



**FINAL NEGATIVE DECLARATION  
PREPARED BY THE CITY OF LOMPOC**

**STARBUCKS**

**DR 2023-0004**

**SCH NO. 2024020166**

**MARCH 27, 2024**



**NEGATIVE DECLARATION and  
ENVIRONMENTAL INITIAL STUDY CHECKLIST  
DR2023-0004 – Starbucks**

**A. NEGATIVE DECLARATION**

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Pursuant to the State of California Public Resources Code and the California Environmental Quality Act Guidelines Section 15371, as amended to date, a Negative Declaration is hereby made on the following project:

**Title:** DR 2023-0004 – Starbucks

**Location:** 901 North H Street, Lompoc, CA 93436 APN: 089-070-027  
101 West Oak Avenue, Lompoc, CA 93436 APN: 089-070-030

**Description:** Site Development would include the construction of a 1,200 square foot Starbucks drive-through coffee shop with walk-up window (no indoor seating), trash enclosure, parking, and landscaping. The hours of operation are from 4:30 A.M. to Midnight, daily.

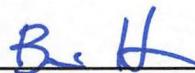
**Project Applicant:** Andrew Garibian

The Planning Division of the City of Lompoc has determined that:

Due to the information gathered for the completion of the Initial Study Checklist for the project, there is no evidence of significant adverse environmental impacts created by this project and therefore does not require the preparation of an Environmental Impact Report.

There are no significant adverse environmental impacts associated with this project if the following conditions/mitigation measures are met.

January 31, 2024  
Date

  
\_\_\_\_\_  
Brian Halvorson, AICP, Planning Manager  
City of Lompoc, Planning Division

Public Review Period: February 7, 2024, through March 8, 2024

## **B. Comments and Response to Comments**

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### **Introduction**

This section of the Final ND presents copies of the comments on the Draft ND received in written form during the public review period and provides the City of Lompoc's responses to these comments. Each comment letter is numbered, and the issues within each comment letter are also bucketed and numbered. Comment letters are followed by responses which are numbered in corresponding fashion for each letter.

The City's Responses to comment on the Draft ND represent a good faith, reasoned effort to address the environmental issues identified by the comments. Under CEQA Guidelines, the City is not required to respond to all comments, but only to those comments that raise environmental issues. Case law under CEQA recognizes that the City need only provide responses to comments that are commensurate in detail with the comment itself. In the case of specific comments, the City has responded in detail with the comment itself. In the case of specific comments, the City has responded with a specific analysis and detail; in the case of a general comment, the reader is referred to a related response or a specific comment, if possible. The absence of a specific response to every comment does not violate CEQA if the response would be cumulative to other responses.

### **Agencies and Individuals that commented on the Draft ND**

Letter commenting on the information and analysis in the Draft ND were received from the following parties:

Letter No. 1 State of California, Department of Transportation, Caltrans District 5

Letter No. 1 State of California, Department of Transportation, Caltrans District 5

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

CALTRANS DISTRICT 5  
50 HIGUERA STREET | SAN LUIS OBISPO, CA 93401-5415  
(805) 549-3101 | FAX (805) 549-3329 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



March 7, 2024

Cherridah Weigel, Associate Planner  
City of Lompoc  
100 Civic Center  
Lompoc, CA 93436

SCH #: 2024020166  
**RECEIVED**

MAR 7 2024

City of Lompoc  
Planning Division

Re: Starbucks DR2023-0004

Dear Cherridah Weigel:

Thank you for including the California Department of Transportation (Caltrans) in the development review process for the proposed Starbucks project in the City of Lompoc. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the January 2024 Negative Declaration (ND).

**Project Understanding**

The proposed project includes the demolition of an existing 1,583 square foot gas station and 2,754 square foot canopy constructed in 1959, a parking lot, and landscaping. Site development includes the construction of a 1,200 square foot Starbucks drive through coffee shop with walk-up window and no indoor seating, trash enclosure, parking, and landscaping. Site access is proposed via two driveways; one existing on North H Street (HWY 1) and another being relocated on West Oak Avenue in the City of Lompoc, CA.

**Travel Demand Analysis**

The ND states that this project is screened out from further Vehicle Miles Traveled (VMT) analysis because it meets at least one of the VMT Screening Criteria within the City of Lompoc's adopted VMT guidelines. As proposed, the project is local serving retail of less than 50,000 square feet, it is near available public transit (0.2 miles from a transit stop) and does not trigger/require mitigation measures and is screened out using the City of Lompoc VMT screening analysis module.

Caltrans District 5 staff requested from City staff a copy of the Traffic and Circulation Study prepared by Rick Engineering, which was mentioned in the Negative Declaration. City staff responded that the Study was still in process and would be provided once finalized. Caltrans has not received the study to date and therefore had limited information to fully review the proposed project regarding potential impacts to the State Highway System.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

March 7, 2024  
Page 2

With this considered, please be aware that if any future work is completed in the State's right-of-way it will require an encroachment permit from Caltrans and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: <https://dot.ca.gov/programs/traffic-operations/ep>.

We look forward to continued coordination on this project, please let me know if you have any questions regarding the items mentioned above.

Sincerely,

Shelby Fredrick  
Transportation Planner  
Local Development Review – Santa Barbara County  
[Shelby.fredrick@dot.ca.gov](mailto:Shelby.fredrick@dot.ca.gov)  
(805)903-3395

Cc: State Clearinghouse

**Letter No. 1 State of California, Department of Transportation, Caltrans District 5**

The State of California, Department of Transportation, Caltrans District 5 are received and noted.

**Response 1**

Rick Engineering commenced work on the Traffic Study on February 7, 2024. The City of Lompoc received an Administrative Review Draft on March 13, 2024. The Final Traffic is expected the week of April 1, 2024, and a copy will be emailed to the State of California, Department of Transportation, Caltrans District 5, as soon as it is available.

**C. ENVIRONMENTAL INITIAL STUDY CHECKLIST**

**PROJECT INFORMATION:**

<b>Project Title:</b> Starbucks Drive-Through Coffee Shop	<b>Project No:</b> DR 2023-0004
<b>Lead Agency Name and Address:</b> City of Lompoc, 100 Civic Center Plaza Lompoc, CA 93436	<b>Contact Person and Phone Number:</b> Cherridah A. Weigel, Associate Planner <a href="mailto:c_weigel@ci.lompoc.ca.us">c_weigel@ci.lompoc.ca.us</a> (805) 875-8213

**PROJECT DESCRIPTION:**

The proposed project includes the demolition of an existing 1,583 square foot gas station and 2,754 square foot canopy constructed in 1959, a parking lot, and landscaping. Site Development would include the construction of a 1,200 square foot Starbucks drive-through coffee shop with walk-up window (no indoor seating), trash enclosure, parking, and landscaping. The hours of operation are from 4:30 A.M. to Midnight, daily.

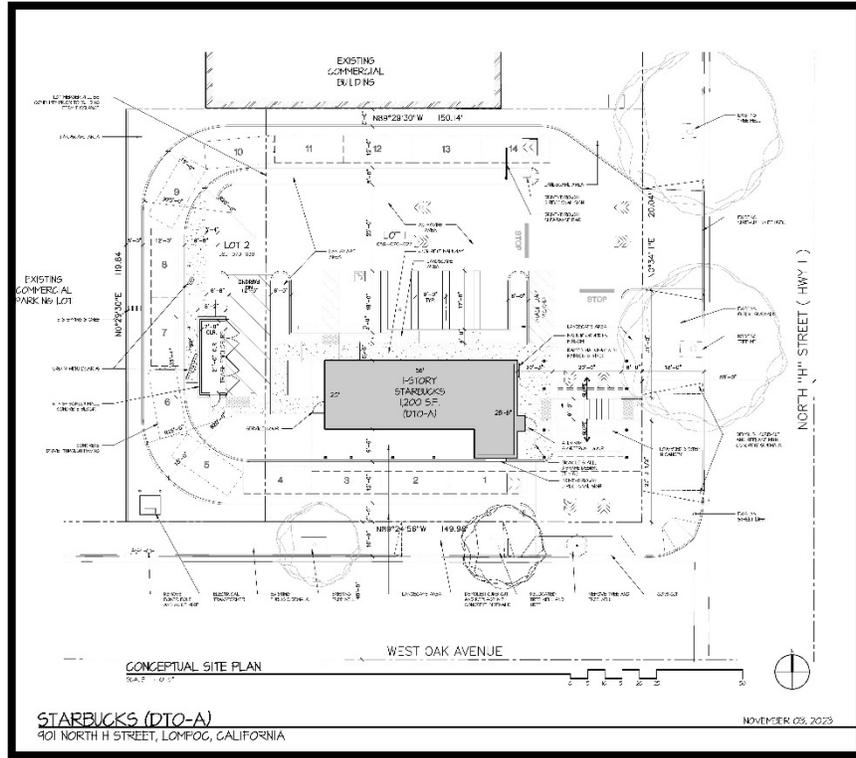
**PROJECT LOCATION:**

901 North H Street, Lompoc, CA 93436      APN: 089-070-027  
 101 West Oak Avenue, Lompoc, CA 93436      APN: 089-070-030

**VICINITY MAP:**



**SITE PLAN:**



**Public Agencies with Approval Authority (Including permits, funding, or participation agreements):**

City of Lompoc.

**Project Sponsor's Name and Address:**

Andrew Gharibian  
 Chaser Capital  
 8338 Beverly BLVD  
 Los Angeles, CA 90048  
 (310) 927-3398  
[ag@chasercapital.com](mailto:ag@chasercapital.com)

**Project Consultant:**

Scott Boydston  
 Rasmussen and Associates  
 21 South California Street, Fourth Floor  
 Ventura, CA 93001  
 (805) 320-3978  
[sboydstun@ra-arch.com](mailto:sboydstun@ra-arch.com)

**General Plan Designation:**

General Commercial (GC)

**City Zoning Designation:**

Planned Commercial Development (PCD) and  
 H Street Overlay (HSO)

**Surrounding Land Use Designation:**

North – General Commercial (GC)  
 South – General Commercial (GC)  
 East – General Commercial (GC)  
 West – General Commercial (GC)

**Surrounding Land Uses:**

North – Commercial  
 South – Commercial  
 East – Commercial  
 West – Commercial

**Environmental Setting:**

A previously developed property within an existing urbanized area.

**Other Public Agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**

Santa Barbara County Health Department  
 Caltrans Encroachment Permit

**Tribal Consultation:** Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No consultation requests have been received by the City of Lompoc.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact", as indicated by the checklist on the following pages.

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

**C. TECHNICAL STUDIES:**

The following Technical Studies were prepared for the project:

Title	Prepared by/Date	Attached to EIS	Available for Review
Traffic and Circulation Study	Rick Engineering, Feb/2024		<b>X</b>

**D. ENVIRONMENTAL IMPACTS:**

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

I. 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? 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 day or nighttime views in the area?			X	

Comments:

- a. The project site is located in an urbanized area and has been previously developed. The proposed project would be consistent with the developed area’s surrounding uses and would have no impact on a scenic vista given that there are no scenic vistas in the immediate area as identified in the Scenic Ridgelines and Roads Map in the Urban Design Element of the City of Lompoc General Plan adopted on September 14, 2013.
- b. While the project is located on California State Highway 1 (North H Street in Lompoc), it has been previously developed, is not a historic resource, and is not on the list of eligible and officially designated State Scenic Highways spreadsheet on the Caltrans website.
- c. The proposed project is in an urbanized area and would not degrade the existing visual character or quality of public views of the site and its surroundings. The City’s Architectural Review Guidelines will be applied to the project, and the project will be reviewed by the Planning Commission to establish compliance with the existing visual character and quality of the site’s surroundings.
- d. The proposed project is the redevelopment of an existing commercial lot which would not create a new source of substantial light or glare which would adversely affect day or nighttime views. Conformance with the Lompoc Municipal Code (LMC) for lighting performance, site development, and landscape standards and the Urban Design Element of the City of Lompoc General Plan, adopted on September 14, 2013, will be reviewed during the plan check process.

II. AGRICULTURAL & FORESTRY RESOURCES Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

II. <b>AGRICULTURAL &amp; FORESTRY RESOURCES</b> Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.				<b>X</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?				<b>X</b>
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?				<b>X</b>

Comments:

- a. The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the California Important Farmland Finder by the California Department of Conservation. The site is developed and in an urban developed area. The site is not identified as farmland by the California Resources Agency, is zoned for commercial use, and was previously operated as a gas station.
- b. The proposed project will not conflict with existing zoning for agricultural use, or a Williamson Act contract as the size of the parcel is too small (less than 20 acres) for a Williamson Act contract to be implemented, does not currently have a Williamson Act contract, is not agriculturally zoned and the site was previously developed.
- c. The proposed project would not conflict with existing zoning for, or cause rezoning of, of forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned as Timberland Production (defined by Public Resources Code section 51104(g)), because the site is zoned for commercial use, is developed, and does not contain any of the resources listed above.
- d. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use, because the site is not currently designated or used as forest land and is developed.
- e. The project would not result in other changes in the existing environment, which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use, because the project site and surrounding area are urbanized, developed and have not been in agricultural use in the recent past.

III <b>AIR QUALITY</b> 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:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			<b>X</b>	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state air quality standard.			<b>X</b>	
c) Expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	

<b>III AIR QUALITY</b>  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:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions adversely affecting a substantial number of people?			<b>X</b>	

Comments:

a. The current and applicable adopted air quality plan is the 2022 Ozone Plan (prepared by the SBCAPCD in December 2022). The SBCAPCD Guidelines state that a project is consistent with the Clean Air Plan (2022 Ozone Plan) if its direct and indirect emissions have been accounted for in the Clean Air Plan's emissions growth assumptions. A project will be considered inconsistent if the project's direct and indirect emissions have not been accounted for in the Clean Air Plan's emissions growth assumptions. The Clean Air Plan's direct and indirect emissions inventory for the County as a whole are reliant on population projections provided by the Santa Barbara County Association of Governments (SBCAG). SBCAG generates population projections based on the population projections contained in City General Plans. In this case, SBCAG has utilized population projections contained in the City of Lompoc's General Plan. To be consistent with the current Clean Air Plan (2022 Ozone Plan), the project's direct and indirect emissions must be accounted for in the growth assumptions and adopted policies in the 2022 Ozone Plan. The Ozone Plan relies on the land use and population projections provided by the SBCAG and CARB on-road emissions forecast as a basis for vehicle emission forecasting (SBCAPCD 2022). Populations that remain within the 2022 Ozone Plan and SBCAG forecasts are accounted for with regard to SBCAPCD emissions inventories. The proposed project is an infill site within an existing urban area. The project would not result in near-term increases in population that would exceed year 2025/2035 population projections. The project would be consistent with the population/growth projections in the Clean Air Plan (2022 Ozone Plan). Therefore, the proposed project would be consistent with the applicable air quality plan and impacts would be less than significant.

b. The project site is located in the South Central Coast Air Basin (SCCAB), which is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). SBCAPCD is one of 15 local air quality management agencies established by the California Air Resources Board (CARB). As the local air quality management agency, SBCAPCD is required to monitor air pollutant levels to ensure that applicable state and federal air quality standards for criteria pollutants are met and, if they are not met, to develop strategies to meet the standards. Criteria pollutants include ozone, which is produced by a photochemical reaction between nitrogen oxides (NO<sub>x</sub>) and reactive organic compounds (ROC/ROG), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), small particulate matter measuring no more than 10 microns in diameter (PM<sub>10</sub>), fine particulate matter measuring no more than 2.5 microns in diameter (PM<sub>2.5</sub>), and lead.

Depending on whether or not the air quality standards are met or exceeded, the SCCAB is classified as being in "attainment" or "nonattainment." The SCCAB has a nonattainment-transitional status for the state standard for PM<sub>10</sub> and was designated as attainment for the State ozone standards effective July 1, 2020 (SBCAPCD 2020). Thus, the SCCAB is required to implement strategies to reduce PM<sub>10</sub> to recognized acceptable standards. The health effects for nonattainment criteria pollutants are described in the below table.

**Table - 1 Health Effects Associated with Non-Attainment Criteria Pollutants**

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

<sup>a</sup> More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: EPA, Air Quality Criteria for Particulate Matter, October 2004. Source: U.S. EPA, <http://www.epa.gov/airquality/urbanair/>

The 2001 Clean Air Plan was the first plan prepared by SBCAPCD and established specific planning requirements to maintain the 1-hour ozone standard. In 2006, CARB revised the state standards and made them more stringent by adding an 8-hour average to the ozone standard, which previously only included a 1-hour average. Both components of the standard must now be met before CARB can designate that an area is in attainment. The most recent 2022 Ozone Plan was adopted by SBCAPCD in December 2022. The 2022 Ozone Plan only addresses SBCAPCD's progress toward attaining the state ozone standard. The SCCAB is required to implement strategies to reduce PM10 to recognized acceptable standards.

SBCAPCD published the most recent update to its Scope and Content of Air Quality Sections in Environmental Documents (Guidelines). The Guidelines establish criteria for determining the level of significance for project-specific impacts within its jurisdiction in accordance with the above CEQA checklist thresholds. The SBCAPCD has not adopted quantitative significance criteria for temporary construction emissions. However, the SBCAPCD Guidelines recommend quantification of the construction-related emissions and comparing the emissions to a threshold for determining the significance of construction impacts. Based on criteria applied in or adapted from the Guidelines, impacts related to emission of criteria air pollutants would be significant if a project would:

During construction:

- Emit greater than 25 tons per year of ROG (ROG); or
- Emit greater than 25 tons per year of NOX.

During operation:

- Generate from all project sources (both stationary and mobile) greater than 240 pounds per day of ROG;
- Generate from all project sources (both stationary and mobile) greater than 240 pounds per day of NOX;
- Generate from all project sources (both stationary and mobile) greater than 80 pounds per day of PM10;
- Generate greater than 25 pounds per day of ROG from motor vehicle trips only;
- Generate greater than 25 pounds per day of NOX from motor vehicle trips only;
- Exceed the SBCAPCD health risk public notification threshold adopted by the SBCAPCD (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk); or
- Be inconsistent with the latest adopted federal and state air quality plans for Santa Barbara County.

If the project's regional emissions do not exceed the applicable SBCAPCD thresholds, then the project's criteria pollutant emissions would not be cumulatively considerable. The project's construction and operational emissions were estimated primarily using the California Emissions Estimator Model (CalEEMod - [www.caleemod.com/model/report](http://www.caleemod.com/model/report)). CalEEMod uses project-specific information, including the project's land uses, square footage for different uses, and location, to model a project's emissions. Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips off-site associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. It is assumed that all construction equipment used would be diesel-powered. The grading

and site preparation phases were combined as part of this analysis due to the minimal amount of grading that is expected. This analysis assumes that the project would comply with all applicable regulatory standards. In particular, the project would be required to comply with SBCAPCD dust control measures and permitting requirements for projects involving earthmoving activities of any size or duration sufficient to reduce fugitive dust emissions to the greatest degree possible. Where project-specific information was not available, model default assumptions were used.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Emissions attributed to energy use include natural gas consumption for space and water heating. The yearly natural gas consumption from these pieces of equipment and the general operation of the project were accounted for in the CalEEMod analysis. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings.

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

Construction activities would generate temporary air pollutant emissions associated with fugitive dust (PM10 and PM2.5), exhaust emissions from heavy construction vehicles, and ROC that would be released during the drying phase after the application of architectural coatings. Construction would consist of site preparation, construction of the proposed structures, paving, and architectural coating. Architectural coatings were assumed to be applied to the interiors and exteriors of all proposed buildings. PM10 emitted during construction activities varies based on the level of activity, the specific operations taking place, the equipment being operated, local soils, and weather conditions. Emissions associated with construction activity would be required to comply with standard SBCAPCD dust and emissions control measures. As discussed above, SBCAPCD recommends a construction threshold of 25 tons per year for ROC and NOx as a guideline for determining the significance of construction impacts, and the City of Lompoc, as the CEQA lead agency, has elected to utilize this threshold. The project is proposing approximately 0.33 tons per year of ROC or NOx for construction emissions which would not exceed the SBCAPCD threshold of 25 tons per year for ROC or NOx.

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

Project construction activities would be subject to the City's grading ordinance. A standard condition requiring a dust abatement plan to minimize fugitive dust emissions and associated impacts to air quality is proposed, consistent with SBCAPCD Rule 345. The grading ordinance requires a grading permit and a Storm Water Pollution Prevention Plan for the project. Construction of the project would not result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, as emissions are within SBCAPCD thresholds and activities would adhere to the City's grading ordinance, conditions of approval, and the Storm Water Pollution Prevention Plan and SBCAPCD Rule 345. Therefore, construction emissions would be less than significant.

The project is proposing approximately 0.04 lbs. per day of ROC and NOx and <0.005 lbs. per day of PM10 operational emissions and this would not exceed SBCAPCD thresholds of 240 lbs. per day of ROC and NOx or 80 lbs. per day of PM10 for operational emissions by emission source (area, energy, and mobile). Therefore, impacts would be less than significant.

- c. Construction Impacts: Construction-related activities would result in short-term, project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation grading, building construction, and other construction activities. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998. The potential cancer risk

from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2017a).

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

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

Operational Impacts: Long-term operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activity on the project site after occupation. Stationary emissions would be generated by the consumption of natural gas for space and water heating devices. Mobile emissions would be generated by the motor vehicles traveling to, from, and within the project site.

Operational emissions generated by the project site after buildout will not exceed the threshold for all sources, both stationary and mobile, generated by the project (based on figures provided in section b). Therefore, the project will result in less than significant operational impacts on local and regional air quality related to this criterion.

A Condition of Approval will be required for a dust abatement program because of the potential for the project to result in exposure of adjacent sites to temporary air quality nuisances, during project construction. The program shall be prepared by the applicant and submitted with the grading/improvement plans as required by LMC 15.72.260 and shall be reviewed and approved by the City Engineer and Planning Manager prior to the issuance of grading permits. The Planning Division will verify the inclusion of the required condition of approval prior to the approval of a grading/improvement plan.

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

Potential sources that may emit odors during operation of the proposed project would include odor emissions from the day to day and associated residential activity. Typical sources of objectionable odor include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries. The proposed project does not include these land uses and is not located adjacent to or in proximity to any of these uses. Further, the type of land

uses proposed on the project site are typically not associated with substantial sources of odors and, thus, would not represent a significant impact.

Pursuant to SBCAPCD Rule 303, a person shall not discharge air contaminants which cause nuisance or annoyance to any considerable number of people.

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife 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 Wildlife 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

Comments:

- a.-b. The proposed project site was developed as a gas station in 1959. The site is within an existing urbanized area and as a result, would not have a substantial adverse effect on federal or state designated sensitive species, riparian habitat, or other sensitive natural communities.
- c. The proposed project will not have a substantial adverse effect on state or federally protected wetlands as there are no wetlands on this developed, paved site.
- d. The proposed project would not 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 because the project site is within an urbanized area and is currently developed as a gas station with a paved parking lot.
- e. The proposed project would not conflict with any local policies or ordinances protecting biological resources, as there are no such policies applicable to this urbanized site and it is not within an area of Biological Significance identified in the City identified in the City's 2030 General Plan,

**Starbucks Drive-Through Coffee Shop**

Conservation and Open Space Element, adopted September 14, 2014. The City of Lompoc does not have a tree preservation policy.

- f. The proposed project is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan and therefore would not conflict with such plans.

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

Comments:

- a. The proposed project will not cause a substantial adverse change in the significance of a historical resource, as identified in Section 15064.5. The project site is not designated by the City of Lompoc as historic and has not been found to be eligible for listing in the California Register of Historic Places. While the structure on the property appears to have been constructed more than 50 years ago, it is not associated with lives, persons, or events, important in Lompoc's past and is not architecturally significant.
- b. The proposed project will not cause a substantial adverse change in the significance of an archaeological resource, as identified in Section 15064.5, because the subject site is located within an area of Low Archaeological Significance, as found in Figure 2, Archaeological Sensitivity Zone Map, referenced in the City of Lompoc's 2030 General Plan, Conservation and Open Space Element, Policy 2.8., adopted September 23, 2014. Standard discovery conditions addressing the accidental discovery of archaeological resources during construction are proposed in conditions of project approval.
- c. The proposed project would not disturb any human remains, including those interred outside of formal cemeteries because the site is not within the City's Cultural Resource Overlay and is not located on a formal cemetery, as stated in b above. Standard conditions of approval related to the accidental discovery of human remains during site construction activities would be included with project approval.

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

Comments:

- a. The proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The proposed project is of standard commercial use, requiring compliance with the California 2022 Energy Code and California 2022 Green Building Code will be required.
- b. The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency as standard conditions of approval are recommended, requiring compliance with the California 2022 Energy Code and the California 2022 Green Building Code.

<b>VII. GEOLOGY AND SOILS</b>	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.			<b>X</b>	
ii) Strong seismic ground shaking?			<b>X</b>	
iii) Seismic-related ground failure, including liquefaction?			<b>X</b>	
iv) Landslides?			<b>X</b>	
b) Result in substantial soil erosion or the loss of topsoil?				<b>X</b>
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?				<b>X</b>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			<b>X</b>	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				<b>X</b>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				<b>X</b>

Comments:

- a. The proposed project site is not located on or near a known, active earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or identified in the City of Lompoc 2030 General Plan, Safety Element. "Regional Earthquake Fault Lines" Map, adopted September 23, 2014. The closest fault is the Santa Ynez River Fault, a Class A fault, located along the southern boundary of the City. The project will,

therefore, not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death due to the rupture of a known earthquake fault or from strong seismic ground shaking. The project site is flat and not located near any slopes, therefore, it will not be subject to substantial risk from landslides. According to Figure S-4, Liquefaction Hazards, in the City of Lompoc 2030 General Plan, Safety Element, adopted September 23, 2014, the project site is located on soils designated as Severity Class 3 (High) liquefaction zone.

- b. The proposed project would not result in substantial soil erosion, or the loss of topsoil, as the project site is flat and currently paved.
- c. The proposed project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The proposed project site is flat and the proposed project's construction would not result in the site becoming unstable. Landslides, lateral spreading, liquefaction, or collapse will not result from the construction of the proposed drive-through coffee shop.
- d. The proposed project will implement general grading conditions of approval and will be required to meet the current California Building Code, and these requirements will cause any substantial direct or indirect risks to life or property due to the project being located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) to be less than significant. City of Lompoc 2030 General Plan, Safety Element policies, adopted September 23, 2014, and CBC compliance.
- e. The proposed project will be connected to the City of Lompoc sewer system and will not utilize septic tanks or alternative wastewater disposal systems.
- f. The proposed project would not directly or indirectly destroy a unique paleontological resource on-site or a unique geologic feature because the project location is not located within any known area of such resources. A Condition of Approval for accidental discovery conditions is included in the Cultural Resources conditions.

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

Comments:

- a. California implemented Assembly Bill (AB) 32 (California Global Warming Solutions Act of 2006) which required the reduction of statewide GHG emissions to 1990 emissions levels by 2020, and the adoption of rules and regulations to accomplish the emissions reductions. In 2016 the Governor signed Senate Bill (SB) 32 extending AB 32 by requiring the State to further reduce GHG emissions to 40% below 1990 levels by 2030. In 2017, the California Air Resources Board (CARB) adopted the 2017 Scoping Plan which provided the framework for achieving the 2030 target. The 2017 Scoping Plan and the 2013 Scoping Plan Update do not provide project-level thresholds for land use development, and instead recommend that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of CO<sub>2</sub>e by 2030 and two MT of CO<sub>2</sub>e by 2050 (CARB 2017).

The City of Lompoc has not adopted Greenhouse Gas Emissions standards and is utilizing the County of Santa Barbara Environmental Thresholds and Guidelines Manual (ETGM) including amendments by the Santa Barbara County Board of Supervisors revised and published January 2021. The Board adopted a numeric Screening Threshold of 300 MTCO<sub>2e</sub> /year for non-industrial stationary source projects and plans. The project's construction and operational emissions were estimated primarily using the California Emissions Estimator Model (CalEEMod - [www.caleemod.com/model/report](http://www.caleemod.com/model/report)). Per CalEEMod the construction emission would be 69.9 MTCO<sub>2e</sub> /year and the operations emission would be 138 MTCO<sub>2e</sub> /year for a total 207.9 MTCO<sub>2e</sub> /year which is below the Screening Threshold of 300 MTCO<sub>2e</sub> /year and would have a less than significant impact.

In addition, the California Building Standards Code (CBC) provides standards related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility. The current Title 24 standards is the most recent version of the CBC. Part 6 of the CBC is the Building Energy Efficiency Standards, which establishes energy efficiency standards for residential and non-residential buildings in order to reduce California's energy demand, and Part 12 of the CBC (CALGreen) includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. The project would have a less than significant impact on greenhouse gas emissions, either directly or indirectly, because the project would need to be in compliance with the CALGreen codes.

- b. The City of Lompoc has not adopted a Climate Action Plan. The County of Santa Barbara Planning Commission adopted the energy and Climate Action Plan (ECAP) for the County of Santa Barbara in May 2015 (County of Santa Barbara 2015). However, this plan applies to unincorporated areas of Santa Barbara County and not incorporated cities such as Lompoc. SBCAG has incorporated a sustainable community strategy into its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) plan, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2040 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS includes an objective to improve the jobs-housing ratio in the County by encouraging more housing development on the South Coast and more job-producing development in the North County, including the City of Lompoc. As such, the project would be consistent with the RTP/SCS by creating job opportunities in Lompoc. The project would have a less than significant impact on greenhouse gas emissions, either directly or indirectly, because the project would include standard building conditions of approval that include compliance with the CALGreen codes.

<b>IX. HAZARDS AND HAZARDOUS MATERIALS</b> Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>	
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?			<b>X</b>	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			<b>X</b>	
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?			<b>X</b>	

IX. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				<b>X</b>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				<b>X</b>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.				<b>X</b>

Comments:

- a.- c. The proposed project will have less than significant impact of creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, reasonably foreseeable upset, and accident conditions involving the release of hazardous materials into the environment, have hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The project is a drive-through coffee shop and will not utilize hazardous materials in its construction or operation beyond standard cleaning and disinfecting supplies.
- d. The proposed project is located at 901 North H Street, Lompoc, CA 93436, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 due to the previous gas station which closed in 2005, and the steel tanks which were removed on January 8, 2006, Based on the State's DTSC EnviroStor database (Cortese List), the project site (LUFT# 50648, Global ID# T0608300551) was issued a Remedial Action Completion Certification on January 23, 2023, by the Santa Barbara County Health Department (available on GeoTracker and in the project file) and as a result, would not create a significant hazard to the public or the environment.
- e. The proposed project is not located within the Lompoc Municipal Airport's Land Use Management Plan area.
- f. The proposed project would not impair the implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the proposed project will not alter surrounding streets, alleys, or other travel ways in the project area.
- g. The proposed project will not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, because the proposed site is located in the urbanized area of the City of Lompoc, and not within a wildfire hazard area, as identified in the City of Lompoc's Wildland Fire Hazard Areas Map in the Safety Element of the 2030 General Plan, adopted September 23, 2014.

X. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality?			<b>X</b>	

X. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or off-site.			X	
ii) substantially increase the rate of amount of surface run-off in a manner which would result in flooding on-or off-site.			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk 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	

Comments:

- a. The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. The proposed project will not discharge water or wastewater that will substantially degrade surface or groundwater quality.
- b. The proposed project would not require water in amounts large enough to substantially decrease groundwater supplies and will not alter the existing drainage pattern or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The project will be required to comply with Lompoc's Stormwater Quality Management ordinance and will have a Stormwater Control Measure Maintenance Plan.
- c. The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces because it's an existing developed site and any proposed development would need to comply with stormwater requirements. The Santa Ynez River is located over one mile to the north.
- d. The proposed project is located within a 500-year flood hazard area (Zone X-500) as determined by referencing the City of Lompoc 2030 General Plan Safety Element, Flood Hazard Areas Map. The project is not located near the ocean or a lake and does not pose a risk of releasing pollutants due to inundation from a tsunami or seiche.

- e. The project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan, as the project is not within an adopted plan area.

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

Comments:

- a. The proposed project would not physically divide an established community, because it is located within an area of the city that has been previously developed and is consistent with the Zoning District and General Plan Designation of the project site.
- b. The proposed project would not 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 given that the project was reviewed and deemed complete. The proposed project is consistent with the City's 2030 General Plan goals and policies and with the Lompoc Municipal Code Chapter 17 Zoning.

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

Comments:

- a.-b. The proposed project would not result in a loss of availability of a known mineral resource or a mineral resource of local importance. The project site is not located on the California Mineral Land Classification Map and does not meet the definition of Portland Cement concrete aggregate, or aggregate materials on or near the project site. No mines or mining of mineral resources will be precluded by the development of the proposed drive-through coffee shop.

<b>XIII. NOISE</b>	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generation of 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 applicable standards of other agencies.			X	

XIII. NOISE Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive ground borne vibration or ground borne noise levels?			X	
c) For a project located within the vicinity the Lompoc Airport Land Use Plan, would the project expose people residing or working in the project area to excessive noise levels?				X

Comments:

- a.-b. The proposed project would be in compliance with the Noise Element of Lompoc’s General Plan. Temporary construction noise shall be limited Per LMC 17.304.090 Performance Standards F. Hours of Construction. The nearest sensitive receivers are residences approximately 250 feet from the subject site. Due to the distance to the residences, and general site activities in an existing urban developed area of the city these sources are not considered substantial. Construction activities would also comply with Section 8.08 of the LMC which regulates construction noise between the hours of 9:00 p.m. and 7:00 a.m.
- c. The proposed project is not located within the vicinity of a private airstrip or airport land use plan including the City of Lompoc’s Airports clear zone or approach overlay and would not result in excessive noise levels for people residing in the project area.

XIV. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly or indirectly?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Comments

- a.-b. The proposed project would not induce unplanned population growth in the project area, directly or indirectly, or displace substantial numbers of existing housing or people necessitating the construction of housing elsewhere. The proposed drive-through coffee shop is located in a developed area and will not create new housing or eliminate housing.

XV. PUBLIC SERVICES Would the project result in:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public				X

<b>XV. PUBLIC SERVICES</b>	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
services:				
b) Fire Protection?			X	
c) Police protection?			X	
d) Schools?				X
e) Parks?				X
f) Other public facilities?				X

Comments:

- a.-f. The proposed project will have no impact in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for Fire, Police, Schools, Parks. No new or physically altered governmental facilities will be required, as the proposed drive-through coffee shop is a redevelopment of an existing commercial site, which is currently served by utilities and roadways.

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

Comments

- a. The proposed project would have no impact as it would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, as the project is a non-residential retail redevelopment of an existing developed site.
- b. The proposed project does not include recreational facilities and will have no impact as it would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, as it is a small drive-through coffee shop.

XVII. TRANSPORTATION/CIRCULATION Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	

Comments:

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

In December 2019 California’s Third District Court of Appeal ruled that under SB 743, automobile delay may no longer be treated as a significant impact in CEQA analysis (Citizens for Positive Growth & Preservation v. City of Sacramento).

CEQA Guidelines Section 15064.3(b) indicates that land use projects would have a significant impact if the project resulted in vehicle miles traveled (VMT) exceeding an applicable threshold of significance. The City of Lompoc adopted VMT guidelines in August 2021. Projects that may be screened out of VMT impacts are small projects (generating 110 or fewer daily trips) by using project size, VMT efficiency maps, transit availability/proximity to transit, local serving retail of less than 50,000 square feet, and provision of affordable housing. A project that meets at least one of the VMT screening criteria would have a less than significant VMT impact due to project characteristics and/or location. One of the criteria to screen out projects is a retail (or recreational) project is local serving if it is consistent with the land uses listed in Appendix A of the City of Lompoc VMT Analysis and has a gross floor area of no more than 50,000 square feet. In this case, the project is a 1,200 square foot drive through coffee shop. The project is also within 0.2 miles of a transit stop. In addition, using the City of Lompoc VMT screening analysis module (using QGIS software) this project does not trigger/require mitigation measures and is screened out.

The project is located near a City of Lompoc Transit (COLT) bus stop approximately 0.2 miles from the project site along North H Street. The project would not degrade local access to bus stops along the street, which can be accessed via the local sidewalk network. In addition, the project would not result in a substantial increase in population growth which would place significant demand on COLT. Therefore, implementation of the project would not conflict with plans, programs, and policies regarding transit facilities.

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

- b. CEQA Guidelines Section 15064.3(b) indicates that land use projects would have a significant impact if the project resulted in vehicle miles traveled (VMT) exceeding an applicable threshold of significance. The City of Lompoc has adopted VMT thresholds in August 2021. Projects that may be screened out of VMT impacts are small projects (generating 110 or fewer daily trips) by using project size, VMT efficiency maps, transit availability/proximity to transit, local serving retail of less than 50,000 square feet, and provision of affordable housing. A project that meets at least one of the VMT screening criteria would have a less than significant VMT impact due to project characteristics and/or location. One of the criteria to screen out projects is a retail (or recreational) project is local serving if it is consistent with the land uses listed in Appendix A of the City of Lompoc VMT Analysis and has a gross floor area of no more than 50,000 square feet. In this case the project is a local serving retail establishment of 1,200 square feet and is within ½ mile of a transit stop. In addition, using the City of Lompoc VMT screening analysis module (using QGIS software) this project does not require mitigation measures and is screened out.
- c. The proposed project would be compatible with the uses in the surrounding area. Site access is proposed via two driveways; one existing on North H Street (HWY 1) and one being relocated on West Oak Avenue. The street is flat and straight adjacent to the site access driveways, which provides adequate sight distances for turning to/from the site. Therefore, the project would not increase hazards in the area due to a geometric design feature or incompatible use.
- d. The project site ingress/egress locations are subject to the City Public Works and Fire Department review and approval, which would ensure that the project would provide adequate access for emergency vehicles. Impacts to emergency access would be less than significant.

<b>XVIII. TRIBAL CULTURAL RESOURCES</b>	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in 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 of object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources as defined in Public Resources Code section 5020.1(k), or				<b>X</b>
b) A resource determined by the lead agency in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				<b>X</b>

- a.-b. There would be no impact as the project would not cause a substantial adverse change in the significance of a tribal cultural resource The project site is not listed or eligible for the California Register of Historic Resources, or the National Register of Historic Places, and has been

developed since 1959, is in the center of the City, and has no known with cultural value to a California Native American tribe.

<b>XIX. UTILITIES AND SERVICE SYSTEMS</b> Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which or relocation of which could cause significant environmental effects?				<b>X</b>
b) Are sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			<b>X</b>	
c) Result in a determination by the Wastewater Division that it does not have adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?			<b>X</b>	
d) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			<b>X</b>	
e) Comply with federal, state, and local statutes and regulations related to solid waste?			<b>X</b>	

Comments:

- a. The proposed project will not exceed wastewater treatment requirements of the Central Coast Region of the Regional Water Quality Control Board, nor would it require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, as the project area is located in an urbanized area of the city and existing facilities can adequately provide services for the above resources. A drainage plan will be required to maintain adequate drainage on the site and filters to remove sediment, oil, and grease will be required as a condition of approval to assure that all water draining from on-site pavement will be properly filtered prior to entering the City's stormwater drainage system.
- b. Less than significant impact as the proposed project would not exceed the current demand, or require the expansion of existing water facilities, as it is located within an existing urbanized area of the city, and the water facilities are adequate to service the redevelopment of this site.
- c. Less than significant impact as the proposed project would not require the construction of new wastewater facilities, or the expansion of existing facilities, as it is located within an existing urbanized area of the city, and the wastewater facilities are adequate to service the redevelopment of this site.
- d.-e. Less than significant impact as the City of Lompoc landfill has sufficient capacity to service the proposed use, and the project will conform to federal, state, and local management regulations regarding solid waste and recycling.

<b>XX. WILDFIRE</b> If located in or near state responsibility areas or lands classified as very high hazard severity zones, would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				<b>X</b>
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?				<b>X</b>
c) Require the installation of 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.				<b>X</b>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of run-off, post-fire slope instability, or drainage changes?				<b>X</b>

Comments:

a.-d. There will be no impact as the proposed project will not substantially impair the City of Lompoc's Comprehensive Emergency Management Plan objectives. The proposed project is a small drive-through coffee shop, located in the urban core of the city with no risk of experiencing or exacerbating wildland fire impacts. The proposed project will not be located within or near state responsibility areas or lands classified as very high or high fire hazard severity zones as confirmed by the City of Lompoc 2030 General Plan Wildland Fire Hazard Areas map, adopted September 23, 2014.

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

<b>DETERMINATION:</b> On the basis of this initial evaluation:	
<b>X</b>	I find that the proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.
	I find that the proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.
	I find that the proposed project <b>MAY</b> 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 <b>ENVIRONMENTAL IMPACT REPORT</b> is required, but it must analyze <b>only the effects that remain to be addressed</b> .
	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 <b>NEGATIVE DECLARATION</b> , pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or <b>NEGATIVE DECLARATION</b> , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

2/5/2024  
Cherridah A. Weigel, Associate PlannerDate

2-7-24  
Brian Halvorson, AICP, Planning ManagerDate

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