The potential for the ALUCPs to induce substantial unplanned growth in an area was examined and the analysis is included in Appendix E. As noted, some areas of the region that formerly restricted under the currently enacted 1993 Airport Land Use Plan will no longer be subject to restrictions under the Draft ALUCPs. The analysis found that, upon implementation of the Santa Maria ALUCP, there are three currently vacant parcels in the Orcutt area that are currently within the 1993 Airport Land Use Plan “Approach Zone” that would shift into the Santa Maria ALUCP Zone 6. The three parcels are located in the County’s C-2 zoning district. The removal of the County’s Approach Zone overlay from these parcels, which limits concentrations of non-residential growth to 25 people per acre, has the potential to result in increased nonresidential land use intensities of between 10 and 296 people per acre, dependent upon the land use type and parcel. The density and intensity restrictions are less restrictive in Safety Zone 6 than in the 1993 Airport Land Use Plan Approach Zone. For a description of the Safety Zone delineation for Santa Maria Airport, see Chapter 4 and Appendix A of the Santa Maria Airport Land Use Compatibility Plan. The adoption of the ALUCP by the ALUC would begin a process of the County working with ALUC staff to amend its Comprehensive Plan to be consistent with the latest adopted ALUCP compatibility criteria. While the removal of the overlay from these parcels removes the prior 1993 Airport Land Use Plan growth restriction, this removal

should not be classified as “growth inducing” because any future development on these parcels would still be in line with the County’s Comprehensive Plan and zoning.

- b.** The Draft ALUCPs includes policies that would restrict the development of housing in certain areas around the Airport. Specifically, restrictions on varying densities of residential use in the safety zones or in areas exposed to noise levels of CNEL 65 dB and higher. However, these policies do not apply to areas that are already developed with existing residential uses, and restrictions would be limited to vacant and partially developed parcels. Even then, policies in the Draft ALUCPs allow for the construction of single-family dwellings, including accessory dwelling units, on a legal lot of record as of the date of adoption of the ALUCP in all safety zones except Safety Zone 1 (see Policy 2.10.2 *Development by Right*).

A development displacement analysis was completed to identify the potential for displacement of residential land uses in the AIA. The analysis is summarized in Chapter IV of this Initial Study. The results of the analysis indicate that there would be no displacement of residential dwelling units within the AIAs for any of the County’s airports.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to population and housing. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County’s airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

16. Public Services

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government 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 following public services:			X	
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?			X	
iv. Parks?			X	
v. Other public facilities?			X	

Discussion

- a.i. - The Draft ALUCP provide policies addressing future land uses within the AIAs
- a.v. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for i) fire protection; ii) police protection; iii) schools; iv) parks; or, v) other public facilities.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to public services. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

17. Recreation

Will the proposal result in:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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	

Discussion

a., b. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) 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; or, b) include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to recreation. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

18. Transportation

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

Discussion

a. - d. The Draft ALUCPs provide policies addressing future land uses within the AIAs for the County's airports. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) conflict with a program plan, ordinance, or policy addressing the circulation system; b) conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b); c) substantially increase hazards due to a geometric design feature; or, d) result in inadequate emergency access.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to transportation. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

19. Tribal Cultural Resources

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			X	
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

Discussion

- a.i. - The Draft ALUCPs provide policies addressing future land uses within the AIAs
- a.ii. . These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not cause a substantial adverse change in the significance of a tribal cultural resource that is, i) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or, ii) a resource determined by the lead agency to be a significant resource to a California Native American tribe.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to tribal cultural resources. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the

County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

20. Utilities and Service Systems

Will the proposal result in:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project and responsibly foreseeable future development during normal, dry and multiple dry years?			X	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion

a. - e. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would a) not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, or telecommunications facilities; b) not require use of water supplies; c) not make any demand on wastewater treatment providers; d) not generate any solid waste; and, e) are therefore not applicable to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to utilities and service systems. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land

uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

21. Wildfire

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Discussion

a. - d. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not a) substantially impair an adopted emergency response plan or emergency evacuation plan; b) exacerbate wildfire risks; c) require the installation or maintenance of infrastructure that may exacerbate fire risk or result in impacts to the environment; or, d) expose people or structures to any risks resulting from runoff, post-fire slope instability, or drainage changes.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts involving wildfire. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-

level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

22. Mandatory Findings of Significance

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

Discussion

- a. - c. The Draft ALUCPs provide policies addressing future land uses within the AIAs. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCPs would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plan or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory .

Once implemented, the policies in the Draft ALUCPs may indirectly influence future land use development in areas around the project AIAs by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts

associated with the development will be identified. Therefore, the project would not have the potential the potential for impacts that are individually limited but cumulatively considerable.

The Draft ALUCPs do not include policies that would lead to development of residential or non-residential land uses that would indirectly result in significant impacts to the previously discussed environmental resource categories. Furthermore, implementation of the ALUCPs would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County. Therefore, the Draft ALUCPs would not have the potential for generating environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

[This page left intentionally blank]

VI. DETERMINATION

Based on this Initial Study:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in 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, no further environmental documentation is required.

Signature

Date

Printed Name

For

[This page left intentionally blank]

VII. LIST OF PREPARERS

ESA provided consulting services for this Initial Study. Authors of the Initial Study were:

- Chris Jones, AICP, Senior Managing Associate
- Patrick Hickman, AICP, Managing Associate
- Andrew Orfila, Santa Barbara County Association of Governments

This Page Intentionally Blank

Appendix A

Noise and Safety Compatibility Criteria Tables

Santa Maria Airport

Lompoc, Santa Ynez, and New Cuyama Airports

Vandenberg Air Force Base

[This page left intentionally blank]

Appendix B

Development Displacement Analysis - Santa Maria Airport

[This page left intentionally blank]

Appendix C

Development Displacement Analysis – Lompoc Airport & Vandenberg Air Force Base

[This page left intentionally blank]

Appendix D

Development Displacement Analysis - Santa Ynez Airport & New Cuyama Airport

[This page left intentionally blank]

Appendix E

Analysis of Potential Growth Inducing Effects