COUNTY OF SANTA BARBARA

Planning and Development

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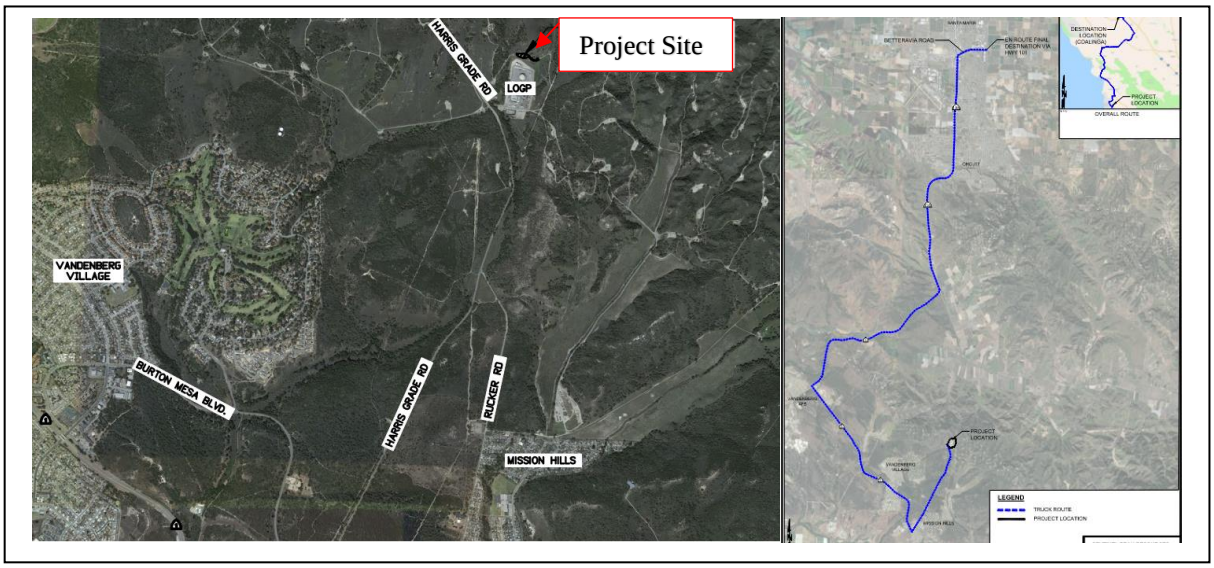
Draft Mitigated Negative Declaration

Sentinel Peak Resources Truck Rack Project
Case No. 22LUP-00000-00199
MND No. 24NGD-00001
February 2024



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1.0 REQUEST/PROJECT DESCRIPTION

1.1 REQUEST

Sentinel Peak Resources (SPR)(Applicant) is requesting approval of a Land Use Permit, County Case No. 22LUP-00000-00199, to install a crude oil truck loading rack and associated infrastructure within the state-designated Lompoc Oil Field in Lompoc, California. The purpose of the project is to transport crude oil production from the Lompoc Oil Field to the Coalinga Station in Coalinga, California, via an average of six, but up to 10 round-trip commercial tanker truck trips per day for up to 50 years, or until a pipeline becomes available, whichever is shorter. Trucking would be able to resume under the above project limits whenever the export pipeline is temporarily unavailable (due to maintenance or short-term issues), or permanently unavailable (due to decommissioning/abandonment). SPR is requesting the project due to the current unavailability of the Phillips 66 Line 300 crude oil export pipeline, which was historically used to export Lompoc Oil Field production to the Phillips 66 Santa Maria Refinery in San Luis Obispo, California until it ceased commercial oil transport in early 2023.

1.2 BACKGROUND

The Lompoc Oil Field was first commercially produced in 1903 by Union Oil Company of California, and is one of the oldest established oil fields in northern Santa Barbara County. The Lompoc Oil Field contains seven separate lease areas which traverse the oil field northwest to southeast, consisting of the Jesus Maria lease, the Arkley Fee lease, the Lompoc Fee lease, the Eefson lease, the Orcutt Fee lease, the La Purisima Lease, and the Hill lease respectively. Historic owners and operators of the oil field included Union Oil, Unocal, Nuevo Energy, Plains Exploration and Production Company (PXP), and Freeport-McMoRan Oil and Gas (Freeport). SPR acquired the oil field from Freeport in 2017. Operation and maintenance of the oil field continues to date under the ownership and operatorship of SPR. The Lompoc Oil Field also contains an oil dehydration plant and gas processing plant known as the Lompoc Oil and Gas Plant (LOGP), which is owned and operated by Freeport to process oil, gas, and wastewater from offshore Platform Irene and the Point Pedernales Pipeline. Although located within the Lompoc Oil Field, the LOGP as well as the Point Pedernales Pipeline and Platform Irene are associated with offshore oil and gas operations and are not part of SPR's onshore oil field operations.

Production from the Lompoc Oil Field has historically been transported off the field via the Phillips 66 Line 300 Pipeline, a common-carrier pipeline system. The Line 300 system connects to the Lompoc Oil Field, the LOGP, and other various oil fields and junction/pump stations throughout Santa Barbara County which ultimately connects to the Phillips 66 Santa Maria Refinery in San Luis Obispo County. Production from the Santa Maria Refinery ultimately connects to the Phillips 66 refinery in Rodeo, California. In August 2020, Phillips 66 announced that they would be converting their refinery into a renewable fuel plant (the Rodeo Renewed Project), and would be ceasing operation of the Santa Maria Refinery and associated feeder (midstream) pipelines and pump stations, including Line 300. Philips 66 ceased common carrier pipeline operations in January 2023, and has since cleaned and purged Line 300. The pipeline is still considered "active" per the federal Pipeline and Hazardous Materials Safety Administration (PHMSA) regulations. Active pipelines, even if purged and cleaned, are still subject to all state and federal safety regulations until they are formally abandoned (permanently removed from service). Restart of the Line 300 system is not expected by Phillips 66; however considering the active status of the line and its

importance to local crude oil transportation, it's reasonably foreseeable that another entity could purchase the system and restart the common carrier pipeline under new ownership/operatorship.

In April 2022, SPR submitted the current Land Use Permit application (Case No. 22LUP-00000-00199) to truck Lompoc Oil Field crude oil production to Coalinga in anticipation that Line 300 would no longer be available. SPR shut-in all active wells within the Lompoc Oil Field between December 27, 2022 and January 1, 2023. Shut-in activities included purging and degassing all oil production, water disposal, and gas lines, and filling them with fresh water and oxygen scavenger. SPR is not currently transporting production from the Lompoc Oil Field.

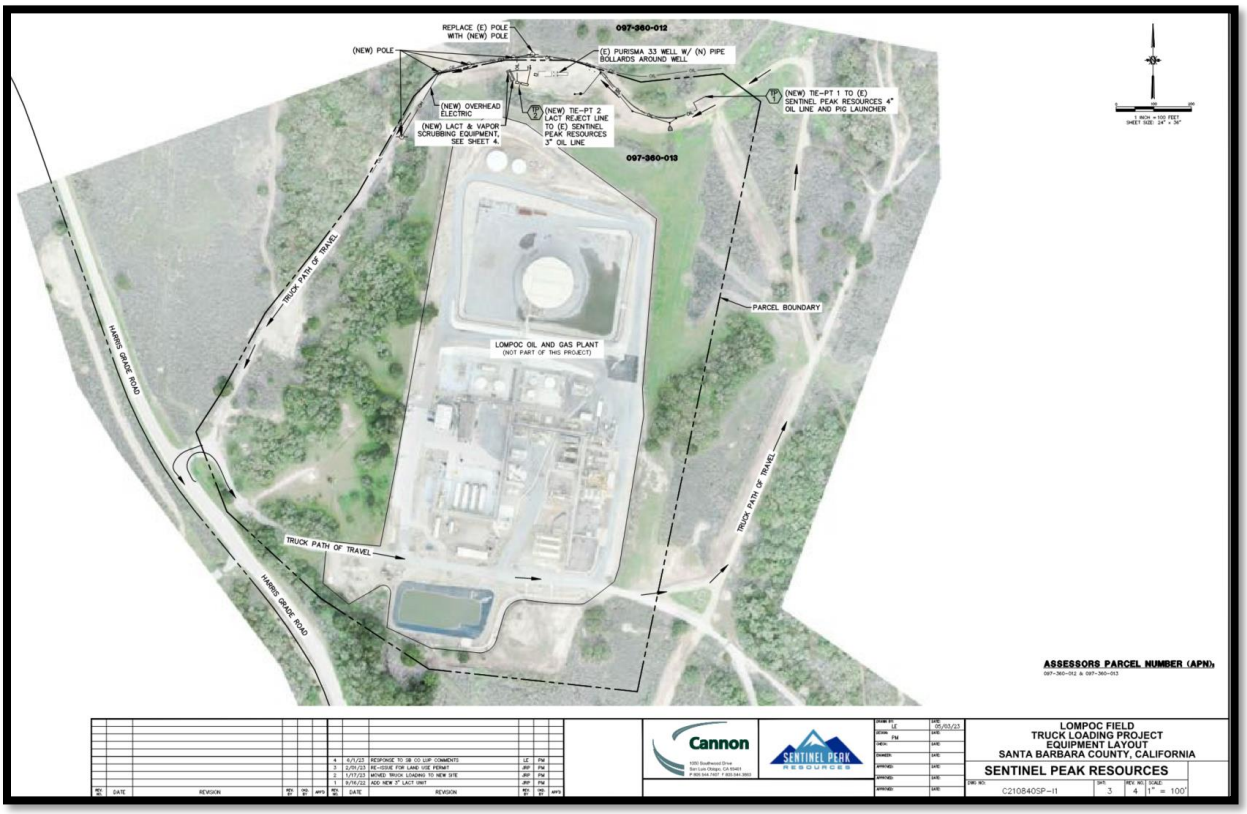
1.3 PROJECT DESCRIPTION

The major components of the proposed project are described below.

Truck Loading Rack

A truck loading rack and associated infrastructure would be constructed on an existing oil production pad known as Purisima 33, located immediately north of the LOGP within the south-central portion of the Lompoc Oil Field. Truck rack components would include a Lease Automatic Custody Transfer (LACT) unit and charge pumps, one truck loading rack (suitable to load one 160-barrel truck at a time), a hydrogen sulfide (H_2S) removal system, a volatile organic compound (VOC) removal system, an automatic shut-off valve, multiple H_2S and reactive organic compound monitors, and approximately 493 feet of new 4-inch aboveground oil line extension pipelines. The truck loading rack would encompass approximately 11,000 square feet of the Purisima 33 well pad, and bollards and safety rails would be installed around the wellhead of Purisima 33 to shield it from truck traffic (**see Figures 1.3-1 and 1.3-3**).

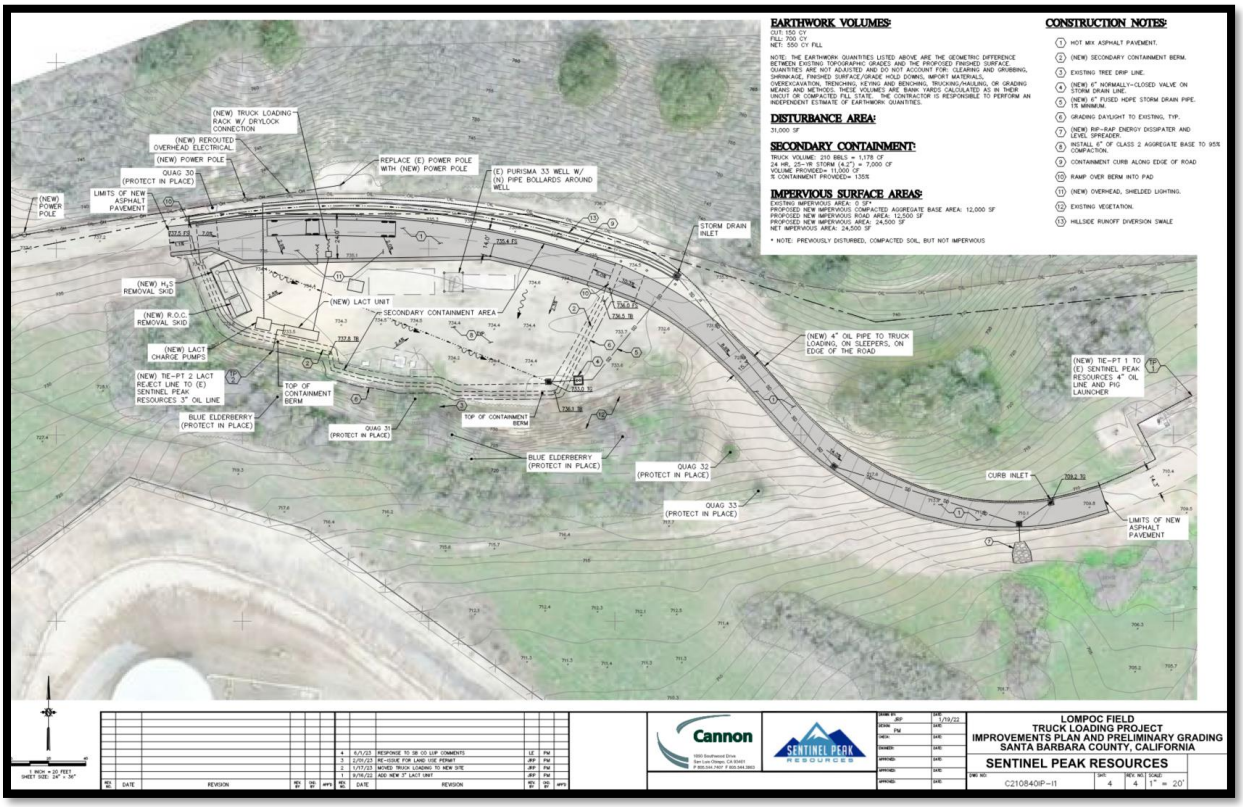
Figure 1.3-1. Truck Loading Rack Site Plan



Site Improvements and Secondary Containment

Site improvements would be installed for secondary containment and stormwater drainage, consisting of a new v-ditch drainage and asphalt-concrete containment berm to divert stormwater runoff around Purisima 33 to new onsite storm drain inlets. Impervious surfaces for secondary spill containment would encompass approximately 19,000 square feet, constructed on existing developed areas. The secondary containment basin would include a normally closed valve connected to a fused high density polyethylene (HDPE) storm drainpipe constructed under an existing oil field access road. The HDPE storm drainpipe would terminate into a rip-rap energy dissipater basin that would further direct stormwater flow into existing on-site drainage features located southeast of the Purisima 33 well pad (**see Figure 1.3-2**).

Figure 1.3-2. Truck Loading Rack Preliminary Grading Plan



Grading

Areas within the well pad supporting truck traffic (truck loading rack area and access roads) would be improved with asphalt and designed to encourage natural surface flows towards the southwest portion of the well pad. The total project disturbance area would comprise approximately 31,000 square feet, with approximately 24,500 square feet of new impervious surfaces. Grading would consist of scraping the top 6-inches of the existing Purisima 33 well pad and adding 6-inches of compacted aggregate base for impervious containment. Cut is estimated at 150 cubic yards and fill is estimated at 700 cubic yards, for an estimated net fill of approximately 550 cubic yards.

Power Re-routing

The project would require the removal and replacement of one onsite power pole and the installation of four new onsite power poles owned and operated by SPR. Power re-routing and truck clearance operations would require trimming various oak trees along the access roads to Purisima 33.

Schedule and Equipment

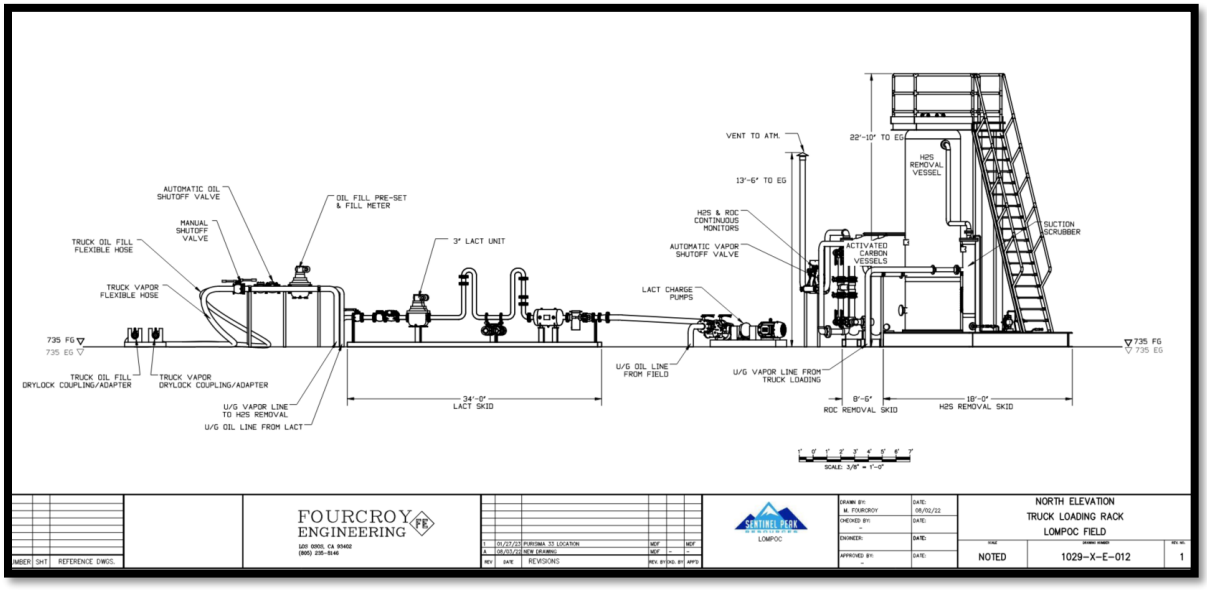
Project construction for the truck rack and associated infrastructure is expected to take three– six months. The project would require up to 10 additional workers during construction. Construction activities would occur five days per week for eight hour periods. Equipment would include a backhoe, loader, motor grader, elevating scraper, dump truck, crew trucks, welding truck, crane, cement mixer, paver, and roller. Equipment would be used for various timeframes throughout the construction period, ranging from one day (i.e. cement mixer, paver, roller and loader), two weeks (i.e. backhoe, motor grader, elevating scraper, and dump truck), to six months (i.e. crew trucks, welding truck, and crane). All construction equipment would be removed from the project site upon cessation of construction activities.

Trucking

SPR would contract with a designated trucking company / carrier to transport Lompoc Oil Field crude oil via standard 160-barrel crude oil tanker trucks. Trucks and carrier companies would meet all regulatory requirements and safety standards. Crude oil would be transported by cargo trucks designed to comply with U.S. Department of Transportation (DOT) 406 or DOT 407 specifications in 160 barrel (6,720 gallon) loads. Trucks would be designed according to construction requirements for cargo tank motor vehicles specifications outlined in the Code of Federal Regulations (CFR), 49 CFR 178,346 and 178,347. DOT 406/407 tanker trucks are constructed of stainless steel or aluminum steel capable of pressure up to 40 pounds per square inch absolute (psia).

Trucks would hook up to the loading rack via a dry lock hose connection. A 3-inch camlock hose would connect the truck vent to the H_2S and VOC removal system (**see Figure 1.3-3**). No increase in the throughput of oil, water, or gas would occur following the installation of the truck loading rack.

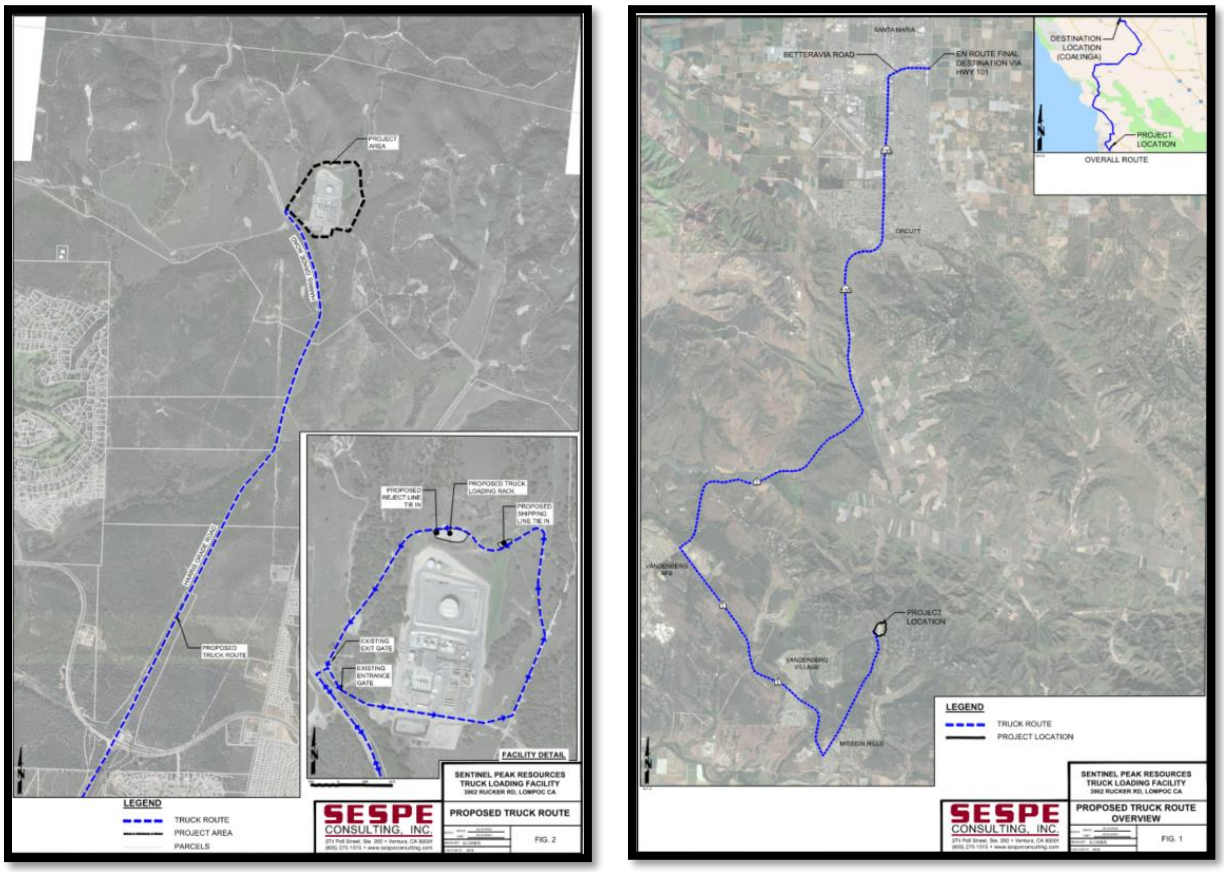
Figure 1.3-3. Truck Loading Rack Elevation Schematic



Trucks would enter the Lompoc Oil Field via controlled gates near the entrance to the LOGP facility off Harris Grade Road, and would follow a counterclockwise traffic pattern to exit the oil field. Approximately six (6) round-trip truck trips (12 one-way truck trips) would occur daily, and up to ten (10) maximum daily loads (20 one-way truck trips) would occur under special circumstances. Special circumstances may include but are not limited to shipping delays and disruptions, mechanical issues, and maintenance emergencies. Each truck load is two trips. The pumping system rate is approximately 13,000 gallons per hour, and the pumping rate at full operation would be approximately two truckloads per hours. Trucking would be restricted to a maximum of 2,000 truck trips annually for a maximum of 50 years, or until a pipeline becomes available, whichever is shorter. Trucking would be able to resume under the above project limits whenever the export pipeline is temporarily unavailable (due to maintenance or short-term issues), or permanently unavailable (due to decommissioning/abandonment).

The proposed truck route consists of: private LOGP and Lompoc Oil Field lease roads to Harris Grade Road, Harris Grade Road to Highway (Hwy) 1, Hwy 1 to Hwy 135, Hwy 135 to Betteravia Road, Betteravia Road to Hwy 101, Hwy 101 to Hwy 46, Hwy 46 to Hwy 41, Hwy 41 to Hwy 33, and Hwy 33 to Coalinga. The approximate trucking distance would be a total of 165 miles (**see Figure 1.3-4**).

Figure 1.3-4. Proposed Trucking Route



2.0 PROJECT LOCATION

The proposed truck loading rack and associated infrastructure would be located on assessor parcel numbers (APN) 097-360-012 and 097-360-013, located immediately north of the LOGP and accessed from 3602 Harris Grade Road in Lompoc, CA. The parcels are zoned for Agriculture (A-II-100) and Industrial (M-CR) use, and are located within the County's Third Supervisorial District. The trucking route would begin and end at 3602 Harris Grade Road, and travel along existing major roads and highways near and/or through the cities and communities of Lompoc, Vandenberg Space Force Base, Orcutt, Santa Maria, Nipomo, Arroyo Grande, Pismo Beach, San Luis Obispo, Atascadero, Templeton, Paso Robles, Shandon, Reef Station, Avenal, and Coalinga. The Coalinga Station is the designated crude oil unloading facility, located at 37509 Oil City Road in Coalinga, California. The Coalinga Station is a separate, existing oil refinery owned and operated by Crimson Midstream Services LLC.

2.1 Site Information	
Comprehensive Plan Designation	Rural; Agricultural; Open Land Use and dry pasture grazing, Minimum lot size of 100 acres
Zoning District, Ordinance	Countywide Land Use Development Code: APN 097-360-012: AG-II-100, Agriculture II APN 097-360-013: M-CR, Coastal-Related Industry
Site Size	APN 097-360-012: 2,243.82 acres APN 097-360-013: 39.51 acres Proposed project area: 0.71 acres
Present Use & Development	Current use is oil and gas operations in the state-designated Lompoc Oil Field
Surrounding Uses/Zoning	North: APN: 097-360-012 zoned AG-II-100. Open space, oil and gas operations, dry pasture grazing South: APN: 097-360-013 zoned M-CR. Lompoc Oil and Gas Plant, oil and gas operations East: APN: 097-360-012 zoned AG-II-100. Open space, oil and gas operations, dry pasture grazing West: APN: 097-360-012 zoned AG-II-100. Open space, oil and gas operations, dry pasture grazing, Harris Grade Road
Access	Entrance at controlled gates located at 3602 Harris Grade Road to private lease roads within the Lompoc Oil Field. No additional access or changes to the existing access roads are proposed.
Public Services	Water Supply: On-site water well Sewage: On-site septic system Fire: Station 34, 3510 Harris Grade Rd., Lompoc, CA 93436 Police: Santa Barbara County Sheriff's Office, Lompoc Station, 3500 Harris Grade Road, Lompoc CA 93436

3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL SETTING

The Lompoc Oil Field is a State-designated oil and natural gas production field following the northwest to southeast range of the Purisima Hills. The total productive oil and gas area of the field is approximately 2,350 acres and spans various APNs. The proposed truck loading rack would be installed on an existing well pad (Purisima 33) within APNs 097-360-012 and 097-360-013, located approximately 108 feet north of the LOGP and east of Harris Grade Road. The Purisima 33 well pad consists of an approximately 0.39 acre existing disturbed area, containing the Purisima 33 well head and associated structures. The surrounding project area includes open space and developed areas, existing paved and unpaved roads, production pads, and other oilfield infrastructure. Developed areas surrounding the project area are subject to regular use and are maintained by SPR and are generally free of vegetation. The proposed truck route consists of existing lease roads, paved local roads, and established highways. All areas along the proposed truck route are currently used for public and commercial transportation.

Climate

The project is located on the California Central Coast, and is characterized by a warm-summer Mediterranean-type climate, generally temperate with dry warm summers and summer fog. Mean daily temperature in the Lompoc Valley ranges from 43 – 70 degrees Fahrenheit. Temperatures do not fluctuate widely from day to night, or seasonally. Nearly all precipitation falls from Pacific Ocean storms that pass over the area from October to May, but mainly during the winter months. Based on 2021 data, annual precipitation in the area is approximately 11.19 inches. Wind blows predominantly from the west and northwest and to a lesser extent from the east and southeast. Wind speeds in the area average five miles per hour, with occasional gusts above 30 miles per hour.

Slope/Topography

Elevations of the Lompoc Oil Field range from around 400 feet on the west end of the field near Vandenberg Space Force Base, to 1,242 feet at the highest point of the summits of the Purisima Hills. The topography of the Purisima 33 well pad and proposed truck rack site lays on a generally flat terrace at approximately 735 feet above ground surface, with a downhill slope to the south towards the LOGP, and an uphill slope to the north. Along the proposed truck routes, topography increases north through the California Coast Ranges, then decreases into the flatter San Joaquin Valley.

Flora/Fauna

The Lompoc Oil Field is located within the Purisima Hills. The Purisima Hills generally contain five major plant communities which form mosaic patterns across rolling hills, including pine forest and Douglas-fir forest on north slopes, oak grassland on gentle slopes, chaparral on south slopes, and coastal sage scrub on clay and shale substrates. Coast live oak trees (*Quercus agrifolia*) are abundant within portions of the hills, and within the oil field. Common fauna of the area include badgers, bobcats, deer, mountain lions, packrats, snakes, and a variety of avian species.

At the proposed project site, special-status plant species occur in the vicinity of the Purisima 33 well pad and along the oil field access roads, consisting of coast live oak trees, La Purisima manzanita (*Arctostaphylos purissima*), blue elderberry (*Sambucus nigra*), Bishop pine (*Pinus muricata*), and black-flowered figwort (*Scrophularia atrata*). Special-status wildlife species also have the potential to occur within or near the project

site, including Blainville's horned lizard (*Phyrnosoma blainvillii*), Northern California legless lizard (*Anniella pulchra*), American badger (*Taxidea taxus*), desert woodrat (*Neotoma lepida*), and native nesting birds.

Along the proposed truck routes, two types of sensitive natural communities occur, including Central Maritime Chaparral within the Burton Mesa Ecological Preserve near Lompoc, and Southern California threespine stickleback streams in the vicinity of Orcutt, which is a habitat that supports the unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*). In addition to sensitive natural communities, various special-status species have been documented to occur, or have the potential to occur within a 500-foot buffer of the roads and highways, including sensitive plants, insects, fish, mammals, and avian species. Further detailed descriptions of the flora and fauna on the project site and proposed truck route are presented in Sections 4.4 (*Biological Resources*) and 4.9 (*Hazardous Materials*).

Archaeological Sites

No previously recorded archaeological or historic resources have been documented within the Purisima 33 well pad and proposed truck rack site, and no resources were identified during a 2023 field survey of the project area. Various previously identified archaeological and cultural resources have boundaries that overlap the proposed truck route's streets and highways. Additional details regarding archaeological sites and cultural resources for the project site and proposed truck route is included in Sections 4.5 (*Cultural Resources*) and 4.9 (*Hazardous Materials*).

Geology and Soils

The Lompoc Oil Field is developed on rolling hills, which are the surface expression of an anticlinal structure consisting of the adjacent Lompoc Anticline and the Purisima Anticline, offset from each other by faults. The Sisquoc Formation underlays the ground, followed by the oil-bearing Monterey Formation. Soils of the area are dominated by diatomaceous shale, sandstone, and mudstone. Site-specific soils include shaly loam and shaly clay loam, ranging from 9 to 15 percent slopes near the proposed truck rack area, and 15 - 75 percent slopes on the adjacent hillside to the north.

Surface Water Bodies

No surface water bodies, wetlands, or riparian areas exist within or near the proposed truck rack area. The closest water features to the project site are U.S. Fish and Wildlife Service (USFWS)-mapped ephemeral drainages located in adjacent canyons within the oil field. The proposed trucking route intersects numerous waterways at existing roadway and highway crossings. The majority of these surface features are unnamed ephemeral drainages that are anticipated to convey water for a short duration after significant rain events. Ephemeral waterways may include small tributaries of larger waterways, but also include ditches, drainages, and manmade features that do not connect to other waterways. The proposed trucking route also intersects larger intermittent streams that hold water during wet portions of the year, and perennial flows that hold water throughout the year. Further detailed descriptions of the water bodies intersecting the proposed truck route are presented in Sections 4.4 (*Biological Resources*) and 4.9 (*Hazardous Materials*).

Surrounding Land Uses

The Lompoc Oil Field is immediately surrounded by open space and rangelands. The Burton Mesa Ecological Reserve borders the oil field to the west and south, and consists of 5,368 acres between the Purisima Hills and the Santa Ynez Mountains. The reserve is owned by the California State Lands Commission and leased to the California Department of Fish and Wildlife (CDFW) for management, operation, and maintenance.

Populated places nearest to the oil field include the communities of Vandenberg Village and Mission Hills approximately 1.2 – 1.7 miles to the south of the project area respectively, Vandenberg Space Force Base approximately 5 miles to the west, and the community of Los Alamos approximately 8.5 miles to the east. Harris Grade Road, a public road, bisects the Lompoc Oil Field from north to south and parallels the project site. Land uses surrounding the proposed truck route include developed and disturbed areas associated with existing cities, agricultural lands, grazing lands, open grasslands and shrub lands, as well as limited woodlands and localized riparian and wetland corridors.

Existing Structures

The Lompoc Oil Field contains various well pads and associated infrastructure including oil and gas wells, flow lines, gathering lines, production separators, condensate storage equipment, gas/liquid separation vessels, freewater knockout vessels, and liquid production measurement units. Existing paved and unpaved access roads traverse the oil field. The proposed truck loading rack area contains the existing Purisima 33 well head and associated structures.

3.2 ENVIRONMENTAL BASELINE

To decide whether a project's environmental effects are likely to be Significant and Unavoidable, Significant but Mitigable, Insignificant, or have No Impact or a Beneficial Impact under CEQA (described in Section 4.0), the County uses a measure of the environment's state absent the proposed project, referred to as the "baseline" for environmental analysis. CEQA documents typically evaluate the potential physical changes to the environment by comparing existing physical conditions with the physical conditions that are predicted to exist with the implementation of the proposed project. The difference between the two sets of conditions is the relevant physical change to the environment. After a project's predicted environmental effects have been quantified, a CEQA Lead Agency can determine whether those effects are Significant and Unavoidable, Significant but Mitigable, Insignificant, or have No Impact or a Beneficial Impact. Generally, the baseline conditions are described as they exist at the time the environmental analysis is commenced. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, existing conditions may be defined by referencing historic conditions, or conditions expected when the project becomes operational, or both, as supported by substantial evidence (CEQA Guidelines 15125).

The environmental baseline for the proposed project consists of the physical environmental conditions as described in Section 3.0 above. In addition to these on-the-ground conditions, the environmental baseline also includes a historic operational period for oil and gas activities that occurred by SPR between 2019 and 2021. The average crude oil exportation rate from the Lompoc Oil Field to the Phillips 66 Line 300 pipeline system for these three years was approximately 658 barrels per day. This historic period was used to reflect an established level of use for the site for operational issue areas in this document, such as greenhouse gasses, air quality, and hazardous materials and risk of upset. The 2023 shut-in of the Lompoc Oil Field due to the decommissioning of the L300 Pipeline system has halted this historic production, and does not reflect an established use level for the site, which is normally an active oil field. Adjustment of the baseline to account for historic operations is appropriate as SPR and prior operators have produced from the Lompoc Oil Field for approximately 120 years. The historic crude oil production rate for the Lompoc Oil Field from 2019 through 2021 is provided in **Table 3.2-1** below. Further, although Phillips 66 has ceased commercial operation of the Line 300 system and is not expected to restart the pipeline, it is still considered an "active" pipeline, as it has

not been formally decommissioned and abandoned. Considering the active status of the line and its importance to local crude oil transportation, it's reasonably foreseeable that the Line 300 pipeline system could restart under new ownership/operatorship and continue to transport crude oil from the Lompoc Oil Field, as well as from various existing operators throughout Santa Barbara County.

Table 3.2-1. Average daily oil production from the Lompoc Oil Field to Phillips 66 L300

YEAR	OIL PRODUCTION (BBLS/DAY)
2019	718
2020	603
2021	654
TOTAL AVERAGE	**658**

Source: Phillips 66 Oil Movement Reports provided to the County's Systems Safety & Reliability Review Committee (SSRRC)

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is defined as follows:

Potentially Significant and Unavoidable Impact: A fair argument can be made, based on the substantial evidence in the file, that an effect may be significant.

Significant but Mitigable: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to an Insignificant Impact.

Insignificant Impact: An impact is considered adverse but does not trigger a significance threshold.

No Impact: There is adequate support that the referenced information sources show that the impact simply does not apply to the subject project.

Beneficial Impact: There is a beneficial effect on the environment resulting from the project.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document addresses this issue adequately for use in the current case and is summarized in the discussion below. The discussion should include reference to the previous documents, a citation of the page(s) where the information is found, and identification of mitigation measures incorporated from the previous documents.

4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?			X		
b. Change to the visual character of an area?			X		
c. Glare or night lighting which may affect adjoining areas?			X		
d. Visually incompatible structures?			X		

Existing Setting: The proposed truck rack would be located within SPR-controlled areas of the Lompoc Oil Field, accessed by controlled gates at 3602 Harris Grade Road. The project site is within a rural area bisected by Harris Grade Road, and bound on all sides by existing oil and gas operations, open space, and agricultural land. The closest public road intersection to the project site is Harris Grade Road and Rucker Road, approximately 1.0 miles to the south. The closest landmark to the project site is the Mission Club golf course adjacent to Vandenberg Village, approximately 1.45 miles to the southwest. Public views in the project area are dominated by the Purisima Hills, either traveling by vehicle along Harris Grade Road, or via pedestrian walking and hiking in the Burton Mesa Ecological Reserve. Public views of the Lompoc Oil Field are limited to these viewpoints along Harris Grade Road, and certain areas of the Burton Mesa Ecological Reserve. As shown in **Figures 4.1-1** and **4.1-2** below, the Purisima 33 well pad and the proposed truck loading rack area would not be visible from public view sheds.

Figure 4.1-1. View of the entrance to the Lompoc Oil Field and the LOGP from 3602 Harris Grade Road, looking northeast. Photo taken from Google Maps based off 2023 aerial imagery.

Figure 4.1-2. View of the entrance to the Lompoc Oil Field and the LOGP from 3602 Harris Grade Road, looking southeast. Photo taken from Google Maps based off 2023 aerial imagery.

County Environmental Thresholds: The County's Visual Aesthetics Impact Guidelines classify coastal and mountainous areas, the urban fringe, and travel corridors as "especially important" visual resources. A project may have the potential to create a significantly adverse aesthetic impact (among other potential effects) if it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The guidelines address public, not private views.

Impact Discussion: *Insignificant Impact (a-d).* A new truck loading rack and associated infrastructure would be constructed on a previously disturbed, existing well pad within the Lompoc Oil Field. The area

surrounding the proposed construction site is used for existing oil and gas operations associated with the operation of Purisima Well 33, and further south, the operation of the LOGP. The project area is not near a designated scenic highway or corridor. No truck rack components, including structures, lighting, or grading would be visible from any public viewing place, such as roads, highways, railroad, public and other open spaces, trails, beaches, or other recreation areas. Construction of the truck rack and associated infrastructure would not remove significant amounts of vegetation, nor would it adversely alter the character of the landscape or topography. Minimal lighting would be installed at the truck loading area around equipment; however, the Purisima 33 well pad and the Lompoc Oil Field have existing lighting. The addition of minimal lighting from the proposed project would not affect the overall lighting impacts from the existing facilities.

During proposed trucking operations, an average of six truck loads would travel public highways to and from the Lompoc Oil Field to the Coalinga Station per day. Occasionally, there may be a need to have 10 truckloads a day. Moving trucks along existing roads and highways with similar vehicle types would not obstruct scenic vistas or public views, would not change the visual character of the area, and would not significantly increase glare or night lighting. Therefore, impacts to aesthetics/visual resources would be insignificant.

Cumulative Impacts: The implementation of the project is not anticipated to result in any substantial change in the aesthetic character of the area since oil and gas operations and commercial trucking operations are visually compatible with the surrounding area. Thus, the project would not cause a cumulatively considerable effect on aesthetics.

Mitigation and Residual Impact: Impacts are insignificant. No mitigations are necessary and no residual impacts would occur.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	Poten. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?			X		
b. An effect upon any unique or other farmland of State or Local Importance?			X		

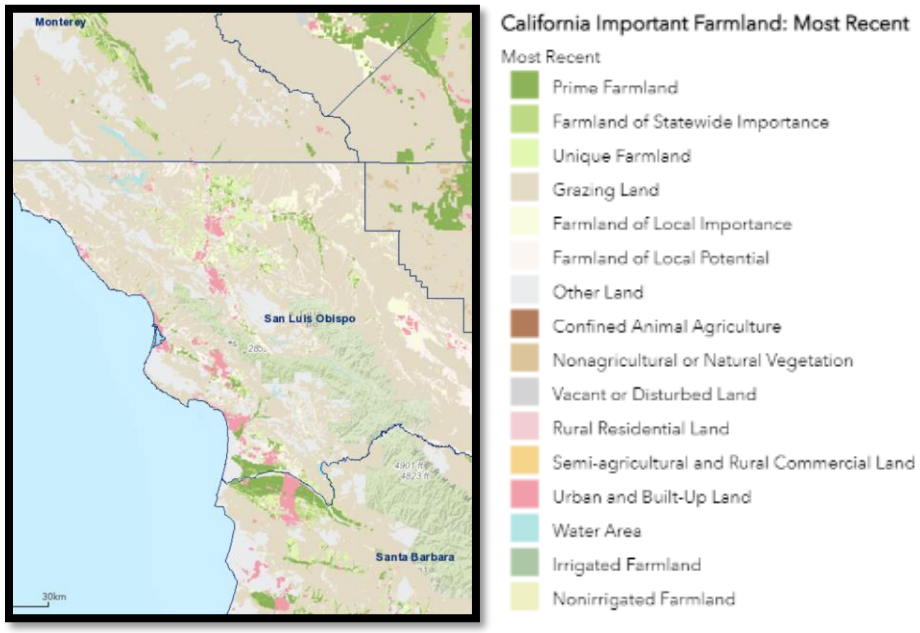
Existing Setting: Agricultural lands play a critical economic and environmental role in Santa Barbara County. Agriculture continues to be Santa Barbara County's major producing industry with a gross production value of over $1.6 billion (Santa Barbara County Agricultural Production Report, 2019). In addition to the creation of food, jobs, and economic value, farmland provides valuable open space and maintains the County's rural character.

The proposed truck loading rack and associated infrastructure would be located on land zoned for agriculture (AG-II-100, APN 097-360-013) and coastal-related industrial use (M-CR, APN 097-360-013). Per the California Department of Conservation's Important Farmland Finder, the project area is designated as

grazing land (see **Figure 4.2-1**). The project site does not contain any Prime Farmland, or other areas identified as Farmland of State of Local Importance by the State Farmland Mapping and Monitoring Program, nor is land under Williamson Act (California Land Conservation Act of 1965) contract.

The proposed truck route would be contained to existing roads and highways, adjacent to a majority of grazing land, urban and built-up land around cities and towns, and patches of Prime Farmland and Farmland of Statewide Importance between larger areas. The patches of Prime Farmland and Farmland of Statewide Importance are generally limited to areas near Nipomo, between Avila Beach and San Luis Obispo, between Paso Robles and Shandon, and between the Kettleman Hills and Coalinga (see **Figure 4.2-1**).

Figure 4.2-1 Regional mapped Important Farmland



Source: California Department of Conservation. California Important Farmland Finder

County Environmental Thresholds: The County's Environmental Thresholds and Guidelines Manual (County of Santa Barbara 2021) Section 4 "*Agricultural Resource Guidelines*" provides a methodology for evaluating agricultural resources. These guidelines use a weighted point system as a preliminary screening tool for determining significance. If the tabulated points total 60 or more, a parcel is considered viable for the purposes of analysis. The project would be considered to have a potentially significant impact if the division of land of a viable parcel would result in parcels that did not either score over 60 in themselves, or resulted in a score with a significantly lower score than the existing parcel. Any loss or impairment of agricultural resources identified using the point system could constitute a potentially significant impact and warrants additional site specific analysis.

Impact Discussion: *Insignificant Impact (a -b).* No agricultural resources would be disturbed as part of the construction or operation of the truck rack and associated infrastructure. As stated above, the truck loading rack site does not contain any Prime Farmland, or other areas identified as Farmland of State of Local Importance by the State Farmland Mapping and Monitoring Program, or have land under Williamson

Act contract. Construction and operation of the truck rack would not result in the loss or conversation of forest land, or conversion of any farmland. Construction would be limited to previously disturbed areas and existing access roads within the Lompoc Oil Field.

During trucking operations, if a trucking accident and oil spill were to occur in an area adjacent to important agricultural land, there could be impacts to agricultural resources. The annual probability of a spill of five gallons or more of oil has been estimated to be once in 192 years for tanker trucks under the proposed project (see Section 4.9). This assumes no mitigation or avoidance and minimization measures. With Mitigation Measure **RISK-01 Truck Hazard Mitigation Plan,** the annual probability of a spill of five gallons or more would decrease to once in 239 years. Based upon spill modeling described in Section 4.9, in the most likely scenarios, the maximum extent of an oil spill from a full tanker truck would extend less than 0.25 acres (11,000 square feet), and would be confined to approximately 500 feet of the road surface. If spilled oil were to reach adjacent agricultural lands, the spill size would likely be smaller due to vegetation limiting the spread of oil (e.g. grassland in grazing lands). Grazing lands also tend to be large areas with grazing operations spread out among the land; an oil spill in these areas would have limited impacts on grazing operations. Oil spills that may impact row crops could spread further through cleared dirt and human-made crop ditches. Spills in these areas would spread similar to oil on the road surface; however, they would be limited to approximately 0.25 acres based on the spill modeling discussed above. Cleanup activities from potential oil spills could also impact agricultural areas, but would be localized, and would not likely impact an entire agriculture operation. Cleanup activities would generally involve the removal of affected soils and the import of clean soils. If an oil spill from a tanker truck impacted agricultural land, impacts would be short-term and would not affect long-term viability of the affected area or agricultural use, and are therefore insignificant.

Cumulative Impacts: The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant issue constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the threshold of significance for agricultural resources. Therefore, the project's contribution to the regionally significant loss of agricultural resources is not considerable, and its cumulative effect on regional agriculture is insignificant.

Mitigation and Residual Impact: See Mitigation Measure **RISK-1 Truck Hazard Mitigation Plan** in Section 4.9 for a description of mitigation measures designed to reduce the likelihood of a trucking accident that could impact agricultural resources. With the incorporation of these measures, residual impacts would insignificant.

References:

California Department of Conservation. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed November 2023.

4.3 AIR QUALITY

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?			X		
b. The creation of objectionable smoke, ash or odors?			X		
c. Extensive dust generation?			X		

Existing Setting: The Santa Barbara County Air Pollution Control District (APCD) provides oversight on compliance with air quality standards within the County, and is responsible for the preparation of the County's Clean Air Plan. Santa Barbara County is part of the Central South Coast Air Basin, which also includes Ventura and San Luis Obispo Counties. Ambient air quality within the basin in generally good. However, the basin periodically experiences atmospheric temperature inversion layers, generally between May and October, which tend to prevent the rapid dispersion of pollutants. Presently, Santa Barbara County is in attainment of the California Ambient Air Quality Standards (CAAQS) for nitrogen dioxide (NO_2), sulfur dioxide (SO_2), carbon monoxide (CO), sulphates ($SO_{4,2}$), hydrogen sulfide (H_2S), and lead (Pb). The County is in nonattainment of the CAAQS for ozone (O3, 8-hour) and particulate matter PM10, and is considered unclassified for PM2.5. The major sources of ozone precursor emissions in the County are motor vehicles and marine vessels, the petroleum industry, and solvent use. Sources of particulate matter include mineral quarries, grading, demolition, agriculture tilling, road dust, and vehicle exhaust.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) identified the following groups who are most likely to be affected by air pollution, known as sensitive receptors: children under 14 years of age; elderly over 65 years of age; athletes; and people with cardiovascular and chronic respiratory diseases. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. There are no sensitive receptors near the Lompoc Oil Field. The closest receptors are located within the communities of Vandenberg Village and Mission Hills, approximately 1.2 miles and 1.7 miles from the project site, respectively.

The site is an existing oil and gas well pad and surrounding oil field that produces operational air emissions. Baseline air emissions were calculated from 2019 through 2021 for ozone, CO, NO_2, PM_{10}, and $PM_{2.5}$, and are detailed in the Applicant's *Air Quality Impact Analysis,* prepared by Trinity Consultants dated June 2023, which was reviewed by the APCD (Attachment 1). The analysis is intended to provide a reasonable worst-case

scenario of potential emissions resulting from the proposed project (truck loading rack and trucking). Data shows that from 2019 through 2021, the proposed project area:

- Did not exceed the State 1-hour average ambient ozone standard or the Federal and State 8-hour average ambient ozone standards;
- Did exceed California ambient air quality standards for particulate matter for PM_{10}, but did not exceed the national ambient air quality standard for PM_{10} and $PM_{2.5}$;
- Did not exceed State or Federal NO_2 standards;
- Has historical data showing that CO has been below the California Ambient Air Quality Standards and National Ambient Air Quality Standards;
- Has stabilized suspended lead levels well below ambient standards, and is expected to further decline; and
- Has many volatile compounds found in oil and gas (e.g. ethane and longer chain hydrocarbons) with typical petroleum and gasoline odors.

County Environmental Thresholds: Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual addresses air quality. No thresholds have been established for short-term impacts associated with construction activities. However, the Final 2019 Ozone Air Plan (APCD 2019) and the Thresholds and Guidelines Manual require that PM_{10} impacts from construction dust emissions be discussed in an Air Quality Impact Analysis, and that standard mitigation measures be implemented. In addition, the County's Grading Ordinance (Santa Barbara County Code Chapter 14) requires that standard dust control conditions be implemented for all projects involving grading activities. Further, the APCD requires construction projects that emit more than 25 tons of any pollutant per year (except carbon monoxide) to obtain emission offsets under Rule 804, and would consider these emissions to be significant under CEQA.

Long-term/operational emissions thresholds have been established by the County to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, and chemical or industrial processing operations that release pollutants). The thresholds provide that a proposed project would not have a significant impact on air quality if the project would:

- Emit (from all project sources, mobile and stationary), less than the daily trigger for offsets for any pollutant (currently 240 pounds per day for nitrogen oxides [NOx] and reactive organic compounds [ROC], and 80 pounds per day for PM_{10});
- Emit less than 25 pounds per day of NOx or ROC from motor vehicle trips only;
- Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not allow land uses that create objectionable odors or expose sensitive receptors to objectionable odors;
- Be consistent with the adopted Federal and State Air Quality Plans; and
- Not exceed the APCD health risk public notification thresholds adopted by the APCD Board (i.e. ten in a million cancer risk and an acute and chronic hazard indices of one).

In most circumstances, APCD recommends that for the purposes of CEQA, a Health Risk Assessment be completed for certain projects that evaluates the post-project risk from the entire stationary source, not just the incremental risk from the proposed project. However, in cases where a project is currently in the CARB's AB 2588 Air Toxics "Hot Spots" Program (which requires stationary sources to report on substances routinely released into the air), and undergoes an extensive evaluation of risk at the stationary source level, the APCD allows a project-level risk analysis to be conducted. In this case, the project-level incremental risk must be less than 10 percent of the applicable stationary source health risk thresholds. The significant risk threshold for this analysis is ten in a million for cancer risk, and 1.0 for acute and chronic non-cancer risks.

Impact Discussion: *Insignificant impact (a-c).* The proposed project would create air emissions during both construction and operation from mobile sources and fugitive sources, as discussed below. Project construction and operations would also generate greenhouse gas emissions (GHG). See Section 4.3b for a discussion of GHG and potential GHG impacts.

Construction Impacts - During construction, the project would produce the following criteria pollutant emissions: ROC, CO, NO_x, SO_x, PM_{10} and $PM_{2.5}$, and carbon dioxide equivalences (CO_{2e}). Emissions from construction activities are relatively short-term (three to six months), and would not have lasting impacts on air quality. **Table 4.3-1** presents the short-term construction emissions for the proposed project.

Table 4.3-1 Estimated Project Construction Emissions

Year	Total Emissions						
	ROC (tons/yr)	**CO** (tons/yr)	**NOx** (tons/yr)	**SOx** (tons/yr)	**PM_{10}** (tons/yr)	**$PM_{2.5}$** (tons/yr)	**CO_2e** (MT/yr)
2023	0.08	0.53	0.70	0.002	0.03	0.03	169.46

Definitions:

CO =	carbon monoxide	ROC =	reactive organic compound
NOx=	nitrogen oxide	SOx =	sulfur oxide
PM_{10} =	particulate matter of 10 microns	CO_2e =	carbon dioxide equivalent
$PM_{2.5}$ =	particulate matter of less than 2.5 microns	MT =	metric ton

Source: Trinity Consultants Air Quality Impact Analysis, 2023

As shown in the table above, the short-term construction emissions would not exceed the County's significance thresholds for nitrogen NOx, PM10, or CO_{2e}. Standard County and APCD Mitigation Measure **Air-01 Dust Control** is required for all projects involving earthmoving activities regardless of project size or duration, and would require various dust control components be implemented at all times during construction. In addition, standard County and APCD Mitigation Measure **Air-02 Diesel-Powered Equipment** would require all applicable diesel-powered equipment to be registered with the State's Portable Equipment Registration Program, or would require the Applicant to obtain an APCD permit prior to use. Idling of diesel-powered construction equipment and trucks during loading would be limited to five minutes maximum. With the implementation of these mitigation measures, construction emissions would remain insignificant.

Operational Impacts - Project operations would generate air pollutant emissions from stationary source fugitive emissions (truck rack operations) and from mobile sources (truck trips). Stationary sources would generate fugitive emissions, and mobile sources would generate exhaust emissions, and fugitive dust from

travel on roadways. **Table 4.3-2** presents the long term operational emissions from the proposed project, based on maximum proposed operations, including the potential for fugitive leaks.

Table 4.3-2 Estimated Project Operational Emissions

Activity	Total Emissions						
	ROC	CO	NOx	SOx	PM_{10}	$PM_{2.5}$	CO_2e
	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(MT/yr)
Mobile Tankers	0.08	0.45	7.05	0.10	0.62	0.29	980.01
Stationary Equipment - Fugitives	7.05	-	-	-	-	-	10.80
Paved Roads Fugitive Dust Emissions	-	-	-	-	13.98	3.43	-
Unpaved Roads Fugitive Dust Emissions	-	-	-	-	10.39	1.04	-
Indirect Electricity	-	-	-	-	-	-	8.51
Peak Year Total	**7.13**	**0.45**	**7.05**	**0.10**	**24.99**	**4.76**	**999.32**
Significance Thresholds	55	NA	55	NA	80	NA	1,000
Significant?	No	No	No	No	No	No	No
Mobile Exhaust Only Significance Threshold	25	NA	25	NA	NA	NA	NA
Significant?	No	No	No	No	No	No	No

Definitions:

CO =	carbon monoxide	ROC =	reactive organic compound
NOx=	nitrogen oxide	SOx =	sulfur oxide
PM_{10} =	particulate matter of 10 microns	CO_2e =	carbon dioxide equivalent
$PM_{2.5}$ =	particulate matter of less than 2.5 microns	MT =	metric ton
		lbs =	pounds

Source: Trinity Consultants Air Quality Impact Analysis, 2023

As shown in the table above, the long-term operational emissions from the proposed project would not exceed the County's nor the APCD's significance thresholds for NO_x, ROC, PM_{10} and CO_{2e}. Therefore, no mitigation is required.

Odor Impacts - Odor thresholds are defined as the point at which a person can detect the substance by smell. Odor annoyance levels are at higher concentrations than detection concentrations. As the project would construct a truck loading rack and associated infrastructure at an existing oilfield, the project would not introduce new odors, or odors in higher concentrations than baseline conditions. Therefore, odors from the proposed project are not expected to significantly impact receptors, and would be insignificant.

Health Risk Impacts - The Lompoc Oil Field is currently in the CARB AB 2588 "Hot Spots" program, therefore a project-level risk analysis was conducted. The Health Risk Assessment, included in the *Air Quality Impact Analysis* (Trinity Consultants 2023), analyzed four toxic substances to human health that would be produced from the proposed project, including di methoxy propanol (DPM), benzene, hexane, and H_2S. Toxic substances would be produced from the proposed truck loading rack, the associated H_2S removal system and LACT unit, and from truck travel. **Table 4.3-3** illustrates the estimated project emissions for these substances.

Table 4.3-3 Estimated Project-produced Toxic Substances and Emissions

Source	AERMOD ID	Pollutant	Annual Emissions (lb/yr)	Hourly Emissions (lb/hr)
Truck Travel	TTRAVEL	DPM	0.057	0
LACT	VOL1	Benzene	8.63E-03	9.86E-07
		Hexane	8.55E-01	9.76E-05
		H2S	6.48E-02	7.40E-06
Loading Rack	VOL2	Benzene	2.52	2.50E-03
		Hexane	249.1	2.48E-01
		H2S	3.00E-02	2.97E-05
Sulfatreat	VOL3	Benzene	8.63E-03	9.86E-07
		Hexane	8.55E-01	9.76E-05
		H2S	1.62E-04	1.85E-08

Source: Trinity Consultants Air Quality Impact Analysis, 2023

The results of the Health Risk Assessment demonstrate that:

- The cancer health risk impacts would not exceed the significance threshold for maximally exposed individual workers or nearby residents;
- The chronic non-cancer health risk impacts would not exceed the significance threshold for the maximally exposed individual worker or nearby residents;
- The acute non-cancer health risk impacts would not exceed the significance threshold for the maximally exposed individual worker or nearby residents; and
- The 8-hour chronic non-cancer health risk impacts would not exceed the significant threshold for the maximally exposed individual worker.

The potential carcinogenic risk from the project is below the incremental project significant level of ten in a million cancer risk, and the hazard index for the potential chronic and acute non-cancer risks from the project are also below the incremental project significance level of 1.0. Therefore, health risks impacts from the proposed project are insignificant.

Cumulative Impacts: The Air Quality Impact Analysis also considered impacts of the proposed project in conjunction with the impacts of other projects previously proposed in the regional area. This data is useful in assisting the APCD in demonstrating attainment of Federal 1-hour Ozone Standards. **Table 4.3-4** provides a comparative look at the proposed project impacts to the South Coast Air Basin Emissions Inventory and the Santa Barbara County portion of the South Central Coast Air Basin.

Table 4.3-4 Project Emissions Relative to 2017 Emission Inventory for South Central Coast Air Basin

Emission Sources	Carbon Monoxide Tons/Year	Reactive Organic Gases Tons/Year	Nitrogen Oxides Tons/Year	Sulfur Oxides Tons/Year	Particulate Matter (PM_{10}) Tons/Year	Particulate Matter ($PM_{2.5}$) Tons/Year
Santa Barbara County (South Central Coast Air Basin Portion)	161,826	50,516	26,792	1,686	18,494	2,460
South Central Coast Air Basin	518,367	122,318	25,611	4,784	60,648	42,913
Proposed Project	0.05	0.72	0.70	0.01	2.50	0.48
Proposed Project's percent of Santa Barbara County	0.00003%	0.0014%	0.0026%	0.0006%	0.0135%	0.0195%
Proposed Project's percent of South Central Coast Air Basin	0.00001%	0.0005%	0.0027%	0.0002%	0.0041%	0.0011%

As shown in the table above, the proposed project would not pose a significant increase to basin emissions; basin emissions would be essentially the same with the implementation of the proposed project. The proposed project has been found not to exceed the significance criteria for air quality. Therefore, the project's contribution to regionally significant air pollutant emissions is not cumulatively considerable, and its cumulative effect is insignificant.

Mitigation and Residual Impact: The following mitigation measures would maintain the project's air quality impacts at an insignificant level:

Air-01 **Dust Control**. The Owner/Applicant shall comply with the following dust control components at all times including weekends and holidays:

a. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.
b. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease.
c. Wet down the construction area after work is completed for the day, and whenever wind exceeds 15 mph.
d. When wind exceeds 15 mph, have site watered at least once each day including weekends and/or holidays.
e. Order increased watering as necessary to prevent transport of dust off-site.
f. If the site is graded and left undeveloped for over four weeks, the Owner/Applicant shall immediately: (i) Seed and water to re-vegetate graded areas; and/or (ii) Spread soil binders; and/or; (iii) Employ any other method(s) deemed appropriate by P&D or APCD.

PLAN REQUIREMENTS: These dust control requirements shall be noted on project grading plans.

PRE-CONSTRUCTION REQUIREMENTS: The Owner/Applicant shall provide P&D monitoring staff and APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to:

a. Assure all dust control requirements are complied with including those covering weekends and holidays.
b. Order increased watering as necessary to prevent transport of dust offsite.
c. Attend the pre-construction meeting.

TIMING: The dust monitor shall be designated prior to the issuance of the Land Use Permit. The dust control components apply throughout construction.

MONITORING: P&D processing planner shall ensure measures are on plans. P&D compliance staff may spot check in the field. APCD inspectors shall respond to nuisance complaints.

Air-02 **Diesel-Powered Vehicles.** The Owner/Applicant shall register all non-exempt portable diesel-powered construction equipment with the State's Portable Equipment Registration Program, or shall obtain an APCD permit. Fleet owners of mobile construction equipment are subject to the California Air Resource Board Regulation for in-use off-road diesel vehicles (Title 13 California Code of

Regulations, Chapter 9 Section 2449), the purpose of which is to reduce diesel particulate matter and criteria pollutant emissions from existing off-road diesel-fueled vehicles. All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading shall be limited to five minutes, and electric auxiliary power units shall be used whenever possible.

PLAN REQUIREMENTS: These dust control requirements shall be noted on project grading plans.

TIMING: Diesel-powered equipment shall be registered or an APCD permit obtained prior to the start of construction. Idling components apply throughout construction and operation.

MONITORING: P&D processing planner shall ensure measures are on plans. P&D compliance staff may spot check in the field. APCD inspectors shall respond to nuisance complaints.

References:

Santa Barbara County Air Pollution Control District (APCD) 2019. 2019 Final Ozone Plan. December

Trinity Consultants, 2023. Air Quality Impact Analysis for Sentinel Peak Resources, Lompoc, CA. June

4.3b AIR QUALITY - GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions - Will the project:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
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		

Existing Setting: GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). These gases create a blanket around the earth that allows light to pass through, but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as “the greenhouse effect,” human activities have accelerated the generation of GHG emissions above pre-industrial levels. The overabundance of GHG in the atmosphere has led to a warming of the earth and has the potential to substantially change the earth’s climate system. More frequent and intense weather and climate-related events are expected to continue, and damage infrastructure, ecosystems, and social systems across the United States. California’s Central Coast, including Santa Barbara County, will be affected by changes in precipitation patterns, reduced foggy days, increased extreme heat days, exacerbated drought and wildfire conditions, and acceleration of sea level rise leading to increased coastal flooding and erosion. The largest sources of GHG emissions in the United States are from fossil fuel combustion for electricity production (35%), transportation (36.5%), industry (27%), and commercial and residential end users (17-19%, respectively). The energy sector accounts for 84% of total emissions, followed by agricultural

processes (8%), industrial processes (5.5%), and waste management sources (2%). In Santa Barbara County, the transportation sector produces 38% of the total emissions, followed by building energy (28%), agriculture (14%), off-road equipment (11%), and solid waste (9%) sectors (County of Santa Barbara Long Range Planning Division 2018).

Climate change under CEQA differs from most other types of impacts in that, by definition, it is only examined as a cumulative impact that results not from any one project's GHG emissions, but rather from GHG emissions generated globally over many decades by a vast number of different sources. Therefore, analysis of a project's GHG emissions under CEQA focuses solely on the incremental contribution of estimated project emissions to climate change. A CEQA lead agency may determine that a project's incremental contribution to an existing cumulatively significant issue, such as climate change, is not significant based on supporting facts and analysis (§15130(a)(2)). CEQA Guidelines direct that a project's contribution to a significant cumulative impact will be rendered less than significant if the project is required to implement or fund its fair share of mitigation measures designed to alleviate the cumulative impact (§15130(a)(3)). Such determinations must be based on analysis in the environmental document with substantial evidence to demonstrate that mitigation required of a project represents the project's "fair-share" contribution towards alleviating the cumulative impact.

County Environmental Thresholds: In January 2021, the County adopted Interim Thresholds based on the County's 2030 GHG target of 50 percent below 2007 levels. However, the Interim Thresholds only apply to land use projects that do not contain industrial stationary sources of GHG. For GHG emissions from industrial stationary source facilities, such as oil and gas production, all projects are subject to a bright-line threshold of 1,000 $MTCO_2e$/year to determine if GHG emissions constitute a significant cumulative impact. Annual GHG emissions that are equivalent to or exceed the threshold are determined to have a significant cumulative impact on global climate change unless mitigated. The threshold applies to the following GHGs, per the California Health and Safety Code §38505(g), and any other gas that CARB recognizes as a GHG in the future: CO_2, CH_4, N_2O, HFC, PFC, SF6, and NF3. The County recognizes that environmental documents will primarily focus on the first three chemicals (CO_2, CH_4, N_2O), because the latter four are unlikely candidates to be associated with projects subject to this threshold. The threshold applies to both direct and indirect emissions of GHG, where protocols to support calculation of such emissions are available. Direct emissions encompass a project's complete operations, including GHG emitted from a location within California from all stationary and mobile sources, including off-road equipment, as well as removal of trees and other vegetation. Indirect emissions encompass GHGs that are emitted to provide a project with electricity, to supply a project with water and wastewater treatment, and to transport and treat waste. Construction-related emissions are accounted for in the year that they occur. The threshold does not apply to GHGs that are emitted throughout the life cycle of products that a project may produce or consume, except as identified above as a project's indirect emissions. This industrial stationary source threshold does not apply to residential or commercial development.

Impact Discussion: *Insignificant Impact (a).* The proposed project is considered an industrial stationary-source project subject to the County's 1,000 $MTCO_2e$/year significance threshold. Project-related GHG emissions would primarily be generated during the construction from the use of construction equipment, and during operation of the truck loading rack and mobile tankers traveling to and from the Lompoc Oil Field and the Coalinga Station. Project GHG emissions data from the 2023 Air Quality Impact Analysis

(Attachment 1) was calculated using the California Emissions Estimator Model (EMFAC2021), APCD-approved calculation spreadsheets for crude oil truck loading racks and fugitive emissions, and toxic speciation profiles from CARB. The estimated GHG emissions for the proposed project's reasonable worst-case scenario are presented in **Table 4.3b-1** below.

Table 4.3b-1 Estimated Annual GHG Emissions (Metric Tons/Year)

Source	Construction + Operations[1] Carbon Dioxide Equivalent	Operations[2] Carbon Dioxide Equivalent
Construction Activities	169.46	-
Mobile Tankers	490.00	980.01
Operational Fugitives	5.40	10.80
Indirect Electricity	4.26	8.51
Total GHG Emissions	**669.12**	**999.32**
Santa Barbara County Threshold	1,000	1,000
Significant?	No	No

Notes:
1) Construction + Operations includes 6 months of construction and 6 months of operations.
2) Operations includes a full year of operations.

Source: Trinity Consultants Air Quality Impact Analysis, 2023

Based on the emissions calculations summarized above, the proposed project would generate approximately 669.12 $MTCO_2e$/year of GHG's during construction and the first year of operation, and approximately 999.32 $MTCO_2e$/year of GHG's during subsequent operating years. The yearly operational emissions from the proposed project would be below the threshold of 1,000 $MTCO_2e$/year; however emissions would be very close the threshold limit. Mitigation Measure **Air-03 Trucking Reports** would require the Owner/Applicant to record and report on annual trucking activities to ensure project operations remain consistent with this analysis.

Insignificant Impact (b). County plans, policies, and regulations regarding GHG include the 2015 Energy and Climate Action Plan, the pending 2023 Climate Action Plan, and the 2019 Strategic Energy Plan. However, County plans and policies do not address GHG from industrial stationary sources such as those from the proposed project. Industrial stationary sources and certain commercial and residential projects are outside the scope of these documents, and are separately subject to GHG thresholds and/or project-specific analysis as described above. California has a larger regulatory setting for GHG emissions, to ensure that most of the existing and foreseeable GHG sources in the oil and gas industry are subject to one or more programs aimed at reducing GHG emissions. The primary requirements for the proposed project would likely include: the CARB GHG Emission Standards for Crude Oil and Natural Gas Facilities (for leak detection and repair), which would be implemented and enforced by the APCD; the CARB Mandatory Reporting Rule; and Low Carbon Fuel Standards. Given the oversight of project-related sources and progress of California's ongoing efforts to implement policies and a regulatory setting for reducing GHG emissions, the proposed project is not likely to conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and would comply with the policies by using diesel fuel and gasoline that is covered by the existing programs described above.

Cumulative Impacts: The County's GHG emission threshold considers a project's incremental contribution to climate change, and whether or not it is cumulatively considerable. As discussed above, the project would be below the threshold of 1,000 $MTCO_2e$/year. Therefore, the project's incremental contribution to a cumulative effect is not cumulatively considerable, and the project's GHG emissions will not have a significant impact on the environment.

Mitigation and Residual Impact: The following mitigation measures would ensure that the project's GHG impacts remain insignificant.

Air-03 **Trucking Reporting.** The Owner/Applicant shall provide trucking data to the County's Planning and Development (P&D) Department on an annual basis. Trucking data shall include the total number of trucks per day (an average of 6, and up to 10 round trips) traveling to and from the Lompoc Oil Field to the Coalinga Station, and the total annual trucking amount (not to exceed 2,000 trucks/year for up to 50 years, or until a pipeline becomes available, whichever is shorter). Trucking would be able to resume under the above project limits whenever the permanent pipeline is temporarily unavailable (due to maintenance or short-term issues), or permanently unavailable (due to decommissioning/abandonment).

PLAN REQUIREMENTS: This requirement shall be noted on project grading plans.

TIMING: Upon operation commencement, the Owner/Applicant shall provide P&D monitoring staff and APCD with annual reports by January 31 of each year for the prior year's data.

MONITORING: P&D compliance monitoring staff shall maintain data on file to verify truck trips do not exceed the maximum daily and annual amounts.

References:

County of Santa Barbara. Long Range Planning Division, *Energy and Climate Action Plan*, May 2015.

Long Range Planning Division, *2016 Greenhouse Gas Emissions Inventory Update and Forecast*, June 2018.

Planning and Development Department, *Environmental Thresholds and Guidelines Manual*, October 2008 (Revised 2021).

Trinity Consultants, 2023. Air Quality Impact Analysis for Sentinel Peak Resources, Lompoc, CA. June 2023

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
Flora					
a. A loss or disturbance to a unique, rare or threatened plant community?			X		
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?			X		

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?		X			
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?			X		
e. The loss of healthy native specimen trees?		X			
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?			X		
Fauna					
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?			X		
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?		X			
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?			X		
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?			X		
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?			X		

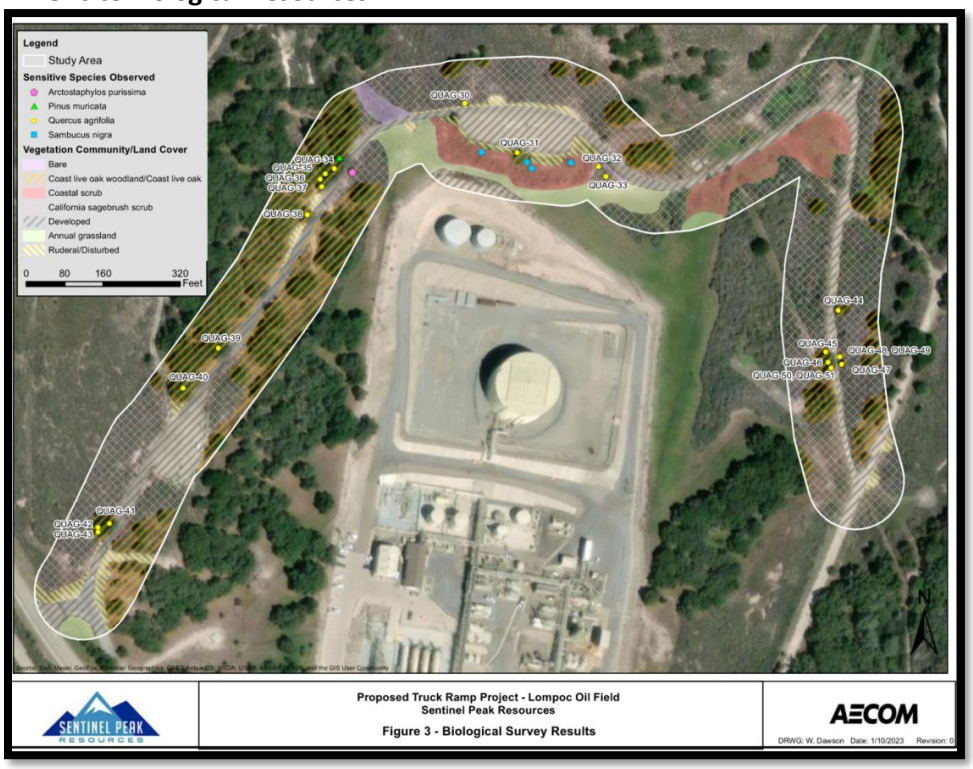
Existing Setting: Santa Barbara County has a wide diversity of habitat types, including chaparral, oak woodlands, wetlands and beach dunes. These are complex ecosystems and many factors are involved in assessing the value of the resources and the significance of project impacts. For this project, biological surveys were conducted in December 2022 and April 2023, and associated biological reports were prepared by AECOM on behalf of SPR (Attachments 2 through 6). The following analysis is based on this information. For the purposes of this assessment, a "special-status" species is defined as a species at meets at least one of the following conditions:

- Listed as threatened or endangered, or as a candidate for such a status under the federal Endangered Species Act;
- Listed as threatened or endangered, or as a candidate for such a status under the California Endangered Species Act;
- Designated as State Rare under the California Native Plant Protection Act;
- Designated as Fully Protected or as a California Species of Special Concern by CDFW;
- Designated with a Rare Plant Rank of 1, 2, or 4 by the California Native Plant Society;
- Non-listed species tracked in the California Natural Diversity Database (CNDDB) and considered sensitive by CDFW; and

- Sensitive habitats tracked in the CNDDB.

Flora: The 0.71 acre project site and surrounding area comprises five different vegetation types, consisting of developed, ruderal/disturbed, coast live oak woodland, California sagebrush scrub (*Artemisia californica* shrubland alliance), annual grassland, and coastal scrub (*Baccharis pilularis* shrubland alliance). The majority of the site is considered developed and consists of the Purisima 33 well pad and oil field access roads. Ruderal/disturbed areas exist immediately south of the Purisima 33 well pad, and along certain adjacent areas of the access roads. Coastal scrub and annual grassland is present between the Purisima 33 well pad and the LOGP. Coastal scrub is also present adjacent to the access road to the east of the proposed truck loading rack (truck entrance path). Coast live oak woodland is present to the north of the proposed truck loading rack, and along the access roads to the east of Purisima 33 (truck entrance path) and west of Purisima 33 (truck exit path). The surrounding project area contains sensitive and special-status species including coast live oak trees, La Purisima manzanita, blue elderberry, Bishop pine, and black-flowered figwort. Twenty-two individual coast live oak trees are present to the north and south of the proposed truck loading rack area, and along existing access routes proposed for truck entrance and exit paths. One La Purisima manzanita individual is present off the edge of the western access road near Purisima 33. At least seven blue elderberry shrubs are located in the scrubland south of Purisima 33, and additional blue elderberry shrubs are present off the roadway in dense shrubland along the eastern access road. Two Bishop pine trees are present along the western access road. At least 12 black-flowered figwort individuals are present in dense brush along the eastern access road, and on the western edge of the access road. See **Figure 4.4-1** for a figure of vegetation types and sensitive species observed onsite.

Figure 4.4-1 Onsite Biological Resources



Source: Revised Biological Resources Survey Report, AECOM 2023

To determine the biological resources with the potential to occur along the proposed truck route, the CNDDB was searched for records in proximity to the proposed trucking route. The CNDDB is an inventory of the status and locations of special-status plant and wildlife species throughout the state; it combines historic records as well as more recent data. The CNDDB query includes records that overlap or intersect the proposed truck route, records within a 500-foot radius of the trucking route, and records within a 1-mile radius and 5-mile radius of the trucking route. Results from the CNDDB search demonstrate that an abundance of special-status plant species have been recorded along the truck route. **Table 4.4-1** provides a summary of the records as a function of their distance from the existing roadway. Section 4.9 presents additional details on the special-status plant species that have the potential to occur along the transportation route.

Table 4.4-1 Summary of Special-Status Plant and Wildlife Records Along the Proposed Trucking Route

CNDDB Occurrence Records	Intersecting Truck Route	500-foot Radius	1-mile Radius	5-Mile Radius
Plants	74 records 35 species	114 records 46 species	314 records 70 species	892 records 93 species
Wildlife	114 records 42 species	142 records 42 species	273 records 57 species	849 records 77 species
Invertebrates	*19 records* *11 species*	*25 records* *11 species*	*42 records* *13 species*	*99 records* *19 species*
Fish	*7 records* *3 species*	*7 records* *3 species*	*10 records* *3 species*	*17 records* *3 species*
Amphibians	*5 records* *3 species*	*12 records* *3 species*	*49 records* *6 species*	*232 records* *6 species*
Reptiles	*21 records* *6 species*	*33 records* *6 species*	*68 records* *6 species*	*206 records* *10 species*
Birds	*23 records* *7 species*	*24 records* *8 species*	*38 records* *14 species*	*97 records* *22 species*
Mammals	*39 records* *12 species*	*41 records* *12 species*	*66 records* *13 species*	*198 records* *17 species*
Natural Communities	3 records 2 communities	3 records 2 communities	11 records 8 communities	42 records 14 communities
Total Records ***Distinct Species/Communities***	**191** ***80***	**259** ***91***	**598** ***135***	**1,783** ***184***

Source: Biological Resources and Waters Resources Desktop Assessment, AECOM 2023

Fauna: No wildlife species were observed during field surveys of the proposed construction area. Special-status and common wildlife species expected to inhabit the site include Blainville's horned lizard, northern California legless lizard, American badger, desert woodrat, and nesting birds. Along the truck route, again an abundance of special-status wildlife species have been recorded. **Table 4.4-1** above provides a summary of these records as a function of their distance from the proposed truck route, and Section 4.9 presents additional information.

Wetlands and Waters: There are no documented wetlands or waters within or adjacent to the proposed truck rack site. The closest wetland and/or water feature is associated with drainages in adjacent canyons within the Lompoc Oil Field. Water features that are known to occur along the proposed truck route were identified using the National Hydrography Dataset (NHD; USGS 2023) and the National Wetland Inventory (NWI; USFWS 2023). Features were identified as intersecting the proposed truck route or occurring with 500 feet or 1-mile from the truck route. Most water and wetland features that intersect the proposed truck route are unnamed,

ephemeral drainages that are anticipated to convey water only after significant rain events. Larger perennial flows that intersect the truck route include San Antonio Creek, Arroyo Grande Creek, Pismo Creek, San Luis Obispo Creek, and Cholame Creek. Intermittent flows that intersect the truck route include Atascadero Creek, Brizziolari Creek, Dry Creek, Estrella River, Graves Creek, Huerheuro Creek, Los Berros Creek, Nipomo Creek, Orcutt Creek, Paloma Creek, Paso Robles Creek, Pine Creek, Prefumo Creek, Salinas River, Santa Margarita Creek, and the Santa Maria River. More information on water and wetland features along the transportation route is presented in Section 4.9.

Critical Habitat: The National Oceanic and Atmospheric Administration's (NOAA) Fisheries National Endangered Species Act (ESA) Critical Habitat Mapper was queried for records within the proposed project area and along the proposed trucking route. No designated critical habitat is documented within or adjacent to the project site. Critical habitat adjacent to the proposed trucking route includes habitat for steelhead (*Oncorhynchus mykiss*) associated with the perennial and intermittent creeks and rivers described above.

Wildlife Movement Connectivity: The project area is not located within a designated wildlife movement connectivity corridor. Based on a database query of the California Essential Habitat Connectivity Project, Essential Connectivity Areas (ECAs) have been identified along the transportation routes and are described in Section 4.9.

County Environmental Thresholds: Santa Barbara County's Environmental Thresholds and Guidelines Manual includes guidelines for the assessment of biological resource impacts. The following thresholds are applicable to the proposed project:

- *Wetlands*: Projects which result in a net loss of important wetland area or wetland habitat value, either through direct or indirect impacts to wetland vegetation, degradation of water quality, or would threaten the continuity of wetland-dependent animal or plant species are considered to have a potentially significant effect on the environment. Projects which substantially interrupt wildlife access, use and dispersal in wetland areas would typically be considered to have a potentially significant impact. Projects which disrupt the hydrology of wetlands systems would be considered to have a potentially significant impact.
- *Riparian Habitats*: Project created impacts may be considered significant due to: direct removal of riparian vegetation; disruption of riparian wildlife habitat, particularly animal dispersal corridors and or understory vegetation; or intrusion within the upland edge of the riparian canopy leading to potential disruption of animal migration, breeding, etc. through increased noise, light and glare, and human or domestic animal intrusion; or construction activity which disrupts critical time periods for fish and other wildlife species.
- *Native Grasslands*: In general, project created impacts to native grasslands may be considered significant if they involve removal of or severe disturbance to a patch or a combined patch area of native grasses that is greater than one-quarter (1/4) acre in size. The grassland must contain at least 10 percent relative cover of native grassland species (based on a sample unit). Impacts to patch areas less than one-quarter acre in size that are clearly isolated and not part of a significant native grassland or an integral component of a larger ecosystem are usually considered insignificant.
- *Oak Woodlands and Forests*: Project created impacts may be considered significant due to habitat fragmentation, removal of understory, alteration to drainage patterns, disruption of the canopy,

removal of a significant number of trees that would cause a break in the canopy, or disruption in animal movement in and through the woodland.

- *Individual Native Trees*: Project created impacts may be considered significant due to the loss of 10% or more of the trees of biological value on a project site.
- *Other Rare Habitat Types*: The Environmental Thresholds and Guidelines Manual recognizes that not all habitat-types found in Santa Barbara County are addressed by the habitat-specific guidelines. Impacts to other habitat types or species may be considered significant, based on substantial evidence in the record, if they substantially: (1) reduce or eliminate species diversity or abundance; (2) reduce or eliminate the quality of nesting areas; (3) limit reproductive capacity through losses of individuals or habitat; (4) fragment, eliminate, or otherwise disrupt foraging areas and/or access to food sources; (5) limit or fragment range and movement; or (6) interfere with natural processes, such as fire or flooding, upon which the habitat depends.

The County of Santa Barbara Municipal Code Chapter 14 Grading Code, Appendix A *Grading Ordinance Guidelines for Native Oak Tree Removal*, outlines the rules for agricultural and non-agricultural oak tree removal on private land within the County that is outside the coastal zone and urban boundaries. Chapter 35, Article IX of the County's Land Use Code describes he County's Oak Tree Protection and Regeneration requirements for oak tree removal in the inland rural areas of the County. An Oak Tree Management Plan approved by the Agricultural Commissioner's office is required before any cumulative live oak tree removals within a 30-year removal period exceeds five percent of live oak canopy on a given parcel. Within the County, the definition of removal is "*causing an oak tree to die, be uprooted, and/or removed from the ground by any means, including but not limited to, cutting, uprooting, poisoning, or burning (unrelated to controlled burns). Excessive pruning or topping, or severing an oak tree's roots enough to lead to the death of the tree would also be considered oak tree removal*". Death by natural causes or removals required due to disease, regulatory requirements, or trees removed that pose a threat to safety are not considered a removal. A "protected tree" is any live oak tree with a diameter at breast height (DBH) of eight inches or greater; these trees count toward the total number of trees or canopy removed. Replacement trees required as mitigation under the Live Oak Program are protected trees regardless of size. Whether the replacement tree is planted or nurtured is immaterial when defining it as protected. Trees voluntarily planted are not protected unless they have been subsequently designated as replacement trees.

Impact Discussion: *Insignificant Impact (a-k).* Construction of the truck loading rack and associated equipment would avoid sensitive plant species in the vicinity of the work areas. No sensitive species were identified in the project disturbance footprint, which includes the existing roadways, maintained road shoulder, and Purisima 33 production pad. The only species observed immediately adjacent to the proposed project area was blue elderberry, consisting of one individual near the proposed storm drain on the east side of Purisima 33. One La Purisima manzanita is also present along the existing access road west of Purisima 33. Individuals that are immediately adjacent to work areas would be marked and avoided during construction. Sensitive species present adjacent to the construction areas may be indirectly impacted during construction due to fugitive dust from heavy equipment and vehicle use. However, these impacts would be limited as most sensitive species occur in dense shrubland dominated by common species. Standard County and APCD

Mitigation Measure **Air-01 Dust Control** would require standard dust control measures be implemented throughout construction to minimize indirect impacts from fugitive dust emissions.

Significant but Mitigable Impact (c,e,h). Approximately 630 square feet of California sagebrush scrub would be removed to install the new power poles. Additionally, the project may require temporary trimming of shrubs on the shoulder of existing access roads to facilitate work activities. A limited area of non-native grassland would also be removed due to construction of the rip-rap energy dissipater at the end of the new stormwater drain. The dissipater would be positioned immediately adjacent to the existing roadway, where non-native species tend to be more abundant. Mitigation Measure **Bio-012 Habitat Restoration** would require a restoration plan be implemented to mitigate for project-related impacts if the project removes native vegetation, including replacement planting at 1:1 for temporary impacts, and 3:1 for permanent impacts.

Approximately 22 coast live oak trees occur in the vicinity of the Purisima 33 well pad and access roads. Proposed infrastructure, including aboveground pipelines would not be sited within the dripline of existing oak trees. Excavation would not occur within the dripline of protected trees, and no heavy equipment would travel through or operate within the dripline zone of a protected oak, except where the dripline extends over existing roadways. Foot traffic within the dripline of a protected tree would be avoided except where entry is necessary to protect natural resources. During construction, the project would not remove any protected coast live oak trees or oak woodland, but would require minor trimming and pruning of approximately 14 individual protected trees to maintain open passage of tanker trucks and other vehicles on the access roads. Trimming of protected oaks would not remove more than 20 percent of the total canopy of individual trees. During operations, maintenance trimming would be conducted on an as-needed basis to ensure the existing lease roads allow for sufficient vehicle clearance. Maintenance oak trimming is currently conducted on the Lompoc Oil Field in areas where tree growth obstructs the road use or threatens existing utilities. Mitigation Measure **Bio-06 Tree Protection Plan** would require that the dripline of all protected trees within and adjacent to the project area be clearly delineated with flagging or fencing and not disturbed, along with other protective measures. Mitigation Measure **Bio-012 Habitat Restoration** would require a restoration plan be implemented if the project removes a protected tree to mitigate for project-related impacts, including replacement planting at 10:1.

Native nesting birds may be present in the vicinity of the proposed construction area, within vegetated shrubland and woodland habitats. Ground-nesting species may use grassy and herbaceous areas, as well as the edges of existing access roads and pads. Tree and shrub-nesting species may use chaparral and shrubland habitats adjacent to Purisima 33. Cavity-nesting species may nest within mature oak trees located in the vicinity of the construction area. Impacts to nesting birds could occur due to project-related activities, including the destruction of eggs or nests or injury or mortality of chicks if undetected nests are present within the project disturbance footprint. Indirect impacts could occur if nests in the vicinity of the area are subject to temporary disturbances such as project-related noise, vibration, and human presence. Such disturbances may interfere with natural breeding behaviors such as pair bonding, mating, egg laying or incubation, and caring for nestlings, or may cause adult birds to abandon the nest site, resulting in the loss of the nest. Mitigation Measure **Bio-07 Nesting Bird Surveys** would require nesting bird surveys be conducted no more than fourteen days prior to the start of construction or vegetation clearing activities.

No special-status wildlife species were observed within the proposed construction footprint during the biological site surveys; however various special-status wildlife species were determined to have the potential

to occur within the vicinity of Purisima 33 based on CNDDB record data, suitable habitat observations, and previous observations within the Lompoc Oil Field. These species include Blainville's horned lizard, Northern California legless lizard, American badger, and woodrat species. A desert woodrat subspecies, the San Diego desert woodrat (*N. I. intermedia*) is a special-status species; however most woodrat species within the oil field are expected to be the big-eared woodrat (*N. Macrotis*), which is a common species abundant in the region. Impacts to wildlife species could occur due to collisions with vehicles or heavy equipment during construction, or through collapse of underground tunnels being used as refugia (lizards), or natal dens being used during pupping season (badgers). Entrapment in open trenches or excavations is also a risk for the smaller lizard species. Individuals may also be indirectly impacted by exposure to noise, vibrations, and human presence, which may disrupt normal foraging and sheltering behaviors. Applicant-proposed Mitigation Measures **Bio-08, Bio-09, Bio-10, and Bio-11** would require species-specific avoidance and minimization measures be implemented for Blainville's horned lizard, Northern California legless lizard, American badger, and woodrats, respectively.

Further, the following Applicant-proposed avoidance and minimization measures would also be implemented. Mitigation Measure **Bio-1 Pre-Construction Surveys** would require a qualified biologist to conduct a comprehensive pre-construction survey for special-status plant and wildlife species within the project footprint and suitable buffer no more than seven days prior to the start of construction. Mitigation Measure **Bio-02 Worker Environmental Awareness Training (WEAT)** would require that a WEAT be presented to all construction personnel at the start of construction activities, detailing the site species of concern, regulatory requirements, and penalties for non-compliance. Mitigation Measure **Bio-03 Biological Monitor** would require that a qualified biological monitor be on-site during all initial ground disturbance, vegetation removal, and tree trimming activities. Mitigation Measure **Bio-04 Wildlife Entrapment** would require open trenches and excavations to be backfilled at the end of the workday whenever possible, or surrounded by exclusionary fencing, securely covered, and/or have wildlife escape ramps installed during non-work hours. Mitigation Measure **Bio-05 Special-Status Plant Protection** would require a no-disturbance buffer be established using flagging or fencing around all observed special-status plant species in the vicinity of the project footprint. If any unanticipated special-status plants or native habitat is removed during construction or operation, SPR would implement Mitigation Measure **Bio-12 Habitat Restoration Plan** which would require a restoration plan be implemented to mitigate impacts at a 1:1 ratio for temporary habitat impacts, 3:1 ratio for permanent habitat impacts, and a 3:1 replacement ratio for any special-status species impacted.

Spills of oil from the trucking operations could have direct effects to special-status species, habitat, vegetation communities, streams and other jurisdictional resources (e.g., drainages) along the truck transportation routes. Potential impacts to biological resources that may result from operation of the tanker trucks is discussed in Section 4.9.

Cumulative Impacts: Since the project would not significantly impact biological resources onsite, it would not have a cumulatively considerable effect on the County's biological resources.

Mitigation and Residual Impact: The following mitigation measures would ensure that the project's biological resource impacts remain insignificant.

Bio-01 Pre-Construction Surveys. A qualified biologist shall conduct a comprehensive pre-construction survey for special-status plant and wildlife species within the project footprint and a suitable buffer

no more than seven days prior to the start of construction. They survey shall focus on identifying and flagging special-status plants and identifying signs of special-status wildlife species (e.g. woodrat, American badger, etc.) within a 100-foot buffer of the project footprint. Pre-construction surveys would be conducted by a qualified biologist experienced in identifying individuals and signs of special-status species known to be present, or with the potential to occur within the Lompoc Oil Field. In the event special-status species are observed, no-disturbance buffers would be established (see Bio-05) and species would be avoided under the observance of a biological monitor (see Bio-03).

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans. Pre-construction surveys shall be conducted no more than one week (7 days) prior to commencement of vegetation removal, grading, or other construction activities. Special-status species observations and no-disturbance buffer recommendations shall be submitted to the County Planning and Development (P&D) Department for review and approval prior to commencement of grading or construction activities. Special-status species locations shall be marked on a map and provided to the construction crew during the WEAT presentation (see Bio-02).

MONITORING: P&D shall be given the name and contact information for the biologist prior to initiation of the pre-construction survey. Permit Compliance and P&D staff shall review the survey report for compliance with this condition prior to the commencement of ground-disturbing activities and perform site inspections to ensure no-disturbance buffers are maintained throughout the construction period to verify compliance in the field.

Bio-02 **Worker Environmental Awareness Training (WEAT).** A Worker Environmental Awareness Training shall be prepared and presented to all construction personnel at the start of project-related activities. The training shall discuss special-status species and protected oak trees with the potential to occur within the project footprint (with photos and descriptions), including their regulatory status, description, and habitat requirements, and any sensitive habitat areas that may be encountered during construction. The WEAT shall emphasize the importance of minimizing disturbance, and describe the federal, state, and local regulations protecting biological resources and the potential penalties for non-compliance.

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans. The WEAT shall be conducted prior to or at the start of project-related activities. A copy of the WEAT program and personnel sign-in sheet shall be provided to Development (P&D) Department prior to commencement of grading or construction activities.

MONITORING: P&D shall be given the name and contact information for the biologist conducting the WEAT prior to the training occurring. Permit Compliance and P&D staff shall review the WEAT program for compliance with this condition.

Bio-03 **Biological Monitor.** A qualified biological monitor shall be on-site during initial ground-disturbance, all vegetation removal activities, and any excavation or disturbance to the top 18-inches of soil in areas with non-compacted, native soils. If special-status plant or wildlife species are detected within the project footprint or buffer during pre-construction surveys, a biological monitor shall be present during all work activities. The biological monitor shall be the principal agent in the direct

implementation of mitigation measures, including administering the WEAT, conducting pre-construction surveys and compliance monitoring, and completing necessary reporting. If special-status species are impacted, the biological monitor shall contact P&D and any other appropriate agency for mitigation requirements. The biological monitor shall prepare and submit bi-weekly construction monitoring reports to P&D. The reports shall include a description of the activities that have occurred onsite, species encountered, any wildlife relocation efforts, wildlife mortalities and injuries, violations or issues with construction activities, and any project-related resolutions.

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans. The Applicant shall report compliance with this measure in writing to County staff on survey and monitoring activities.

MONITORING: P&D shall be given the name and contact information for the on-site biologist prior to start of construction. Construction monitoring reports shall be submitted electronically the first and third week of the month to detail the previous two weeks activities. Permit compliance P&D staff shall review the construction monitoring reports throughout construction and shall perform site inspections as needed to verify compliance in the field.

Bio-04 Wildlife Entrapment. To prevent entrapment, injury, and possible mortality of special-status and common wildlife species, open trenches and excavations shall be backfilled at the end of the workday whenever possible. Trenches or excavations that cannot be backfilled at the end of the workday shall be surrounded by exclusionary fencing, securely and completely covered, and/or have wildlife escape ramps installed during non-working hours to prevent entrapment of common and special-status wildlife species. Observed wildlife shall be relocated by the biological monitor of harm's way to high quality suitable habitat no more than 300 feet from the site of capture prior to the start of work in the area, and detailed on the construction monitoring reports.

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans. The Applicant shall report compliance with this measure in writing to County staff on survey and monitoring activities.

MONITORING: P&D shall be given the name and contact information for the on-site biologist prior to start of construction. Construction monitoring reports shall be submitted electronically the first and third week of the month to detail the previous two weeks activities. Permit compliance P&D staff shall review the construction monitoring reports throughout construction and shall perform site inspections as needed to verify compliance in the field.

Bio-05 Special-Status Plant Protection. When pre-construction surveys identify special-status plant species, a no-disturbance buffer shall be established using flagging or exclusionary fencing around all individuals in the vicinity of the project footprint. No-disturbance buffers shall measure no less than 12-inches from the live canopy of special-status plants species. Work shall not occur within the no-

disturbance zones. Pedestrians shall not enter a no-disturbance zone without a biological monitor present.

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans. The Applicant shall report compliance with this measure in writing to County staff on survey and monitoring activities.

MONITORING: P&D shall be given the name and contact information for the on-site biologist prior to start of construction. Construction monitoring reports shall be submitted electronically the first and third week of the month to detail the previous two weeks activities. Permit compliance P&D staff shall review the construction monitoring reports throughout construction and shall perform site inspections as needed to verify compliance in the field.

Bio-06 Tree Protection Plan. The Owner/Applicant shall implement the avoidance and minimization measures and all associated components included in the Oak Tree Protection Plan prepared by AECOM dated June 2023. Tree trimming activities shall be recorded on the biweekly construction monitoring reports (see Bio 03). The Oak Tree Protection Plan measures shall include:

- Project-related impacts to protected oaks shall be minimized to the extent feasible to maintain open passage of vehicles on existing roadways;
- Prior to the start of construction, the dripline of protected oaks located within the project area shall be clearly delineated with high-visibility flagging or exclusionary fencing;
- Work activities shall avoid the dripline of mature coast live oak trees except where the dripline extends over the existing roadways;
- Foot traffic within the dripline of protected oaks shall be avoided. Pedestrian entry shall be limited to the biological monitor in cases where entry is necessary to protect natural resources;
- Trimming of protected oaks shall be minimized and shall be conducted only on oaks overhanging the existing roadways;
- Where trimming must occur to maintain clearance over existing roadways, trimming shall be minimized to the extent necessary to attain sufficient protection from fire hazards and vehicular clearance; and
- No more than 20 percent of the canopy of any individual protected tree shall be removed by the project.

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans.

MONITORING: P&D shall be given the name and contact information for the on-site biologist prior to start of construction. Construction monitoring reports shall be submitted electronically the first and third week of the month to detail the previous two weeks activities. Permit compliance P&D staff shall review the construction monitoring reports throughout construction and shall perform site inspections as needed to verify compliance in the field.

Bio-07 Nesting Bird Surveys. To avoid disturbance of nesting birds, including raptorial species, protected by the Federal Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGC), the removal of vegetation, ground disturbance, exterior construction

activities, and demolition shall occur outside of the bird nesting season (February 1 through August 31) whenever feasible. If these activities must occur during the bird nesting season, then a pre-construction nesting bird survey shall be performed by a County-qualified biologist. Pre-construction surveys for nesting birds shall occur within the area to be disturbed and shall extend outward from the disturbance area by 500 feet. The distance surveyed from the disturbance may be reduced if property boundaries render a 500-foot survey radius infeasible, or if existing disturbance levels within the 500-foot radius (such as from a major street or highway) are such that project-related activities would not disturb nesting birds in those outlying areas. If any occupied or active bird nests are found, a buffer shall be established and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. The buffer shall be 300 feet for non-raptors and 500 feet for raptors, unless otherwise determined by the qualified biologist and approved by P&D. Buffer reductions shall be based on the known natural history traits of the bird species, nest location, nest height, existing pre-construction level of disturbance in the vicinity of the nest, and proposed construction activities. All construction personnel shall be notified as to the location of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities or vegetation removal shall occur within this buffer until the County-qualified biologist has confirmed that nesting is completed, the young have fledged and are no longer dependent on the nest, or the nest fails, and there is no evidence of a second nesting attempt; thereby determining the nest unoccupied or inactive. If birds protected under MBTA or CFGC are found to be nesting in construction equipment, that equipment shall not be used until the young have fledged and are no longer dependent on the nest, and there is no evidence of a second nesting attempt.

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on all project plans. If construction must begin within the nesting season, then the pre-construction nesting bird survey shall be conducted no more than one week (7 days) prior to commencement of vegetation removal, grading, or other construction activities. Active nests shall be monitored by the biologist at a minimum of once per week until it has been determined that the nest is no longer being used by either the young or adults, and there is no evidence of a second nesting attempt. Bird survey results and buffer recommendations shall be submitted to P&D for review and approval prior to commencement of grading or construction activities. The qualified biologist shall prepare weekly monitoring reports, which shall document nest locations, nest status, actions taken to avoid impacts, and any necessary corrective actions taken. Active nest locations shall be marked on an aerial map and provided to the construction crew on a weekly basis after each survey is conducted. Active nests shall not be removed without written authorization from the USFWS and CDFW.

MONITORING: P&D shall be given the name and contact information for the biologist prior to initiation of the pre-construction survey. Permit Compliance and P&D staff shall review the survey report(s) for compliance with this condition prior to the commencement of ground-disturbing activities and perform site inspections throughout the construction period to verify compliance in the field.

Bio-08 **Blainville's Horned Lizard Protection**. If pre-construction clearance surveys (see Bio-01) identify coast horned lizards, or potentially suitable conditions for coast horned lizards occur during the work period, the qualified biologist shall conduct clearance surveys of work areas prior to the start of work

activities each day to ensure no special-status wildlife species occur within the work area. The biological monitor shall also be present during any vegetation removal activities to monitor for Blainville's horned lizard and other wildlife species. If individuals are observed, work in the immediate vicinity shall be stopped and the individual shall be permitted to leave the work area of its own volition, or the biological monitor shall capture the individual and relocate it out of harm's way to high quality suitable habitat no more than 300 feet from the site of capture. Capture and relocation of coast horned lizard shall be conducted only by persons authorized by the CDFW to handle special-status species (i.e. holders of a Scientific Collecting Permit that includes the species in question). Capture and relocation activities shall be recorded on the biweekly construction monitoring reports (see Bio 03).

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans.

MONITORING: P&D shall be given the name and contact information for the on-site biologist prior to start of construction. Construction monitoring reports shall be submitted electronically the first and third week of the month to detail the previous two weeks activities. Permit compliance P&D staff shall review the construction monitoring reports throughout construction and shall perform site inspections as needed to verify compliance in the field.

Bio-09 **Northern California Legless Lizard Protection**. If Northern California legless lizards are observed during work activities, work in the immediate vicinity shall be stopped and the biological monitor shall capture the individual by hand and relocate them out of harm's way to suitable habitat with friable soils and sufficient vegetation cover, no more than 300 feet from the site of capture. Activities shall be documented on the bi-weekly construction monitoring reports (see Bio-03).

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans.

MONITORING: P&D shall be given the name and contact information for the on-site biologist prior to start of construction. Construction monitoring reports shall be submitted electronically the first and third week of the month to detail the previous two weeks activities. Permit compliance P&D staff shall review the construction monitoring reports throughout construction and shall perform site inspections as needed to verify compliance in the field.

Bio-10 **American Badger Protection**. The qualified biological monitor shall identify and flag any potentially active American badger dens within a 300-foot radius of the project work areas during the pre-construction survey (see Bio-01). If an active den is identified within the work area or buffer, a no-disturbance buffer shall be established no less than 300-feet around the den, or 150-feet for a non-natal den. The den shall be monitored by the biological monitor until den is determined to no longer be occupied. The qualified biologist may encourage any occupants to self-relocate from the den by partially blocking the entrance with native soil and natural debris with the degree of blockage increasing incrementally over several days. The den shall be determined to no longer be occupied though the use of tracking powder, game cameras, and/or visual observation. The den shall be excavated by hand to ensure vacancy and backfilled to reduce the likelihood of re-occupation. Work shall not proceed within the no-disturbance buffer until the den is determined to be vacant and has

been excavated. Activities shall be documented on the bi-weekly construction monitoring reports (see Bio-03).

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans.

MONITORING: P&D shall be given the name and contact information for the on-site biologist prior to start of construction. Construction monitoring reports shall be submitted electronically the first and third week of the month to detail the previous two weeks activities. Permit compliance P&D staff shall review the construction monitoring reports throughout construction and shall perform site inspections as needed to verify compliance in the field.

Bio-11 Woodrat Protection. Identification of the special-status desert woodrat from the common big-eared woodrat requires capture and examination of individuals. The project shall avoid all woodrat middens regardless of species during project-related activities. Pre-construction surveys (see Bio-01) shall identify and flag for avoidance any active middens within a 100-foot radius of project work areas. If a woodrat individual is observed during the pre-construction survey or during work activities, work in the vicinity of the individual shall be stopped until the individual has been identified to species, or has vacated the work area of its own volition. If the individual does not vacate the work area, the biological monitor may capture the individual and relocate it to suitable vegetated habitat no more than 300 feet from the site of capture. If the individual is identified as the special-status San Diego desert woodrat, only a qualified biologist authorized by the CDFW to handle this species shall conduct the relocation. Activities shall be documented on the bi-weekly construction monitoring reports (see Bio-03).

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans.

MONITORING: P&D shall be given the name and contact information for the on-site biologist prior to start of construction. Construction monitoring reports shall be submitted electronically the first and third week of the month to detail the previous two weeks activities. Permit compliance P&D staff shall review the construction monitoring reports throughout construction and shall perform site inspections as needed to verify compliance in the field.

Bio-12 Habitat Restoration. The Owner/Applicant shall submit for P&D approval a Habitat Restoration and Monitoring Plan (HRMP) prepared by a P&D-approved biologist and designed to mitigate

unintentional impacts to native habitats and protected oak trees. The HRMP shall include, but not be limited to the following:

- A description of impacts;
- The location and description of selection criteria for restoration and mitigation planting, proposed species palettes, and installation methods;
- The appropriate mitigation ratios if removal or impacts to native vegetation and/or sensitive species were to occur including:
    - 1:1 ratio for temporary impacts to native habitat
    - 3:1 ratio for permanent impacts to native habitat
    - 3:1 replacement ratio for any sensitive plant species removed
    - 10:1 replacement ratio for any protected coast live oak tree removed
- Success criteria; and
- A minimum of 5 years maintenance and monitoring plan.

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on project grading plans. The HRMP shall be submitted following construction and reviewed and approved by P&D prior to project-related operations. The Owner/Applicant shall post a performance security to ensure any required mitigation prior to the start of project-related operations.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all required components of the approved HRMP are in place as required and maintained throughout the maintenance period. P&D compliance monitoring staff signature is required to release the performance security upon satisfactory completion of the required success criteria.

References:

AECOM 2023. Revised Biological Survey Report for the Proposed Truck Rack Project, Lompoc Oil Field, Santa Barbara County, California. July

2023b. Biological Resources and Waters Resources Desktop Assessment, Addendum to the Revised Biological Survey Report. June

2023c. Oak Tree Protection Plan, Addendum to the Revised Biological Survey Report. June

2023d. Spring Plant Survey Report, Addendum to the Revised Biological Survey Report. July

2023e. Nesting Bird Management Plan, Addendum to the Revised Biological Survey Report. June

California Essential Habitat Connectivity Project, Essential Connectivity Areas. Available online at: https://apps.wildlife.ca.gov/bios6/?al=ds620. Accessed November 2023.

NOAA Fisheries National ESA Critical Habitat Mapper. Available online at: https://www.fisheries.noaa.gov/resource/map/national-esa-critical-habitat-mapper. Accessed November 2023.

4.5 CULTURAL RESOURCES

Will the proposal:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Cause a substantial adverse change in the significance of any object, building, structure, area, place, record, or manuscript that qualifies as a historical resource as defined in CEQA Section 15064.5?			X		
b. Cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource pursuant to CEQA Section 15064.5?			X		
c. Disturb any human remains, including those located outside of formal cemeteries?			X		
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the 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: 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X		

Existing Setting: For at least the past 10,000 years, the area that is now Santa Barbara County has been inhabited by the indigenous Chumash people and their ancestors. Based on the *Cultural Phase I Report* prepared for the project by AECOM dated July 2023, no cultural resources, including archaeological, historic (built environment), or tribal cultural resources are located within the proposed project footprint. The project footprint is defined as the truck loading rack, associated infrastructure, new aboveground pipeline, new power pole locations, and grading lease roads. For cultural resources, the project area is also limited to the areas of potential surface or subsurface ground disturbance associated with the proposed construction activities. The project area is within the Lompoc Oil Field Historic District; however the Purisima 33 well pad does not exhibit any historical or architectural significance that would be make eligible as a standalone historic place under the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR). One archeological resource is documented within 500-feet of the

project footprint and would not be disturbed. The Lompoc Oil Field Historic District also extends through the Lompoc Oil Field and encompasses 2,200 acres, including the entire project area. The cultural resources report also includes background information on previously documented resources along the proposed truck transportation route; however no excavation or construction-related ground disturbance would occur along the route or at the Coalinga Station.

Pursuant to Public Resources Code (PRC) Section 21080.3.1 and in accordance with the provisions of Assembly Bill (AB) 52, the County of Santa Barbara mailed formal Notification of Consultation Opportunity letters to the Barbareno/Ventureno Band of Mission Indians, the Santa Ynez Band of Chumash Indians, and the Coastal Band of the Chumash Nation to participate in government-to-government tribal cultural resource consultation for the proposed project in November 2023. The letters provided notification of the opportunity for consultation under AB 52, and included a description of the proposed project, maps and figures, and a copy of the Cultural Phase I Report. The Santa Ynez Band of Chumash Indians requested formal consultation in December 2023. Santa Barbara County and the Santa Ynez Band of Chumash Indians concluded consultation in January 2024, and the Santa Ynez Band of Chumash Indians concluded that they did not have concerns regarding tribal cultural resources for the proposed project.

County Environmental Thresholds: Chapter 8 of the Santa Barbara County Environmental Thresholds and Guidelines Manual contains guidelines for the identification, significance evaluation, and mitigation of impacts to cultural resources, including archaeological, historic, and tribal cultural resources. In accordance with the requirements of CEQA, these guidelines specify that if a resource cannot be avoided, it must be evaluated for importance under specific CEQA criteria. CEQA Section 15064.5(a)(3)A-D contains the criteria for evaluating the importance of archaeological and historic resources. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the significance criteria for listing in the California Register of Historical Resources: (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history. The resource also must possess integrity of at least some of the following: location, design, setting, materials, workmanship, feeling, and association. For archaeological resources, the criterion usually applied is (D). CEQA calls cultural resources that meet these criteria "historical resources". Specifically, a "historical resource" is a cultural resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources, or included in or eligible for inclusion in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1. As such, any cultural resource that is evaluated as significant under CEQA criteria, whether it is an archaeological resource of historic or prehistoric age, a historic built environment resource, or a tribal cultural resource, is termed a "historical resource".

CEQA Guidelines Section 15064.5(b) states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." As defined in CEQA Guidelines Section 15064.5(b), substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a project: (1) demolishes or

materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; (2) demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources; or (3) demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

For the built environment, a project that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (Weeks and Grimmer 1995), is generally considered as mitigated to an insignificant level.

Impact Discussion: *Insignificant Impact (a-d).* As discussed above, no cultural resources were identified within or immediately adjacent to the proposed project area. As a result, the project has a low potential to cause a substantial adverse change in the significance of any historical resource, cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource, disturb any human remains, or cause a substantial adverse change in the significance of a tribal cultural resource. However, the lack of surface evidence of archeological materials within the project area does not preclude the possibility that subsurface materials may exist. The project area contains Quaternary (Holocene) alluvium and is within a Pleistocene-age landform. Pleistocene-age landforms have little potential for containing buried archeological resources as they developed prior to human migration into North America (ca. 14,000 B.P.). However, more recent Holocene and historic-era alluvial deposition has the potential to bury and preserve older landforms and associated archeological material. Regardless, due to extensive ground disturbance within the project area (e.g. the grading of Purisima 33 and the drilling of the well head), lack of finds during the 2023 Phase I survey, and generally limited subsurface disturbance associated with the proposed project, the likelihood of finding buried archeological resources or impacts to archeological resources is considered low and does not warrant additional investigation. In order to comply with the County's standard cultural resource policies, the project would be conditioned with Mitigation Measure **CulRes-01 Stop Work at Encounter**, an archaeological discovery clause which requires that any previously unidentified cultural resources discovered during site development are treated in accordance with the County's Cultural Resources Guidelines (Chapter 8 of the County's Environmental Thresholds and Guidelines Manual).

The Cultural Phase I Report identified 189 previously recorded resources within the trucking route study area, which includes the existing paved roads as well as an associated 500-foot buffer on each side of the roads along the entire length of the route. The documented resources consist mostly of archaeological (historic and pre-historic) built environment resources. Of these 189 records, twelve (12) resources intersect or are immediately adjacent to the trucking route. Of these twelve, four are eligible as historic

sites under the NRHP and CRHR. Potential impacts to cultural resources that may result from operation of the tanker trucks is discussed in Section 4.9.

Cumulative Impacts: Since the project would not significantly impact cultural resources, it would not have a cumulatively considerable effect on the County's cultural resources.

Mitigation and Residual Impact: The following mitigation measure would ensure the project's cultural resource impacts are insignificant.

CulRes-01 **Stop Work at Encounter.** The Owner/Applicant and/or their agents, representatives or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The Owner/Applicant shall immediately contact P&D staff, and retain a P&D approved archaeologist and Native American representative to evaluate the significance of the find in compliance with the provisions of the County Archaeological Guidelines and conduct appropriate mitigation funded by the Owner/Applicant.

PLAN REQUIREMENTS: This condition shall be printed on all grading plans.

MONITORING: P&D permit processing planner shall check plans prior to issuance of the Land Use Permit, and P&D compliance monitoring staff shall spot check in the field throughout grading and construction.

References:

AECOM 2023. Cultural Phase I for the Lompoc Truck Loading Rack Project. July

Weeks, Kay D and Grimmer, Anne E, 1995. U.S. Department of the Interior, Standards for the Treatment of Historic Properties.

4.6 ENERGY

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?			X		
b. Requirement for the development or extension of new sources of energy?			X		

Existing Setting: SPR owns, operates, and maintains all electrical power poles suppling power to the electrical equipment within the Lompoc Oil Field. Pacific Gas and Electric (PG&E) owns, operates, and maintains all power poles on the upstream side of SPR's electrical metering system. All electrical work associated with the proposed project would be associated with SPR's electrical power system.

County Environmental Thresholds: The County's Environmental Thresholds and Guidelines Manual does not contain significance thresholds for electrical and/or natural gas service impacts. Private electrical and natural gas utility companies provide service to customers in the unincorporated areas of the County.

Impact Discussion: *Insignificant Impact (a-b).* The proposed project would add four new power poles to the site, owned and operated by SPR. The scope of the project is too small to substantially affect energy demand or energy resources. There would be no substantial increase in demand upon existing sources of energy, nor new sources of energy; therefore impacts are insignificant.

Cumulative Impacts: The project's contribution to the regionally significant demand for energy is not considerable, and is therefore insignificant.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be insignificant.

4.7 FIRE PROTECTION

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Introduction of development into an existing high fire hazard area or exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?		X			
b. Project-caused high fire hazard?		X			
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?			X		
d. 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			
e. Introduction of development that will substantially impair an adopted emergency response plan, emergency evacuation plan, or fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?			X		
f. Development of structures beyond safe Fire Dept. response time?			X		

Existing Setting: The proposed truck rack and associated infrastructure is located in a County-designated high fire hazard area. High fire hazard areas are those regions of the County which are exposed to significant fuel loads, such as large areas of undisturbed native or naturalized vegetation, or areas that have less than optimal fire response times. The proposed truck rack site and surrounding area contains existing oil and gas infrastructure among natural vegetation dominated by chaparral, coastal sage scrub, oak woodland, and grassland. This represents a high fire hazard during the normal seasonal dry weather cycles experienced in the area. All well pads, including Purisima 33, are maintained by SPR throughout the year to remove vegetation on and around the pads to minimize the potential spread of fires within the oil field. Water storage tanks for use in a field fire are located within the oil field, both at the Purisima Lease on the east side of Harris Grade Road, and on the Hill Lease. Draft stops (draft curtains) are located

throughout the oil field to channel, contain, or prevent the migration of smoke during a fire event. During any hot work activities within the oil field, a County Fire Department Hot Work Permit is required, and fire watches with 500-gallon fire water trailers and spark boards are staged onsite. Hot work areas are also wetted down prior to the start of work and periodically while hot work is being completed. The adjacent LOGP has several fixed fire protection systems including automatic fire sprinklers, deluge systems, foam systems, and gaseous extinguishing systems, as well as various manual firefighting equipment. The LOGP is also equipped with a hazards monitoring system that includes fire, combustible gas, and toxic gas alarms.

The site is served by the County Fire Department, Station 34 located at 3510 Harris Grade Road in Lompoc, approximately 2.5 miles south of the project area. The response time from Station 34 to the site is approximately 3 minutes. The field is inspected annually by the Santa Barbara County Fire Department for vegetation growth and removal. SPR is currently coordinating with the Santa Barbara County Fire Department to install fire breaks throughout the oil field.

County Environmental Thresholds: The following County Fire Department standards are applied in evaluating impacts associated with a proposed development:

- The emergency response thresholds include Fire Department staff standards of one on-duty firefighter per 4000 persons (generally 1 engine company per 12,000 people, assuming three firefighters/station). The emergency response time standard is approximately 5-6 minutes.
- Water supply thresholds include a requirement for 750 gpm at 20 psi for urban single family dwellings in urban and rural developed neighborhoods, and 500 gpm at 20 psi for dwellings in rural areas (lots larger than five acres).
- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through hand held line) meets state and national standards assuming a 5,000 square foot structure. Therefore, in any portion of the Fire Department's response area, all structures over 5,000 square feet are an unprotected risk (a significant impact) and therefore should have internal fire sprinklers.
- Access road standards include a minimum width (depending on number of units served and whether parking would be allowed on either side of the road), with some narrowing allowed for driveways. Cul-de-sac diameters, turning radii and road grade must meet minimum Fire Department standards based on project type.
- Two means of egress may be needed and access must not be impeded by fire, flood, or earthquake. A potentially significant impact could occur in the event any of these standards is not adequately met.

Impact Discussion: *Significant but Mitigable Impact (a,b,d).* Predictions about the long-term effects of global climate change in California include increased incidence of wildfires and a longer fire season, due to drier conditions and warmer temperatures (see Section 4.3b). Any increase in the number or severity of wildfires has the potential to impact resources to fight fires when they occur, particularly when the state experiences several wildfires simultaneously. Such circumstances place greater risk on development in high fire hazard areas. Potential oil spills and resulting fires could occur from equipment leaks during truck loading operations. Oil spills if ignited could lead to pool fires and potential thermal radiation hazards.

Pool fires could spread to the vegetation surrounding the well pad and to the LOGP, threatening nearby equipment, structures, vegetation, and sensitive biological resources. SPR would be required to construct and operate the loading rack in accordance with the California Fire Code (CFC) Chapter 57, *Flammable and Combustible Liquids*, which contains specific requirements to reduce the likelihood of a fire involving the storage, handling, and transportation of flammable and combustible liquids. CFC Chapter 57 has specific requirements for loading racks and transfer apparatuses. In addition, the area would be constructed with impervious secondary containment encompassing approximately 19,000 square feet, and would have a new containment berm installed to capture any potential spills. The pad would be valved as to not let potential oil spills out. SPR maintains spill response equipment in a portable trailer near the proposed project site. The spill response trailer contains personal protective equipment (PPE), first aid kits, spill control materials such as containment booms and absorbent pads, and specialized tools for spill containment and cleanup. SPR also maintains a facility-wide Spill Prevention, Control, and Countermeasure Plan (SPCC) prepared in accordance with 40 CFR Part 112 (Oil Pollution Prevention), and an Emergency Response Action Plan (ERAP) to control and respond to potential oil spills that could cause pool fires and flammable vapor events. The ERAP is reviewed annually by SPR.

Wildland fires could also originate outside the Lompoc Oil Field which may threaten the process equipment, structures, and other developed features of the project site and oil field. Bush and vegetation clearances are maintained in accordance with County Fire Department Defensible Space Standards.

If a tanker truck transporting crude oil from the Lompoc Oil Field were involved in an accident, there would be the potential for explosions, fires, and/or thermal radiation hazards. An accident at high speed could create a spark that can cause flammable substances to ignite, resulting in injuries or burns to the truck driver and/or drivers and passengers in nearby vehicles. Nearby homes and businesses could also be impacted if an explosion occurred on local roadways in populated urban and built environments. An accident involving a tanker rollover could result in an oil spill, that if ignited could lead to pool fires and thermal radiation hazards. In the most likely scenarios, the maximum extent of an oil spill of a full tanker truck would extend approximately 0.25 acres (11,000 square feet), and would be confined to the road surface and habitat within an area of about 500 feet of the roadway. Impacts would be less severe if emergency response efforts begin immediately.

The Santa Barbara County Fire Department is the primary first responder for fire protection and spill response along the proposed truck route in Santa Barbara County, operating under the County's Operational Area Oil Spill Contingency Plan. Various Fire Stations are located along the proposed truck route, including Station 34 in Lompoc, and Stations 21 and 26 in Orcutt and the Santa Maria Valley. All County Fire Stations have various types and quantities of firefighting equipment and personnel able to respond to an oil spill fire. Outside of Santa Barbara County, the San Luis Obispo County Fire Department has stations located in Nipomo (Station 20), Pismo Beach (Station 64), Shell Beach (Station 63), Avila Valley (Station 62), San Luis Obispo (Station 23), Paso Robles (Station 30), Meridian (Station 52), and Shandon (Station 51). The Fresno County Fire Department has stations located near Coalinga (Stations 93 and 94), and CAL FIRE, the state Fire Department, has a station located in Coalinga (Fresno Kings Unit Battalion 14).

The best method for preventing explosions and fires from tanker truck accidents is to reduce the probability of an accident from occurring. Truck operators would be required to operate tanker vehicles in accordance with CFC Chapter 57, which was specific requirements for tank vehicles and vehicle operation. Further, project-specific Mitigation Measure **RISK-01 Truck Hazard Mitigation Plan** (see

Section 4.9) requires safety measures for trucks that would serve to reduce the probability of truck accident, thereby reducing the likelihood of an explosion, oil spill, and pool fire.

Cumulative Impacts: Since the project would not create significant fire hazards, it would not have a cumulatively considerable effect on fire safety within the County.

Mitigation and Residual Impact: See Mitigation Measure **RISK-01 Truck Hazard Mitigation Plan** in Section 4.9 for a description of mitigation measures to reduce the project's fire hazard impacts to an insignificant level.

4.8 GEOLOGIC PROCESSES

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?			X		
b. Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading?			X		
c. Exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise?				X	
d. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	
e. Any increase in wind or water erosion of soils, either on or off the site?			X		
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?				X	
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				X	
h. Extraction of mineral or ore?				X	
i. Excessive grading on slopes of over 20%?				X	
j. Sand or gravel removal or loss of topsoil?				X	
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?			X		
l. Excessive spoils, tailings or over-burden?				X	

Existing Setting: The proposed truck rack area is located south of the Lion's Head fault zone, which is a well constrained fault area running east to west along the Purisima Hills. Movement in this area may occur

rapidly in the form of an earthquake, or may occur slowly in the form of creep. According to the U.S. Geological Society's (USGS) Uniform California Earthquake Rupture Forecast, the proposed project site has a 0.1 percent likelihood of experiencing a magnitude 6.7 or larger earthquake in the next 30 years. The project is not located in a County-designated geological Special Problems area.

County Environmental Thresholds: Pursuant to the County's Adopted Thresholds and Guidelines Manual, impacts related to geological resources may have the potential to be significant if a project involves any of the following:

- The project site or any part of the project is located on land having substantial geologic constraints, as determined by P&D or PWD. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development.
- The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.
- The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.
- The project is located on slopes exceeding 20% grade.

Impact Discussion: *Insignificant Impact (a, b, e, k)***.** The Purisima 33 well pad was designed to support the use of heavy equipment, such as the equipment proposed for the project. The soil at the site is not considered unstable, nor would it become unstable as part of project activities. Liquefaction potential in the area has been determined to be low. Construction of the truck loading rack and associated infrastructure would not require the development of a new pad, or require major earth moving activities. Construction of the truck loading rack would require minimal grading, as the existing well pad surface is level. Grading would be limited to 150 cubic yards of cut and 700 cubic yards of fill (net of 550 cubic yards) to construct the containment and drainage improvements. Any potential for expansive soils would be mitigated by the use of non-expansive engineered fill. Any potential for grading to impact erosion and sedimentation processes would be adequately mitigated by Mitigation Measure **Geo-01 Erosion and Sediment Control Plan**, which captures the County's standard erosion control and drainage requirements. Construction-related vibrations would be localized and temporary, lasting three to six months.

No Impact (c, d, f –j, l). There are no unique geological features located on the project site, the site is not located in proximity to coastal bluffs, and the project would not result in the use of septic systems. The project would not involve mining or the loss of topsoil, nor would grading occur on slopes over 20 percent.

Cumulative Impacts: Since the project would not result in significant geologic impacts, and geologic impacts are typically localized in nature, the proposed project would not have a cumulatively considerable effect on geologic hazards within the County.

Mitigation and Residual Impact: The following mitigation measure would ensure the project's geological impacts remain insignificant.

Geo-01 Erosion and Sediment Control Plan. Where required by the latest edition of the California Green Code and/or Chapter 14 of the Santa Barbara County Code, a Storm Water Pollution Prevention

Plan (SWPPP), Storm Water Management Plan (SWMP) and/or an Erosion and Sediment Control Plan (ESCP) shall be implemented as part of the project. Grading and erosion and sediment control plans shall be designed to minimize erosion during construction and shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term erosion control measures or permanent landscaping. The Owner/Applicant shall submit the SWPPP, SWMP or ESCP using Best Management Practices (BMP) designed to stabilize the site, protect natural watercourses/creeks, prevent erosion, convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite. The SWPPP or ESCP shall be a part of the Grading Plan submittal and will be reviewed for its technical merits by P&D. Information on Erosion Control requirements can be found on the County web site re: Grading Ordinance Chapter 14 (http://sbcountyplanning.org/building/grading.cfm) refer to Erosion and Sediment Control Plan Requirements; and in the California Green Code for SWPPP (projects < 1 acre) and/or SWMP requirements.

PLAN REQUIREMENTS: The grading and SWPPP, SWMP and/or ESCP shall be submitted for review and approved by P&D prior to approval of land use clearances. The plan shall be designed to address erosion, sediment and pollution control during all phases of development of the site until all disturbed areas are permanently stabilized.

TIMING: The SWPPP requirements shall be implemented prior to the commencement of grading and throughout the year. The ESCP/SWMP requirements shall be implemented between November 1st and April 15th of each year, except pollution control measures shall be implemented year round.

MONITORING: P&D staff shall perform site inspections throughout the construction phase.

References:

U.S. Geological Survey (USGS). Quaternary faults database. Accessible at: https://www.usgs.gov/programs/earthquake-hazards/faults. Accessed November 2023.

Uniform California Earthquake Rupture Forecast, Version 3 (UCERF3). Accessible at: https://pubs.usgs.gov/of/2013/1165/. Accessed November 2023.

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?		X			
b. The use, storage or distribution of hazardous or toxic materials?		X			

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?		X			
d. Possible interference with an emergency response plan or an emergency evacuation plan?			X		
e. The creation of a potential public health hazard?		X			
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?		X			
g. Exposure to hazards from oil or gas pipelines or oil well facilities?			X		
h. The contamination of a public water supply?			X		

Existing Setting: Existing conditions for the Lompoc Oil Field, the proposed trucking route, and a portion of the existing Phillips 66 L300 pipeline (which is the crude oil export pipeline historically used by SPR and former Lompoc Oil Field operators), are described below as they relate to hazardous materials. Sensitive resources (biological, water, and cultural) are also discussed in this section as they relate to potential oil spills.

Existing Lompoc Oil Field Operations – Hazardous Materials - The Lompoc Oil Field contains various hazardous materials common with oil and gas extraction activities, such as emissions of diesel particulate matter (from machinery, vehicles, and drilling equipment), hydrocarbon gases and vapors, and hydrogen sulfide. Hazardous materials and hazardous chemicals used and stored within the oil field include crude oil, solvents, pesticides, lubricating oils, dispersant, triethylene glycol, corrosion inhibitors, xylene, ammonium chloride, diesel fuel, asphaltene inhibitor, water clarifier, produced water, and demulsifiers. Hazardous materials are stored in steel drums, plastic drums, and aboveground tanks. SPR has an existing Hazardous Material Business Plan (HMBP) that provides an inventory of all hazardous materials used onsite, and maintains an existing SPCC Plan. The plan is submitted to the Santa Barbara County Certified Unified Program Agency (CUPA) for review and record keeping, and is maintained on the Environmental Protection Agency's California Environmental Reporting System (CERS). The CUPA regulates businesses and industrial facilities that handle hazardous materials, generate or treat hazardous waste, or operate aboveground and underground storage tanks. The CUPA is also responsible for conducting inspections at the Lompoc Oil Field at least every three years to ensure compliance with the SPCC plan. Existing fire protection and spill response methods for the Lompoc Oil Field and the proposed truck route are described in Section 4.7 (*Fire Protection*).

For potential contamination from offsite sources to the oil field, per the Department of Toxic Substance Control (DTSC) EnviroStor database, the closest hazardous materials facility is located 1 mile to the south of site. The facility is labeled as the Unocal Purisima Fee site, whose case status is closed but does have some land use restrictions (Geotracker ID Loc Case #: 20162). No other hazardous material sites are located within 1 mile of the proposed project area.

Proposed Truck Route - Onshore Sensitive Biological Resources - Sensitive biological resources along the truck route are summarized below from the *Biological Resources and Waters Resources Desktop Assessment*, prepared for SPR by AECOM dated June 2023 (Attachment 3). The proposed truck route traverses a number of natural habitat types and anthropogenic land uses. All areas along the route are currently used for public and commercial transportation. Land uses present include developed and disturbed land associated with existing cities, agricultural lands and grazing lands that support cattle, as well as open grasslands and shrubland, with more limited woodland and localized riparian corridors associated with permanent and intermittent waterways. Sensitive biological resources with the potential to occur along the proposed route were identified using CNDDB records. For plant species, a total of 74 occurrence records were identified as overlapping the trucking route, including 35 distinct sensitive plant species. Among these records, six are state- or federally-listed species, and the remaining 29 are considered sensitive species. Within a 500-foot buffer of the trucking route, a total of 114 records, comprising 46 distinct species were identified. Among these records, listed plant species with the potential to occur along the trucking route include: California jewelflower (*Caulanthus californicus*), Chorro creek bog thistle (*Cirsium fontinales* var. *obispoense*), Gambel's water cress (*Nasturtium gambelii*), kern mallow (*Eremalche parryi* ssp. *kernensis*), San Joaquin woollythreads (*Monolopia congodonii*), seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), and Vandenberg monkeyflower (*Diplacus vandenbergensis*). Two sensitive natural communities also overlap the trucking route, consisting of central maritime chaparral, which is a common community with the Burton Mesa Ecological Preserve, and Southern California threespine stickleback stream habitat located in the vicinity of Orcutt.

For sensitive wildlife species, a total of 114 occurrence records were identified as intersecting the trucking route, representing 42 distinct species. Within a 500-foot buffer of the trucking route, the number of records increased to 142, and the number of distinct species remained at 42. A summary of the occurrence records by species type is presented below.

- Sensitive insects are the dominant species type, and include the monarch butterfly (*Danaus plexippus*), western bumblebee (*Bombuss occidentalis*), Crotch bumblebee (*B. crotchii*), and various beetles.
- Sensitive fish species include the unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*), tidewater goby (*Eucyclogobius newberryi*), and steelhead (*Oncorhynchus mykiss irideus*).
- Sensitive amphibian species include the California red-legged frog (*Rana draytonii*), coast range newt (*Taricha torosa*), and western spadefoot toad (*Spea hammondii*).
- Sensitive reptiles include the blunt-nosed leopard lizard (*Gambelia sila*), western pond turtle (*Emys marmorata*), San Joaquin coachwhip (*Masticophis flagellum ruddocki*), California glossy snake (*Arizona elegans occidentalis*), silvery legless lizard (*Anniella pulchra*), and coast horned lizard (*Phyrnosoma blainsvillii*).
- Sensitive birds include *Swainson's hawk (Buteo swainsoni*), tri-colored blackbird (*Ageliaus tricolor*), least Bell's vireo (*Vireo bellii pusillis*), Le Conti's thrasher (*Toxostoma lecontii*, SSC), yellow rail (*Coturnicops noveboracensis*), American peregrine falcon (*Falco peregrinus anatum*), prairie falcon (*Falco mexicanus*), and the burrowing owl (*Athene cunicularia*, SSC).

- Sensitive mammals include the San Joaquin kit fox (*Vulpes macrotis mutica*), Nelson's antelope squirrel (*Ammospermophilus nelsoni*), American badger (*Taxidea taxus*, SSC), short-nosed kangaroo rat (*Dipodomys nitratoides brevinasus*, SSC), Tulare grasshopper mouse (*Corynorhinus townsendii*, SSC), pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), and western red bat (*Lasiurus frantzii*).

Proposed Truck Route - Water and Wetland Features - Water and wetland features along the truck route are summarized from the *Biological Resources and Waters Resources Desktop Assessment*, prepared for SPR by AECOM dated June 2023 (Attachment 3), as well as from the CDFW Biogeographic Information Observation System (BIOS) California Aquatic Resources Inventory (CARI) Wetlands database (CDFW 2024). The proposed trucking route intersects numerous waterways at existing roadway crossings. The majority (approximately 101) of the waterways are unnamed, ephemeral drainages that are anticipated to convey water only after significant rain events. Larger waterways include the following:

- Mapped perennial (year round) flows include Arroyo Grande Creek, Cholame Creek, Pismo Creek, San Antonio Creek, and San Luis Obispo Creek.
- Mapped intermittent (only in the Spring, or after heavy rain) flows include Atascadero Creek, Brizzolara Creek, Dry Creek, Estrella River, Graves Creek, Huerheuro Creek, Los Berros Creek, Nipomo Creek, Orcutt Creek, Paloma Creek, Paso Robles Creek, Pine Creek, Prefumo Creek, Salinas River, Santa Margarita Creek, and the Santa Maria River.

The proposed trucking route also passes through vernal pool areas in multiple locations defined by the CDFW, including near Vandenberg Village, west of Orcutt, south of San Luis Obispo, near Hwy 101 and Hwy 58, and near Paso Robles. Other wetland areas along the truck route include areas along Hwy 1 near Vandenberg Village and Vandenberg Space Force Base, areas near the Santa Maria River, Nipomo River, Los Berros Creek, Arroyo Grande Creek, Pismo Creek, San Luis Obispo Creek and tributaries, the Salinas River, and the Estrella River.

Proposed Truck Route - Coastal Zone and Other Environmentally Sensitive Habitat Areas - A small portion of the proposed truck route passes through the California Coastal Zone near Pismo Beach. Several areas within the Coastal Zone are designated by the California Coastal Commission (CCC) as environmentally sensitive habitat areas (ESHA), the majority of which are drainages to the Pacific Ocean. ESHA also includes rare and endangered species habitats, wetlands, streams, near shore reefs, tide pools, offshore rocks, native plant communities, dunes, kelp beds, harbor seal rookeries and hauling out grounds, and seabird roosting and nesting areas. Farther offshore, pelagic fish, plankton, marine animals, and marine birds inhabit the open ocean. Additionally, most commercial and recreational fisheries occur within the offshore habitat.

Proposed Truck Route - Cultural Resources - Cultural resources along the truck route are summarized from the *Cultural Phase I Report for the Lompoc Truck Loading Rack Project*, prepared for SPR by AECOM dated July 2023. The majority of the project route is located within lands traditionally occupied by the Chumash, Salinan, and Southern Valley Yokut people. Mainland Chumash territory comprised the area approximately from San Luis Obispo to Malibu Canyon, and included inland areas as far as the western edge of the San Joaquin Valley. The Chumash also inhabited the Santa Barbara Channel Islands. The Salinan territory comprised portions of Monterey County, northern San Luis Obispo County, and parts of Benito County. Southern Valley Yokuts occupied the San Joaquin Valley and adjoining Sierra Nevada

foothills, and their territory encompassed the basins of Tulare, Buena Vista, and Kern lakes as well as the lower portion of the Kings, Kaweah, Tule, and Kern rivers.

The proposed trucking route passes through the modern day communities of Orcutt, Santa Maria, Nipomo, Arroyo Grande, Pismo Beach, San Luis Obispo, Atascadero, Templeton, Paso Robles, Shandon, and Coalinga. These locations were all established between 1895 and 1943. The Phase I Report prepared for the proposed project (AECOM 2023) states that 12 archeological resources overlap the proposed trucking route, and 189 archaeological resources are within 500-feet of the roadways. Documented resources include segments of the Southern Pacific Railroad, large occupation sites (house pits, stone tools, fire-altered rock, shell fragments), middens (marine shell and lithic debitage), historic ranch features (foundations, corrals, debris), segments of the Atascadero-San Luis Obispo Power Line, former adobe sites, segments of Orcutt Road, and various historic properties. In addition, the Pacific Ocean in the vicinity of the proposed trucking route contains a variety of underwater cultural resources, ranging from prehistoric artifacts to historic era shipwrecks. Resources include relict landforms and isolated artifacts deposited on the seafloor. Historic offshore cultural resources in the project region are primarily shipwrecks.

Existing Pipeline and Upset Conditions – Phillips 66 Line 300 - Phillips 66 owns the Line 300 Pipeline that historically transported crude oil from various oil field operations in Santa Barbara County and San Luis Obispo County to the Phillips 66 Santa Maria Refinery in southwestern San Luis Obispo County. Line 300 is a system of pipelines constructed between the 1940s and 1990s consisting of various sizes. The CC-30 pipeline is a subset of Line 300 which historically transported crude oil from the Lompoc Oil Field and LOGP north along State Route 1 and 135 to the Phillips 66 Orcutt Station, and then north through Orcutt and Santa Maria to the Phillips 66 Suey Junction. The CC-32-30 pipeline is a subset of Line 300 which historically transported crude oil from the Suey Junction through Santa Maria into San Luis Obispo County along Hwy 101 to the Phillips 66 Summit Station in northern Nipomo. The CC-32-50 pipeline is a segment of Line 300 that historically transported crude oil from the Summit Station southwest to the Santa Maria Refinery. The total Line 300 pipeline length from the Lompoc Oil Field to the Santa Maria Refinery is approximately 32 miles, and the sections are approximately 30 to 82 years old.

During operations, risk of upset scenarios associated with Line 300 include potential releases due to internal or external corrosion, third-party impacts, or natural disasters (earthquakes). In general, pipeline releases could occur in a range of different sizes depending on location, consisting of ruptures (large rapid releases) or leaks (approximately 10 percent of the volume of a rupture). In the event of a pipeline spill, a leak detection system would detect and shut down pipeline operations; however oil could continue to be released until it drained through the surrounding terrain. Leak detection systems are designed to shut down a pipeline in 5-15 minutes; however as demonstrated in multiple pipeline spills in the regional area (including the 2015 Refugio oil spill and the 2021 Huntington Beach oil spill), operators did not shut down the system until 60 minutes or more. Pipeline leaks occur more frequently as a result of corrosion and metal erosion, and have a smaller impact area than pipeline ruptures. In general, leaks are usually small enough that public health risks are considered low. Potential spill volumes along the existing Line 300 between the Lompoc Oil Field and the Santa Maria Refinery were determined to range from 9,592 gallons to 104,883 gallons (MRS 2024).

Existing Pipeline - Onshore Biological Resources - Sensitive biological resources along the existing Line 300 pipeline route from the Lompoc Oil Field to the Santa Maria Refinery are summarized from the *Habitat*

Assessment for the Line 300 Pipeline Replacement Project (Arcadis 2019), and from CNDDB records. The existing pipeline route passes through open areas, along roadways, through the City of Santa Maria, crosses under the Santa Maria River and continues north to the Santa Maria Refinery. The route also traverses a number of natural habitat types including Bishop pine forest, coast live oak woodland, chamise chaparral (*Adenostoma fasciculatum* Shurbland Alliance), California sagebrush scrub, coyote brush scrub (*Baccharis pilularis* Shrubland Alliance), silver dune lupine – mock-heather scrub (*Lupinus chamissonis – Ericameria ericoides* Shrubland Alliance), California coffeeberry scrub (*Frangula californica* Shrubland Alliance), black sage scrub (*Salvia mellifera* Shrubland Alliance), annual brome grassland (*Bromus – Brachypodium distachyon* – Herbaceous Semi-Natural Alliance), black cottonwood forest (*Populus trichocarpa* Forest Alliance), sandbar willow thickets (*Salix exigua* Shrubland Alliance), arroyo willow thickets (*Salix lasiolepis* Shrubland Alliance), salt grass flats (*Distichilis spicata* Herbaceous Alliance), and sparsely vegetated streambeds. Anthropogenic land uses along the pipeline route include developed and disturbed land associated with existing cities, agricultural and grazing lands, open grasslands and shrubland, and limited woodland and localized riparian corridors associated with permanent and intermittent waterways. For sensitive species (plant and animal) and habitats, a total of 31 occurrence records were identified as overlapping the existing pipeline route. Among these records, three are state- or federally-listed species, and the remaining are considered sensitive species. Threatened or endangered species include the unarmored threespine stickleback, La Graciosa thistle (*Cirsium scariosum var. loncholepis*), and the California red-legged frog. Within a 500-foot buffer of the existing pipeline route, a total of 42 records of sensitive species and habitats are identified. Among these records, a total of six are state- and federally-listed species. Within a 5-mile buffer of the existing pipeline route, a total of 638 records of sensitive species and habitats are identified. Among these records, a total of 149 are state- and federally-listed species.

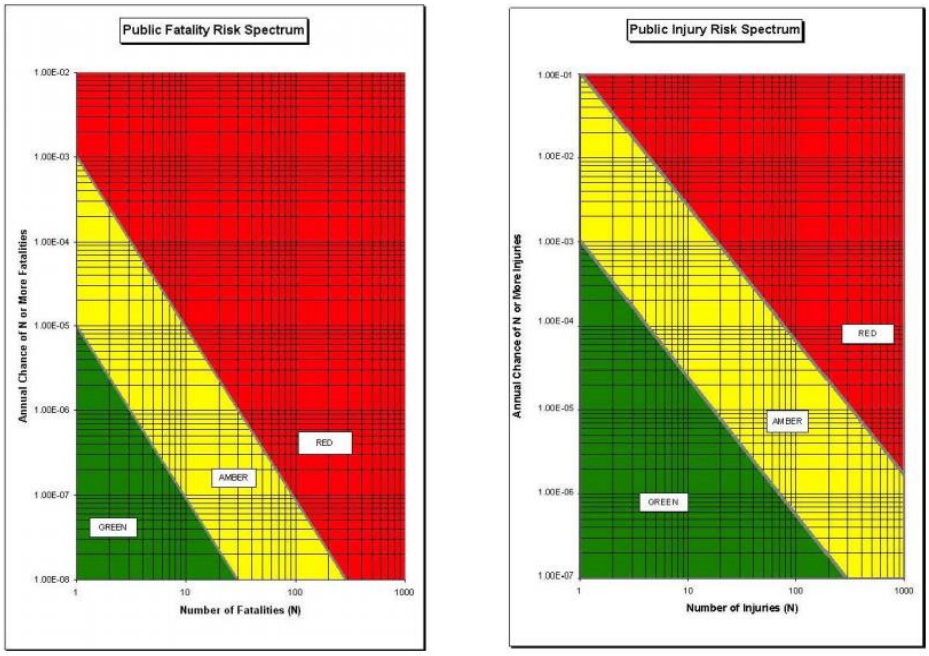
Existing Pipeline – Water and Wetland Features - Line 300 intersects numerous waterways at existing roadway crossings. The majority of the waterways are unnamed, ephemeral drainages. Larger waterways include San Antonio Creek, Orcutt Creek, the Santa Maria River, Nipomo Creek, Deleissigues Creek, and Mehlschau Creek. Vernal pool features exist to the west of the pipeline near Orcutt. Other wetland areas include areas near Nipomo Creek, the Santa Maria River, and Blacklake Canyon near the Santa Maria Refinery.

Existing Pipeline – Coastal Zone and Other Environmentally Sensitive Habitat Areas - A small portion of Line 300 passes into the California Coastal Zone where the pipeline enters the Santa Maria Refinery. Some areas of the Santa Maria Refinery within the Coastal Zone are also designated by the CCC as ESHA.

Existing Pipeline – Cultural Resources - Cultural resources along the portion of Line 300 historically used to export crude oil from the Lompoc Oil Field are summarized from the *Cultural Resources Identification Report for the Phillips 66 Line 300 Replacement Project* (Arcadis 2019). Line 300 is located within the traditional boundaries of the Chumash people. Pre-history of the area includes the 1769 Spanish invasion, leading to the historic era of exploration and occupation of the region by the Spanish, and the subsequent Mexican and American eras. Approximately 50 cultural resource locations exist within a quarter mile of the pipeline, ranging from prehistoric shell deposits to historic era built environment resources. Historic resources include oil field and refineries, residential complexes and debris scatter. Prehistoric resources include shell middens, isolated flakes, midden deposits, and debris.

County Environmental Thresholds: The County has established thresholds for both human health risks and environmental risks from hazardous materials and risk of upset scenarios**.** For human health and public safety, the County's safety threshold addresses involuntary public exposure from projects involving significant quantities of hazardous materials. The threshold addresses the likelihood and severity of potential accidents to determine whether the safety risks of a project exceed significant levels. County thresholds require the use of a quantitative risk assessment (QRA) when evaluating public safety risk associated with oil and gas operations. A QRA is a technique used to estimate the risk levels associated with transportation and fixed facilities. Potential incidents associated with a project's operations are examined, and their associated consequences and frequency are estimated based on industry historical databases and estimates. The results of a QRA are then compared against existing Santa Barbara County thresholds. Public health risk assessments evaluate the frequency and level of public health impacts (number of fatalities or injuries) on an FN (frequency-consequence) chart, which plots the cumulative frequency of public health impacts against the level of the public health impact. The County's threshold for FN curves for public health risks are shown in **Figure 4.9-1**. The thresholds define what areas on the chart are acceptable and unacceptable for public health impacts. Public safety risks are considered significant if after the application of all feasible mitigation measures, they are still in the amber (yellow) or red zones shown below.

Figure 4.9-1 Santa Barbara County Project-specific Fatality and Injury Risk Thresholds



Source: Environmental Thresholds and Guidelines Manual, 2021

For environmental risks, the County has established general thresholds for environmental risks associated with an oil spill to be a significant increase in spill frequency or volume over historical operations. Therefore, the significance of environmental risks are evaluated based on the change in spill volume and/or frequency compared to a project's baseline. Environmental risk is considered significant if a project's spill risk is significantly greater than the baseline spill risk.

Impact Discussion: This section addresses the potential failure and accidents associated with the crude oil loading operations within the Lompoc Oil Field, as well as trucking accidents along the proposed

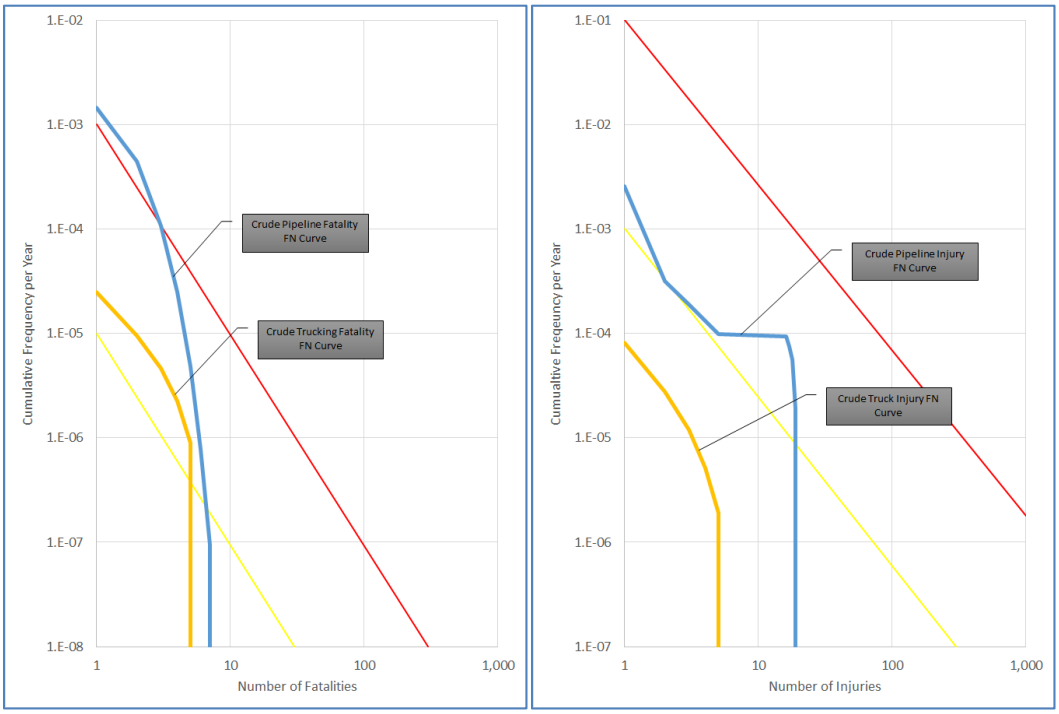
transportation route compared to the baseline of historic export operations through the existing Phillips 66 Line 300. The baseline operations are assumed to include the operating pipeline (see Section 3.2), which also presented risks to people and the environment. The analysis addresses the potential impacts of oil spills, fires, and flammable vapors from a reasonable worst-case scenario of potential risk of upset impacts. Environmental impacts to sensitive resources (biological, water, and cultural) are also discussed in this section as they relate to potential oil spills.

Significant and Mitigable Impact (a,b,c,e,f). A detailed Comparative QRA was conducted on behalf of the County by MRS Environmental, Inc. (Attachment 7) to analyze the potential risks of exporting crude oil from the Lompoc Oil Field by truck compared to the baseline of exporting oil through Phillips 66 Line 300. Truck release/spill rates are modeled based on historical hazardous material trucking incidents within California as compiled by the California Highway Patrol. Pipeline release/spill rates are modeled based on existing databases to estimate the frequency of pipeline failures (e.g. the PHMSA pipeline incident database), other similar pipelines in the regional area, and the age of the L300 pipeline system (30 to 82 years old).

For public human health and safety risks, crude oil spills could occur from both the proposed truck loading rack, and from trucking operations. As indicated in the QRA, spills and subsequent fires or flammable gas impacts at the proposed truck loading rack would not impact sensitive receptors. However, during trucking, releases could occur primarily from on the road accidents or mechanical failures. Crude oil is normally transported by selected contract carriers that are required to meet all regulatory requirements and safety standards. Under the proposed project, crude oil would be transported by stainless steel or aluminum steel cargo trucks designed to comply with DOT specifications in 160 barrel (6,720 gallon) loads. In the event of a crude oil spill and subsequent ignition resulting in a pool fire, the heat (thermal radiation) from the fire could result in a serious human injury or fatality. Pool fires are generally larger and would be a greater threat to nearby persons and populations. Spilled crude oil, if it does not immediately ignite into a pool fire, could also produce an elongated, elliptical flammable vapor cloud. If the vapor cloud is ignited, it would result in a flash fire. Flash fires could also result in injury or fatality to people in the vicinity if they are not able to evacuate the immediate area. Thermal impacts would range from 70 to 93 feet, and flammable gasses could impact areas as far as 53 feet. These estimates of risk are conservative in that they do not account for variation in conditions (e.g. day vs. night and meteorological conditions), and assume that all areas could experience injuries or fatalities independent of infrastructure (such as walls or buildings) that could shield areas from thermal impacts.

When compared to the baseline, the trucking of crude oil under the proposed project (an average of six, and up to 10 round-trip truck trips per day) presents less risk to public health than the historical transportation by pipeline. This is exhibited in the FN curves shown in **Figure 4.9-2** below, which were compiled in the QRA to examine the risks relative to the Santa Barbara County thresholds (**Figure 4.9-1**). Public health risks from trucking under the proposed project is less than the baseline primarily due to: 1) the age of Line 300 which introduces a higher failure rate; 2) pipelines can generate larger releases and therefore impact larger zones; 3) the proposed trucking levels are relatively low (a maximum of 2,000 trucks annually); and 4) most of the truck route traverses through areas with very low population densities. However, if trucking is conducted in a manner that does not ensure safe operations, then impacts could be significant. Mitigation measures described below would serve to reduce the probability of a truck accidents and non-collision incidents.

Figure 4.9-2 Public Health and Safety Risks from Proposed Crude Oil Trucking vs Existing (Operational) Pipeline

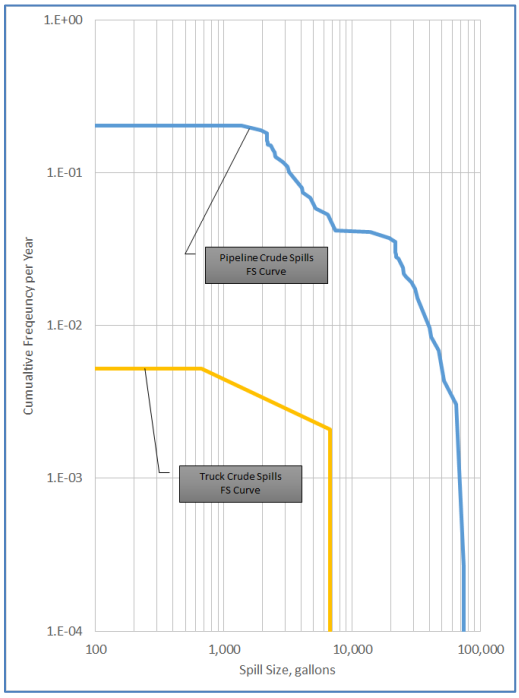


Source: MRS 2024

For environmental impacts, any oil spills at the truck loading rack would be contained within the secondary containment basin built around the Purisima 33 well pad. The pad would be sloped to drain into the closed and locked containment basin and cleaned in accordance with the Lompoc Oil Field SPCC Plan and ERAP (see Section 4.7). Spill response equipment is stored in a portable trailer located within the Lompoc Oil Field, and contains PPE, first aid kits, spill control materials, absorbents, and specialized tools for spill containment and cleanup. Spill modeling conducted by Canary© as part of the QRA demonstrates that any spills at the truck loading rack would be contained and would not impact sensitive natural resources.

During trucking, if an accident occurs which results in a release of crude oil, crude oil could enter the environment. The probability of an oil spill of about five gallons or more has been estimated to be once in 192 years with no mitigation or minimization measures. With Mitigation Measure **Risk-01 Truck Hazard Mitigation Plan**, the annual probability of a spill of above five gallons or more would drop to once in 239 years. Spill modeling conducted by Canary© as part of the QRA for pavement surfaces, estimates that in the most likely scenario, the maximum extent of a spill of a full tanker truck would be less than 0.25 acres (11,000 ft^2), and would be confined to the road surface and habitat within about 500-feet of the roadway. Compared to baseline pipeline operations, up to 104,883 gallons of oil could be released if an operating pipeline release were to occur at the worst-case location along Line 300. **Figure 4.9-3** shows a comparison of the spill volumes and frequencies for the proposed trucking vs the existing pipeline. As the figure shows, the spill risk for the proposed project is less than the baseline. This is due to the larger potential spill volumes associated with Line 300, the age of pipeline, and the low number of proposed truck trips (an average of 6 round trips, up to 10 round trips per day, and a maximum of 2,000 trips annually).

Figure 4.9-3 Frequency of Potential Project Crude Oil Trucking vs Operational Pipeline Spills



Source: MRS 2024

Sensitive natural resources (biological, water, and/or cultural) wouldn't be disturbed by normal trucking activities. Normal operations would be confined to paved roads, shoulders, and any pullover locations. However, the proposed project has the potential to impact sensitive resources in the event of a truck incident that results in the release of oil that then flows to an area that contains sensitive resources. Oil spills from the transportation of crude oil along the trucking route could have direct and indirect effects on onshore biological resources, such as special-status species, habitat, and vegetation communities, as well as impacts on streams and other jurisdictional drainages. Impacts could include the removal or degradation of native and/or critical habitats, the reduction of a population of special-status species, the take of a listed species, and a reduction in a species' breeding success. The potential impacts to sensitive resources from an oil spill would depend on several factors, such as the location of the incident, type and size of the spill, location of the spill relative to the roadway, weather conditions at the time of the spill, emergency response times, and actions taken to contain the spill.

Should an oil spill enter a waterway while water is flowing or during the rainy season, oil could be transported downstream, increasing the severity of impacts by increasing the affected area. For the portion of the transportation route parallel to the Pacific Ocean near Pismo Beach, an oil spill that entered a drainage (i.e. Pismo Creek) could potentially reach the ocean, resulting in direct effects to marine resources. However, spills of potential marine significance would only occur as a fully laden truck traveled north along Hwy 101 adjacent to the Pacific Ocean. The only area along the proposed truck route where this occurs is immediately north of Pismo Beach. This portion of Hwy 101 is separated from the shoreline by physical barriers such as southbound highway lanes and upland habitat. The closest ground-length approach from the roadway to the shoreline is about 289-feet, located near Dinosaur Caves Park. For a 160 barrel tanker spill, the length of adsorption would be about 72 feet, which is less than the minimum 289-feet from Hwy 101 to the marine environment. Potential marine impacts would be more likely to result if oil flowed directly into Pismo Creek, which is the

closest perennial creek to the Pacific Ocean along the truck route. The creek channel would provide a direct path to the shoreline and marine environment.

If an oil spill were to occur, it is critical to contain the spill as quickly as possible to minimize the potential damage to sensitive resources. This requires immediate notification to first responders and mobilization of containment equipment. Presumably, in the event of a truck accident, the truck driver, or another motorist could promptly notify first response agencies. Local and State agencies have the responsibility for responding to accidents and associated oil spills along public transportation routes. Normally, local Fire Departments are the initial first responders for spill containment. For the State of California, CDFW-OSPR is a key oil spill response and cleanup agency for spills that enter state waterways. The truck transportation company, who is the responsible party, may also have equipment and resources that can be made available to support the overall cleanup operation.

For cultural resources, if a truck accident results in an oil spill, disturbance of cultural resources could occur as a result of associated cleanup and/or restoration activities that involve ground disturbance in the immediate vicinity of the cultural resource. Impacts could occur from the use of heavy equipment needed to contain or remove contaminated soils. An oil spill and associated cleanup activities could also impact native plants, animals and wetland resources used for food, medicine, religion, and/or crafts.

The best method for preventing oil spills from truck transportation is to reduce the probability of truck accident from occurring. Mitigation Measure **Risk-01 Truck Hazard Mitigation Plan** requires additional safety features for the trucks that would serve to reduce the probability of a truck accident by about 12 percent, and non-collision incidents by 50 percent, thereby reducing the likelihood of an oil spill. Mitigation Measure **Risk-02 Updated Safety Plans** would require updates to the existing Lompoc Oil Field SPCC and ERAP to include the crude oil trucking loading operations. Mitigation Measures **Risk-03** and **Risk-04** require financial responsibility and an oil spill contingency plan for the trucking company that would transport the crude oil. The Oil Spill Contingency Plan would also require the identification of Native American monitors that are properly trained for working at oil spill response locations, and would be present for cleanup and remediation efforts as needed. These measures would help to improve the response to an oil spill by having documented information on the location of sensitive resources along the truck route, would identify specific containment and cleanup methods for sensitive areas, and would allow for better coordination with first responders. Finally, Mitigation Measure **Risk-05 No Trucking During Rainy Periods** would restrict trucking during rainy periods so that oil-rainwater emulsion could not rapidly transit through flow pathways and impact larger areas.

Insignificant Impact (d,g,h). The proposed project would not interfere with an emergency response plan, or emergency evacuation plan, and would not have the potential to contaminate a public water supply. The Lompoc Oil Field is serviced by the Santa Barbara County Fire Department and the Lompoc Sherriff's office. Existing SPR Emergency Response Plans would be updated to include the development of the truck loading rack and associated infrastructure at the Lompoc Oil Field. Development would be limited to existing disturbed areas within the state-designated Lompoc Oil Field, and would not be near residential communities or other sensitive receptors. As described in Section 4.3 (*Air Quality*), the potential carcinogenic risk from the project is below the incremental project significant level of ten in a million cancer risk, and the hazard index for the potential chronic and acute non-cancer risks from the project are also below the incremental project significance level of 1.0. Therefore, health risks impacts from the proposed project are insignificant.

For public water supply, the County's residents obtain their potable water mostly from groundwater withdrawal, and also from reservoir systems, the State Water Project, other surface water, recycled water, and from desalination. The proposed project area and the trucking route is not near any of the County's reservoir systems (Cachuma, Twitchell, Gibraltar, and Jameson Reservoirs). In the case of an oil spill along the transportation route, the spill would be confined to the road surface and habitat within about 500-feet of the roadway. Any oil that would flow off the roadway would first be intercepted in the soil. Oil spill cleanup activities would occur as quickly as possible, and likely would not impact groundwater/public water supply. Therefore impacts are insignificant.

Mitigation and Residual Impact: The following mitigation measures would reduce the project's effects regarding hazardous materials and/or risk of upset to an insignificant level.

Risk-01 Truck Hazard Mitigation Plan. A Truck Hazard Mitigation Plan shall be prepared that addresses the various aspects of truck operation safety, with the goal of minimizing the potential for an accident or release to occur. The Plan shall include the following:

- Drivers shall have a minimum of two years of commercial driving experience for hazardous materials, plus extensive training in defensive driving, emergency response, and other driving skills.
- Drivers shall be trained on Project-specific requirements, including loading and transportation procedures, local traffic concerns and hazards, driver safety, and driver courtesy.
- Drivers shall be trained to use dedicated routes.
- All trucks shall be linked to an integrated fleet geographical information management system that provides real-time satellite tracking and mapping of locations, speeds, and other parameters.
- The geographical management system shall be used to set and measure compliance to speed limits, acceleration, and de-acceleration for trucks as needed.
- All tanker trucks shall be equipped with dual-sided dashboard video cameras.
- All tanker trucks shall be equipped with Roll Stability Control (RSC) systems.
- The fleet shall operate an Electronic Driver Vehicle Inspection Report system, integrated with its maintenance system.
- Truck carriers shall be required to complete a *Crude Oil Motor Carrier Safety Survey* prior to starting shipments to assure proper contractor selection.
- All tanker trucks shall be equipped with speed monitor and limiting systems.
- The Owner/Applicant shall have an approved procedure for trucks to follow during truck loading that includes over filing and grounding protections.
- All tanker trucks shall be model year 2017 or newer.
- The Owner/Applicant shall conduct a safety and operability inspection of each tanker truck prior to loading and departing the Lompoc Oil Field. Any truck that receives an unsatisfactory inspection shall no longer be permitted to transport crude oil from the Lompoc Oil Field until the issue(s) have been corrected.

PLAN REQUIREMENTS AND TIMING: The Truck Hazard Mitigation Plan shall be submitted to P&D for review and approval prior to issuance of the Land Use Permit. All incidents shall be reported to P&D on an annual basis, by January 31st for the year's previous data.

MONITORING: P&D shall verify implementation of the approved plan through review of incident and annual reports, and site inspection as needed throughout operations.

Risk-02 Updated Emergency Plans. The Lompoc Oil Field's Spill Prevention Control and Countermeasure Plan (SPCC) and Emergency Response Action Plan (ERAP) shall be updated to include the truck loading rack operations occurring at the Lompoc Oil Field.

PLAN REQUIREMENTS AND TIMING: The updated emergency plans shall be submitted to P&D for review and approval prior to issuance of the Land Use Permit. The requirements of the approved plans shall be implemented by the Owner/Applicant as necessary. The Owner/Applicant shall report its implementation of any emergency measures to P&D on an annual basis, by January 31st for the year's previous data.

MONITORING: P&D shall verify implementation of the approved plans through review of annual reports, and site inspection as needed throughout operations.

Risk-03 Trucking Company Financial Responsibility. The Owner/Applicant shall assure that the trucking company has demonstrated financial responsibility to cover the cost of an oil spill cleanup in the amount of at least $5,000,000.

PLAN REQUIREMENTS AND TIMING: The Owner/Applicant shall provide evidence of financial responsibility from the trucking company to P&D for review and approval prior to trucking crude from the Lompoc Oil Field. The Owner/Applicant may use any of the methods identified in CCR Title 14, Division 1, Subdivision 4, Chapter 2, Section 795 (*Evidence of Financial Responsibility*) to demonstrate financial responsibility. The Owner/Applicant shall assure that the financial responsibility is maintained by the trucking company for the duration of the contract, and shall confirm to P&D on annual reports submitted by January 31st of each year.

MONITORING: P&D shall review the evidence of financial responsibility on an annual basis for all trucking companies under contract with the Owner/Applicant to transport crude oil.

Risk-04 Trucking Route Oil Spill Contingency Plan. The Owner/Applicant shall assure that each trucking company used to haul crude oil from the Lompoc Oil Field has an Oil Spill Contingency Plan that covers the trucking route. The Oil Spill Contingency Plan shall contain at a minimum the following:

- *Spill Notification Procedures* – A list of immediate contacts and phone numbers in the event of a threat of, or actual oil spill. The list shall include a designated and qualified individual with the trucking company, the California Highway Patrol, the local Fire Department, the California Governor's Office of Emergency Services, the State Warning Center, the National Response Center, spill response organizations, the Owner/Applicant, P&D, and any other care or treatment organizations.
- *Spill Protection Measures* – The plan shall describe measures that reduce or mitigate for potential truck accidents such as schedules, methods and procedures for testing, maintaining and inspecting the trucks, and any design and operation systems that serve to reduce the

potential for an accident. At a minimum, this would include the measures listed in Mitigation Measure RISK-1.

- *Resources at Risk* – The plan shall contain the following information for the project truck route.
    - Habitat Types
    - A summary of sensitive animal, fish, bird, and plant species
    - Commercial and recreational fisheries areas
    - Public beaches, parks, marinas, and recreational use areas
    - Industrial, irrigation, and drinking water intakes, dams, power plants, and important structures
    - Known historical and archaeological sites and areas of cultural significance to Native Americans
- *Response Resources* – The plan shall provide a list of oil spill response organizations under contract and certified by the CDFW-OSPR, and a list of hazardous-material trained Native American Monitors who are qualified to monitor oil spill cleanup activities
- *Training* - The plan shall document that truck company personnel employed by the plan holder regularly receive training applicable to their role in a spill, including but not limited to:
    - Incident Command System, including command or general staff position-specific training.
    - Oil spill emergency response training as required by state and federal health and safety laws for personnel likely to be engaged in oil spill response. The level of training shall be commensurate with the level of engagement for each of the trucking company personnel that would be involved in the oil spill response.
    - Training records shall be maintained for three years from the date of the training.
- *Exercises and Drills* – The plan holder shall conduct an annual tabletop exercise that covers the following:
    - Notifications – check contacts and update notifications as needed about the spill scenario to appropriate individuals listed in the Contingency Plan
    - Staff Mobilization – assemble any new staff from the trucking company spill management team and other personnel identified in the Contingency Plan as appropriate for the training and discuss the approach to spill response along with required roles and responsibilities.

PLAN REQUIREMENTS AND TIMING: The Trucking Route Contingency Plan shall be submitted to P&D and the County Fire Department for review and approval prior to commencing operation to haul crude oil from the Lompoc Oil Field. The requirements of the plan shall be implemented by the plan holder in the event of an accident along the trucking route.

MONITORING: P&D compliance staff shall conduct onsite inspection(s) to verify and document implementation of emergency action measures as needed.

Risk-05 No Trucking During Rainy Periods. On days when the National Weather Service predicts a 50% chance of receiving ½-inch or more of rain within a 24-hour period in the areas along the truck route, no trucking shall occur unless the rain event does not materialize. Trucks loaded with crude

oil shall stop leaving the Lompoc Oil Field six (6) hours prior to the projected start of the rain event. Trucks shall not be able to resume trucking until the rain event ends. If the rain event does not materialize, then trucking shall be allowed to resume.

PLAN REQUIREMENTS AND TIMING: This condition shall be printed on all project grading plans, and described in the updated Emergency Plans and Contingency Plan (see Mitigation Measure Risk-03 and Risk-04). The Owner/Applicant shall report rainy day limitations on the required annual trucking reports (see Mitigation Measure Air-03). Upon operation commencement, the Owner/Applicant shall provide P&D with annual reports by January 31 of each year for the prior year's data.

MONITORING: P&D compliance monitoring staff shall maintain data on file and review annual reports to verify no trucking during rainy periods.

Cumulative Impacts:

Since the project would not create significant impacts with respect to hazardous materials and/or risk of upset, it would not have a cumulatively considerable effect on safety within the County.

References:

AECOM, 2023. Biological Resources and Waters Desktop Assessment. June

Cultural Phase I Report for the Lompoc Truck Loading Rack Project. July

Arcadis, 2019. Habitat Assessment for the Line 300 Pipeline Replacement Project. February.

Cultural Resources Identification Report for the Philips 66 Line 300 Replacement Project. February.

California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS). Available online at: https://apps.wildlife.ca.gov/bios6/. Accessed January 2024

Department of Toxic Substances Control, EnviroStor Database. Available online at: https://www.envirostor.dtsc.ca.gov/public/. Accessed January 2024

MRS Environmental, 2024. Comparative Quantitative Risk Assessment for Transportation of Crude Oil associated with the Sentinel Peak Resources Lompoc Facility Loading Rack Installation Project. January.

4.10 LAND USE

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Structures and/or land use incompatible with existing land use?			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		

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
c. The induction of substantial unplanned population growth or concentration of population?			X		
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				X	
e. Loss of existing affordable dwellings through demolition, conversion or removal?				X	
f. Displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	
h. The loss of a substantial amount of open space?			X		
i. An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)			X		
j. Conflicts with adopted airport safety zones?				X	

Existing Setting: The project site is located in an inland, rural area north of the City of Lompoc, within the state-designated Lompoc Oil Field. The site is bounded by active oil and gas facilities, open space, and agricultural lands. The project area is zoned AG-II-100 (Agriculture) and M-CR (Coastal-related Industry). Eight local, full-time employees currently work within the Lompoc Oil Field. Surrounding properties are zoned AG-II-100 and M-CR, and include agriculture, open space, and active oil and gas facilities. Based upon the County's definitions of "development" in the Land Use and Development Code (LUDC) and Article II of the Coastal Zoning Ordinance, "development" only applies to the proposed truck rack and associated physical changes to the Lompoc Oil Field. The movement of oil trucks along existing roads and highways is not considered "development" as it relates to consistency with County policies. Therefore, this section focuses on the potential impacts of the proposed truck loading rack and associated infrastructure within the oil field.

Regulatory Setting - The proposed project would be subject to the following land use regulations. Other regulations that indirectly affect land use, such as those pertaining to air quality and traffic are discussed in those other issue area sections.

County of Santa Barbara Comprehensive Plan - The County's Comprehensive Plan consists of the following elements:

- **Circulation Element**: Identifies the general location and extent of existing and proposed major roads, transit routes, terminals, and public utilities and facilities.
- **Conservation Element:** Addresses the conservation, development, and use of natural resources including water, forests, soils, rivers, and mineral deposits.
- **Land Use Element:** Lays out the general patterns of development throughout the County, including the distribution of real estate, open space and agricultural land, mineral resources, recreational facilities, schools, and waste facilities. This is one of the broadest elements of the Comprehensive Plan, and includes the following four fundamental goals:
    - Environment: Environmental policies on development shall be respected. Economic and population growth shall proceed at a rate that can be sustained by available resources.
    - Urbanization: In order for the County to sustain a healthy economy in the urbanized areas and to allow for growth within its resources and within its ability to pay for necessary services, the County shall encourage infill, prevent scattered urban development, and encourage a balance between housing and jobs.
    - Agriculture: In the rural areas, cultivated agriculture shall be preserved and, where conditions allow, expansion and intensification should be supported. Lands with both prime and non-prime soils shall be reserved for agricultural uses.
    - Open Lands: Certain areas may be unsuited for agricultural uses due to poor or unstable soil conditions, steep slopes, flooding or lack of adequate water. These open lands have importance as grazing, water-shed, wildlife habitat, mineral resources, recreation, and scenic qualities. These lands are usually located so that they are not necessary or desirable for urban uses. There is no basis for the proposition that all land, no matter where situated or whatever the need, must be planned for urban purposes if they cannot be put to some other profitable economic use.

- **Noise Element:** Identifies and appraises noise problems within the community and influences the distribution of land uses.
- **Open Space Element:** Details plans and measures for preserving open space for natural resources, outdoor recreation, public health and safety, and agriculture.
- **Seismic Safety & Safety Element and Safety Supplement:** Establishes policies to protect the community from natural and manmade hazards (e.g. seismic, geologic, flood, wildfire, and toxic materials hazards). The Supplement amends the Seismic Safety & Safety Element and addresses facilities that handle acutely hazardous materials and are fixed in location to a single site; and gas pipelines which are fixed in location to a corridor.
- **Agricultural Element:** Addresses the future use of agricultural lands and resources and includes goals and policies applicable to projects that affect agricultural resources.
- **Energy Element:** Contains long-range planning guidelines and strategies to encourage energy efficiency and alternative energy sources in Santa Barbara County.
- **Environmental Resource Management Element:** Summarizes the various environmental factors analyzed in the Seismic Safety and Safety, Conservation, and Open Space Elements, and identifies policies which define whether development is appropriate given the severity of constraints.

- **Hazardous Waste Element:** Includes goals, policies and siting criteria that must be evaluated for proposed hazardous waste facilities.
- **Scenic Highways Element:** Presents the County's scenic highway goals, evaluation standards, preservation measures and procedures for obtaining official "Scenic Highway" designation for State and County roads.

County of Santa Barbara Land Use and Development Code - The County's LUDC constitutes a portion of Chapter 35 of the Santa Barbara County Code, and is current applicable to the unincorporated areas of the County outside the Coastal Zone and the Montecito Planning Area. The LUDC effectuates the policies of the County's Comprehensive Plan by classifying and regulating the uses of land and structures within the County. The purpose of the LUDC is to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of residents and businesses in the County.

County Environmental Thresholds: The County Thresholds and Guidelines Manual contains no specific thresholds for land use. Generally, a potentially significant impact can occur if a project would result in substantial growth inducing effects, or result in a physical change in conflict with County policies adopted for the purpose of avoiding or mitigating an environmental effect.

Impact Discussion: *No Impact (d,e,f,g,j).* Construction of the truck loading rack and associated infrastructure would require a peak of 10 additional workers for three to six months. Operation of the truck loading rack would not require any new workers, as it would be staffed by existing SPR Lompoc Oil Field personnel (eight full-time employees). As such, the proposed project would not result in population growth, displace persons or housing, or create any new demand for housing. The proposed truck loading rack is outside of the Lompoc Airport safety zone, and does not require the extension of sewer trunk lines or access roads to serve development. As the proposed truck rack is sited on an existing developed well pad, the project does not involve the loss of open space.

Insignificant Impact (b). The proposed truck rack does not cause a physical change that conflicts with adopted environmental policies or regulations, and is compatible with existing land uses. Oil and gas facilities are allowed uses in the Inland Areas for land zoned AG-I, AG-II, M-2, and M-CR, subject to the requirements of the LUDC (LUDC Section 35.52.040). The proposed truck rack is located on land zoned AG-II and M-CR. The preliminary analysis in Table 4.10-1 finds the proposed project potentially consistent with applicable land use plans, policies, and regulations. Inconsistency with a plan or policy that does not have a physical impact on the environment is not considered an impact under CEQA.

Table 4.10-1 Preliminary Policy Consistency Analysis

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
Santa Barbara County Land Use Development Code			
Land Use & Development Code	Section 35.21: Agricultural Zones Allowable Land Uses	Table 2-1 *Allowed Land Uses and Permit Requirements for Agricultural Zones*	**Potentially Consistent.** Oil and gas uses are allowable on lands zoned AG-II with issuance of permits determined by Specific Use Regulations.
Land Use & Development Code	Section 35-92: M-CR Coastal Related Industry	Table 2-19 *Allowed Land Uses and Permit Requirements for Industrial Zones*	**Potentially Consistent.** Oil and gas uses are allowable on lands zoned M-CR with issuance of permits determined by Specific Use Regulations.
Land Use & Development Code	Section 35.52.040: Oil and Gas Facilities Allowed Uses and Permit/Plan Requirements	Table 5-1 *Allowed Uses and Permit/Plan Requirements for Oil and Gas Facilities*	**Potentially Consistent.** Drilling and Production of Onshore Oil and Gas Reservoirs is a permitted use in AG-II and M-CR zoned areas with the issuance of either a Land Use Permit or Development Plan. Oil and gas pipelines are also allowed in AG-II and M-CR zoned areas. The proposed project involves construction of a new truck loading rack and associated infrastructure, and transporting onshore oil via tanker trucks. The proposed project is exempt from an Oil Drilling and Production Plan per LUDC Section 35.52.050.C.
Land Use & Development Code	Section 35.52.050.C: Criteria and Standards for exemption of oil/gas drilling projects from approval of Oil Drilling and Production Plan	Only a Land Use Permit shall be required for oil and gas drilling that meets all of the criteria and standards listed below. 1. **Location.** a. The project is located on AG-II, M-2, or M-CR zoned property. b. The project is located within a State designated oil field. c. The project is located not closer than 100 feet to the top of the bank of a watercourse or 200 feet from the top of the bank of the Santa Ynez, Santa Maria, Sisquoc, or Cuyama River.	**Potentially Consistent.** (a) The proposed project is located on land zoned AG-II and M-CR. (b) The project is located within the State designated Lompoc Oil Field. (c) There are no water features within or near the project area. (d) The project is surrounded by areas zoned AG-II and M-CR. The closest area zoned other than AG-II, M-2, or M-CR is land zoned RMZ-100 (Resource Management) associated with the Burton Mesa Ecological Reserve approximately 3,110 feet south of the project area. (e) There are no identified historical or archeological sites within or near the project area. (f) The project site is not located within a Scenic Highway corridor. (g) The proposed project is

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
		d. The project is located not closer than 1,000 feet to a zone other than AG-II, M-2, or M-CR. e. The project is not located on mapped historical or archaeological sites as maintained by the Department or identified during a site visit. f. The project is not located within a Scenic Highway corridor as designated on the Scenic Highway Element Map (GP-23). g. The project, if over one-half acre in site size, is not located on prime agricultural lands. However, if a drilling site of a project is less than one-half an acre in size and the land is classified as prime agriculture land, the project may exceed the site size during the period of drilling operations but in no case for longer than 90 days. After drilling is complete, the site shall be restored for agricultural use. For the purposes of this provision, prime agricultural land shall mean land having a soil capability classification of I or II.	0.71 acres; however it is not located on prime agricultural lands.
Land Use & Development Code	Section 35.52.050.C: Criteria and Standards for exemption of oil/gas drilling projects from approval of Oil Drilling and Production Plan	2. **Uses not proposed.** a. Treatment or processing facilities are not proposed. b. Water flooding or steam injection using fresh groundwater or enhanced oil recovery is not proposed. c. Hydraulic fracturing.	**Potentially Consistent.** (a) The proposed project does not involve oil and gas treatment or processing facilities. (b) No water flooding or steam injection drilling is proposed. (c) No hydraulic fracturing is proposed.
Land Use & Development Code	Section 35.52.050.C: Criteria and Standards for exemption of oil/gas drilling projects from approval of	**3. Resource conservation.** a. The project shall not disturb mapped locations or rare or endangered, unusual or delicate habitats, prime examples of ecological communities, or	**Potentially Consistent.** (a) The proposed project would not disturb rare or endangered, unusual or delicate habitats, prime ecological communities, or scientific study areas. At the proposed truck loading rack site, individual special-status plant species occur

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
	Oil Drilling and Production Plan	scientific study areas, as maintained by the Department or identified during a site visit. b. The project shall not cause disruption to mapped historical or archeological sites as maintained by the Department or identified during a site visit	in the vicinity of the Purisima 33 well pad and along the oil field access roads, consisting of coast live oak trees, La Purisima manzanita, blue elderberry, Bishop pine, and black-flowered figwort. Special-status wildlife species have the potential to occur within or near the project site, including Blainville's horned lizard, Northern California legless lizard, American badger, desert woodrat, and native nesting birds. The project proposes to trim oak trees; however all other sensitive species will be avoided through Applicant-proposed avoidance and mitigation measures (see Section 4.4). Sensitive natural communities occur along the truck route, including Central Maritime Chaparral and Southern California threespine stickleback streams. In addition to sensitive natural communities, various special-status species have been documented to occur, or have the potential to occur within a 500-foot buffer of the roads and highways. A risk of upset and impacts to sensitive natural communities and special-status species are low. With mitigation measure RISK-1 (Truck Hazard Mitigation Plan, see Section 4.9), the annual probability of a spill of five gallons or more would decrease to once in 239 years, which is far greater than the project lifetime of 50 years, or until a pipeline becomes available, whichever is shorter. Based upon spill modeling described in Section 4.9, in the most likely scenarios, the maximum extent of an oil spill from a full tanker truck would extend less than 0.25 acres (11,000 square feet), and would be confined to approximately 500 feet of the road surface. (b) Construction and operation of the truck loading rack would not disrupt mapped historical or

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
			archeological sites. Twelve cultural resource sites have boundaries that overlap the proposed truck route. A risk of upset that would impact cultural resources along the truck route is low. With mitigation measure Risk-01, the annual probability of a spill of five gallons or more would decrease to once in 239 years. In the most likely scenarios, the maximum extent of an oil spill from a full tanker truck would extend approximately 0.25 acres (11,000 square feet), and would be confined to approximately 500 feet of the road surface.
Land Use & Development Code	Section 35.52.050.C: Criteria and Standards for exemption of oil/gas drilling projects from approval of Oil Drilling and Production Plan	**4. No other significant impacts.** The project shall not result in other potentially significant adverse impacts as determined by the Director.	**Potentially Consistent.** No Significant impacts from the proposed project have been identified through this analysis.
Land Use & Development Code	Section 35.52.080: Oil and Gas Pipelines	This Section describes oil and gas pipelines that are subject to regulation and provides standards for their location and operation. A. Applicability 2. This section shall not apply to pipelines that are incidental to oil and gas production operations covered by regulations in Section 35.52.050 (Oil Drilling and Production).	**Potentially Consistent.** The project involves the construction of 493 feet of new 4-inch aboveground oil line extension pipelines. However, these pipelines are considered incidental to the truck loading rack operations covered under Section 35.52.050. Therefore, this LUDC Section is not applicable to the project.
Santa Barbara County Comprehensive Plan			
Conservation Element- Oak Tree Protection in Rural Areas of Santa Barbara County	Oak Tree Protection Policy 1	Native oak trees, native oak woodlands and native oak savannas shall be protected to the maximum extent feasible in the County's rural and/or agricultural lands. Regeneration of oak trees shall be encouraged. Because of the limited range and increasing scarcity of valley oak trees, valley oak woodlands and	**Potentially Consistent.** Construction of the truck loading rack and associated infrastructure would require the trimming of approximately 14 oak trees. Trimming would be limited to no more than 20 percent of an individual tree canopy and is not expected to result in the removal of any trees.

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
		valley oak savanna, special priority shall be given to their protection and regeneration.	Mitigation Measures Bio-01 (Pre-construction Surveys), Bio-02 (WEAT), Bio-03 (Biological Monitor), Bio-06 (Tree Protection Plan), would provide for the avoidance and minimization of impacts, and Mitigation Measure Bio-12 (Habitat Restoration) would provide for the proper mitigation of any unintended impacts to oak trees from the project. The project would not impact any larger habitats consisting of oak woodlands or oak savannas.
Hazardous Waste Element	Goal 7-1 Policy 7-1	To ensure the safe transport of hazardous wastes from the source of generation to the point of ultimate disposal. The County and cities should promote the strong enforcement of existing laws regarding vehicle safety, inspections, and the hazardous waste manifest system for full protection of public health and the environment. Note: The Hazardous Waste Element states that *"…for some issues areas such as transportation, there is no clear delineation between wastes and materials."* (HW Element, Chapter 7, page 116)	**Potentially Consistent.** The proposed Project does not involve transportation of hazardous wastes; however, the Project would add an average of 6 and up to 10 daily tanker trucks transporting crude oil through the County. All tanker trucks would be operated in accordance with the rules and regulations of the California Vehicle Code and DOT regulations. Compliance with Title 13 of the California Code of Regulations (*Hazardous Materials Transportation*) would be required. In addition, Mitigation Measure Risk-01 Truck Hazard Mitigation Plan would provide for additional safety oversight for vehicles that transport crude oil on public roadways by requiring audits of trucking carriers, identification of transportation routes, inspection of vehicle maintenance records, inspection of driver training programs, and enhanced documentation of loading procedures.
Hazardous Waste Element	Policy 8-1	Any land use permit for a hazardous waste generator or a hazardous waste facility shall require submittal of an emergency response plan prior to operations, if such a plan is required under Chapter 6.95 (section 25500 et seq.) of the California Health and Safety Code.	**Potentially Consistent.** The proposed Project would be an addition to the existing operations at the Lompoc Oil Field. The Applicant maintains an Emergency Response Plan, Hazardous Materials Business Plan, and a Spill Prevention, Control, and Countermeasure Plan. These plans include measures for emergency response and are reviewed and

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
			approved by appropriate County departments (e.g. Fire Department and CUPA). Mitigation measure Risk-02 Updated Emergency Plans requires updates to these plans to include the proposed Project trucking and loading activities.
Hazardous Waste Element	Goal 13-1	To protect the public health and safety and the environment by ensuring that all hazardous waste generators and facilities are operating safely and are in compliance with all appropriate local, state, and federal laws.	**Potentially Consistent.** County requirements include continued implementation of the existing Emergency Response Plan, Hazardous Materials Business Plan, and SPCC plan. Mitigation measure Risk-02 requires these plans to be amended to reflect the proposed project. In addition, the proposed Project would be required to comply with all applicable federal, State and County regulations for the storage, use and disposal for hazardous materials and waste.
Land Use Element	Land Use Development Policy 4	Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan. *(The remainder of this policy does not apply to the proposed Project.)*	**Potentially Consistent.** The proposed Project would be an addition to the existing operations at the Lompoc Oil Field. The proposed Project would be serviced by existing public and private roads and resources and no expansion is proposed. The proposed Project would require limited fresh water for construction of the loading rack, which would be provided by SPR's existing on-site well. No water would be needed for operation of the loading rack. Existing sewer and other services are enough for the temporary increase in personal for construction activities. Operation of the truck loading facilities would require no new additional employees, therefore the existing sewer and other services would not be impacted during operations.
Land Use Element	Hillside and Watershed Policy 1	Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.	**Potentially Consistent.** The proposed Project is located on a previously disturbed and developed area and only minor grading (net fill of 550 cubic yards)

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
			would be necessary to prepare the existing site for the proposed project.
Land Use Element	Hillside and Watershed Policy 2	All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.	**Potentially Consistent.** The truck loading rack would be located on a previously disturbed and developed area and only minor grading would be necessary to prepare the existing site. Erosion control measures, including implementation of existing construction and/or industrial SWPPP and Best Management Practices, would minimize offsite soil transport. No vegetation is proposed for removal (only minor oak tree trimming) and no natural landforms or features would be altered or disturbed.
Land Use Element	Hillside and Watershed Policy 3	For necessary grading operations on hillsides, the smallest practical area of land shall be exposed at any one-time during development and the length of exposure shall be kept to the shortest practicable amount of time. The clearing of land should be avoided during the winter rainy season and all measures for removing sediments and stabilizing slopes should be in place before the beginning of the rainy season.	**Potentially Consistent.** The proposed Project is located on a previously disturbed and developed area and only minor grading would be necessary to prepare the existing site. No grading on hillsides is proposed as the existing Purisima 33 pad is level. Mitigation Measure Geo-01 (Erosion and Sediment Control Plan), as well as the implementation of SPR's existing SWPPP and Best Management Practices, would minimize offsite soil transport.
Land Use Element	Hillside and Watershed Policy 4	Sediment basins (including debris basins, desilting basins, or silt traps) shall be installed on the project site in conjunction with the initial grading operations and maintained through the development process to remove sediment from runoff waters.	**Potentially Consistent.** All new graded areas would be contained within new secondary containment. The secondary containment basin would be valved (normally padlocked shut), and connect to a new drainage pipe, rip-rap energy dissipater, and ultimately flow into existing onsite stormwater drainage systems. Mitigation Measure Geo-01 would require the development and implementation of an approved Erosion Control Plan, which would include implementation of construction and/or industrial SWPPP and Best Management Practices to minimize offsite soil transport. In addition, grading over 50 cubic yards would require a Grading Permit and

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
			oversight from the County's Building and Safety Division.
Land Use Element	Hillside and Watershed Policy 5	Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized as rapidly as possible with planting of native grasses and shrubs, appropriate non-native plants, or with accepted landscaping practices.	**Potentially Consistent.** The site has been previously developed and the minor grading to prepare the existing pad would not require soil stabilization activities. The project does not involve any cut and fill on slopes nor the removal of vegetation.
Land Use Element	Hillside and Watershed Policy 6	Provisions shall be made to conduct surface water to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development. Water runoff shall be retained onsite whenever possible to facilitate groundwater recharge.	**Potentially Consistent.** The site has been previously developed and all new graded areas would ultimately connect to existing storm water runoff systems. Mitigation Measure Geo-01 would require the development and implementation of an approved Erosion Control Plan, which would include implementation of construction and/or industrial SWPPP and Best Management Practices to minimize offsite soil transport. Grading over 50 cubic yards would require a Grading Permit from County's Building and Safety Division.
Land Use Element	Hillside and Watershed Policy 7	Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.	**Potentially Consistent.** The site has been previously developed and stormwater run-off would ultimately be routed into existing storm water runoff systems. The proposed project would continue to adhere with the Lompoc Oil Field's SWPPP and would not discharge any material adjacent to or into a stream or wetland. See discussion for Hillside and Watershed Policy 4 above. Furthermore, the site would be graded to drain into the secondary containment basin. Release of any liquids or materials from truck rack construction or operations would drain into the closed and locked valved containment basin and

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
			would be cleaned up and not discharged into the storm drain system or downstream water bodies.
Land Use Element	Streams and Creeks Policy 1	All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.	**Potentially Consistent.** No grading within stream corridors would occur as a result of a proposed project. Any accidental release of produced oil at the loading rack would be captured by the proposed containment berm.
Land Use Element	Flood Hazard Area Policy 1	All development, including construction, excavation, and grading, except for flood control projects and non-structural agricultural uses, shall be prohibited in the floodway unless off-setting improvements in accordance with federal regulations are provided. If the proposed development falls within the floodway fringe, development may be permitted, provided creek setback requirements are met and finished floor elevations are two feet above the projected 100-year flood elevation, and the other requirements regarding materials and utilities as specified in the Flood Plain Management Ordinance are in compliance.	**Potentially Consistent.** The proposed development would not be located within any designated floodway or flood hazard overlay and would not cause or contribute to flood hazards or lead to expenditure of public funds for flood control works.
Land Use Element	Flood Hazard Area Policy 2	Permitted development shall not cause or contribute to flood hazards or lead to expenditure of public funds for flood control works, i.e., dams, stream channelization, etc.	**Potentially Consistent.** See discussion of Flood Hazard Area Policy 1 above.
Land Use Element	Flood Hazard Area Policy 3	All development shall be reviewed in accordance with the requirements of County Code Chapter 15A–Floodplain Management and 15B–Development Along Watercourses.	**Potentially Consistent.** See discussion of Flood Hazard Area Policy 1 above.
Land Use Element	Parks/Recreation Policy 4	Opportunities for hiking and equestrian trails should be preserved, improved, and expanded whenever compatible with surrounding uses.	**Potentially Consistent.** The proposed project would be located on private property within a gated facility closed to the public. The proposed project would have no effect on local or regional hiking and equestrian trails.
Land Use Element	Visual Resource Policy 2	In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures	**Potentially Consistent.** The proposed project would not cause a visual change to the Lompoc Oil Field as seen from the public roads or vantage points. The proposed truck loading rack location is not visible to

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
		shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.	the public from Harris Grade Road. Proposed modifications to the Purisima 33 site would not alter any natural landforms and would not intrude into the skyline as seen from public viewing places.
Land Use Element	Historical and Archaeological Sites Policy 2	When developments are proposed for parcels where archaeological or other cultural sites are located, project design shall be required which avoids impacts to such cultural sites if possible.	**Potentially Consistent.** The proposed project is located on an existing previously disturbed and graded pad constructed from fill material. No historical, archaeological or cultural sites have been documented at the project site, and none are expected. The project would be conditioned with standard Mitigation Measure Cult-01 Stop Work at Encounter to address any unanticipated encounters during construction.
Noise Element	Noise Policy 1	In the planning of land use, 65 dB Day-Night Average Sound Level should be regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in project designs.	**Potentially Consistent.** Noise sources from the proposed project would include the construction of the truck loading rack and associated infrastructure, and the operation of the loading rack and tanker trucks. The project on average would add about 2 one-way trips per hour on the Lompoc Oil Field access roads. Trucks at slow speed have a noise level of about 50 dB(A) at 50 feet. At 200 feet from the roadway, the noise level of the trucks would be about 38 dBA. Therefore, noise from the operation of the tanker trucks would not be expected to exceed a 65-dB day-night average sound level.
Noise Element	Noise Policy 5	Noise-sensitive uses proposed in areas where the Day-Night Average Sound Level is 65 dB or more should be designed so that interior noise levels attributable to exterior sources do not exceed 45 dB LDN when doors and windows are closed. An analysis of the noise insulation effectiveness of proposed construction should be required, showing that the building design and construction specifications are adequate to meet the prescribed interior noise standard.	**Potentially Consistent.** The proposed project is not considered a noise-sensitive use. No noise insulation analysis is needed for the proposed project. See discussion above for Noise Policy 1.

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
Safety Element	Hazardous Facility Safety Policy 1-A	Risk Estimates: The County shall employ accurate estimates of risk associated with hazardous facilities to inform discretionary land-use decisions where substantial, preliminary evidence indicates involuntary public exposure to significant risk may result from the land-use decision.	**Potentially Consistent.** A Quantitative Risk Assessment (QRA) was prepared for the operation of the loading rack and tanker truck transportation activities. The QRA was prepared in accordance with the County's environmental thresholds which require a QRA to determine the societal risk attributable to the full set of possible accidents that can occur from the operation of a hazardous facility or undertaking of an activity that involves handling of hazardous materials. The QRA for trucking loading operations included the potential for leaks and spills from truck loading and the potential for truck accidents during transport of the crude oil. As detailed in Section 4.9, the QRA determined that the risk to the public from loading rack activities would be less than significant since none of the identified hazard zones would extend beyond the Lompoc Oil Field boundary. As discussed in Section 4.9, modeling completed as part of the QRA determined that the trucking risk was in the green region of the County's F/N risk profiles and is below the significance thresholds and therefore was found to be insignificant. The Coalinga Station currently implements crude oil truck unloading operations and the proposed project would not represent a significant change to those operations, and therefore would have no significant increase in risk.
Safety Element	Hazardous Facility Safety Policy 2-A	Unacceptable Risk Involving New Development: Proposed new development that meets either of the following two criteria shall represent an unacceptably high level of risk and constitute a prima facie standard for denial of the proposed development. (1) All proposed development that registers mitigated risk in the red zone of the County's risk thresholds unless the proposed development is determined to be urban dependent as defined	**Potentially Consistent.** See Policy Hazardous Facility Safety 1-A above. Based on the QRA, risk associated with the proposed project does not fall within the amber or red zones of the County's risk thresholds. All risk scenarios analyzed for both crude oil tanker truck operations and loading rack operations were determined to be insignificant. None of the hazard

Source	Item	Plan, Ordinance, Regulation or Standard	Preliminary Analysis
		in this supplement, it avoids exposure of highly sensitive land uses to significant risk, and no other feasible location is available. (2) All new development that registers mitigated risk in the amber zone of the County's risk thresholds if exposure of a highly sensitive land use would occur as result of project approval.	zones for the truck loading operations would impact areas outside of the Lompoc Oil Field.
Safety Element	Hazardous Facility Safety Policy 3-A	New hazardous facilities shall be sited to prevent unacceptable risk to offsite population as defined in this chapter. New hazardous facilities should also be sited to avoid significant offsite risk to populated areas, as defined in this chapter. Siting considerations undertaken to optimize public safety shall also examine routes used for transporting acutely hazardous materials to or from a new hazardous facility.	**Potentially Consistent.** The proposed project would be an addition to the existing operations at the Lompoc Oil Field. The QRA for loading rack operations determined potential accidents were insignificant under CEQA, with no offsite impacts.
Safety Element	Hazardous Facility Safety Policy 3-C	New hazardous facilities shall employ primary and secondary preventative measures to eliminate or reduce significant risk to offsite population.	**Potentially Consistent.** See discussion for Hazardous Facility Safety Policy 3-A above.
Seismic Safety and Safety Element	Land Use Planning Objective 1	Avoid the construction of buildings of all types and most structures on or across historically active or active faults. This is not always possible with long linear structures or facilities such as utility lines, roads, and irrigation canals. However, certain safety features such as shut-off valves, can be required to minimize damage and expedite repair. The appropriate setback distance from the trace of the fault would be variable, depending on the conditions, but normally would be a minimum of at least fifty feet on either side of the sheared zone.	**Potentially Consistent.** The proposed project would be an addition to the existing operations at the Lompoc Oil Field. The proposed truck loading rack is positioned south of the Lion's Head fault zone. According to the USGS Uniform California Earthquake Rupture Forecast, the truck rack project site has a 0.1 percent likelihood of experiencing a magnitude 6.7 or larger earthquake in the next 30 years.
Congestion Management Plan			
Circulation	CMP LOS Goals	LOS D or better on U.S. 101 through the Project area.	**Potentially Consistent**. All U.S. 101 Highway mainline segments that would be used by the proposed project operate at LOS B or better under daily and peak hour conditions. The proposed project would not affect this Level of Service.

Cumulative Impacts: The implementation of the project is not anticipated to result in any substantial change to the site's conformance with environmentally protective policies and standards or have significant growth inducing effects. Thus, the project would not cause a cumulatively considerable effect on land use.

Mitigation and Residual Impact: No mitigation measures are required. Project impacts on land use would be insignificant.

References:

Santa Barbara County. 2021. Comprehensive Plan. Available online at: https://www.countyofsb.org/954/Comprehensive-Plan. Accessed November 2023.

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SBCAG (Santa Barbara County Association of Governments). 2016. Congestion Management Program. Available online at:

http://www.sbcag.org/uploads/2/4/5/4/24540302/2016_congestion_management_program_doc_final.pdf. Accessed November 2023.

2023. Airport Land Use Compatibility Plan (ALUCP). Accessible at: https://storymaps.arcgis.com/stories/30eeb151f7f84ab39a6e4bfe6901799f. Accessed November 2023

4.11 NOISE

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?			X		
b. Short-term exposure of people to noise levels exceeding County thresholds?			X		
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?			X		

Existing Setting: The proposed truck rack site is located outside of 65 dB(A) noise contours for roadways, public facilities, and airport approach and take-off zones. Surrounding noise-sensitive uses consist of residential areas approximately 1.2 miles (Vandenberg Village) and 1.7 miles (Mission Hills) from the proposed development area.

County Environmental Thresholds: Noise is generally defined as unwanted or objectionable sound which is measured on a logarithmic scale and expressed in decibels (dB(A)). The duration of noise and the time period at which it occurs are important values in determining impacts on noise-sensitive land uses. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (L_{dn}) are noise indices which account for differences in intrusiveness between day- and night-time uses. County noise thresholds are: 1) 65 dB(A) CNEL maximum for exterior exposure; 2) 45 dB(A) CNEL maximum for interior exposure of noise-sensitive uses; and 3) an increase in noise levels by 3 db(A) – either individually or cumulatively when combined with other noise-generating sources when the existing (ambient) noise levels already exceed 65 db(A) at outdoor living areas or 45db(A) at interior living areas. Noise-sensitive land uses include: residential dwellings; transient lodging; hospitals and other long-term care facilities; public or private educational facilities; libraries, churches; and places of public assembly.

Impact Discussion: *Insignificant Impact (a-c).* The proposed project consists of constructing a truck loading rack and associated infrastructure, operating the truck rack, and transporting oil from the Lompoc Oil Field to Coalinga via tanker trucks. Construction of the truck loading rack and associated infrastructure would require the use of mobile heavy equipment and would produce associated noise impacts. Heavy equipment would operate in a cyclic fashion (periods of full power and period of reduced power), and would only be for the duration of construction, which is anticipated to be three to six months.

Based on the information from the U.S. Department of Transportation, Federal Highway Administration's Construction Noise Handbook, and calculated on a logarithmic scale, estimated noise emissions from the proposed development would be approximately 83.43 dB(A) to 91.02 dB(A) (**Table 4.11-1**). It is not anticipated that all equipment will be operating at the same time as various stages of construction would occur (see equipment and schedule in Section 1.3).

Table 4.11-1 Estimated Construction Noise

Equipment Type	Noise Level[2]
Backhoe	80 dB(A)
Scraper	85 dB(A)
Loader	80 dB(A)
Motor Grader	85 dB(A)
Dump Truck	84 dB(A)
Crew Trucks	55 dB(A)
Welding Truck	73 dB(A)
Crane	85 dB(A)
Cement Mixer	85 dB(A)
Cement Paver	85 dB(A)
Cement Roller	85 dB(A)
Total	**83.43 – 91.02 dB(A)** [1]

[1] Based on a logarithmic scale
[2] Source: https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

The sound of equipment is reduced significantly by distance. For example, the sound of equipment would be reduced to approximately 43.43 dB(A) – 51.02 dB(A) at a distance of 100 feet, which is below the County's

threshold for outdoor living noise impacts of 65dB(A). Moreover, construction activities would be limited to mostly daytime hours, 4 days per week for 10 hours a day. Therefore, the construction noise generated onsite would not exceed County thresholds or substantially increase ambient noise levels in adjoining areas. There are no noise sensitive uses on or near the project site, and no offsite sensitive receptors are present within a mile (5,280 feet).

During operations, the major noise source would be tanker trucks coming and going from the Lompoc Oil Field and operation of the truck loading rack (crude oil loading pump). Typical loading pumps have a sound level of about 80 dBA at 50 feet. Trucks moving at slow speed can have noise levels around 50 dBA at 50 feet. The addition of the trucks and loading rack equipment would not substantially increase noise levels at the Purisima 33 well pad above ambient levels of the Lompoc Oil Field operations.

Traffic-generated noise levels associated with tanker truck travel along the proposed trucking route were modeled using the Federal Highway Administration's Traffic Noise Model and traffic data detailed in the Caltrans annual traffic count reports for California roadways. This analysis was conducted to determine the noise levels associated with current and current plus proposed project traffic levels. **Table 4.11-2** presents the results of the traffic noise modeling.

Table 4.11-2 Noise Levels at Main Transportation Route Intersections, CNEL dBA

Location	Baseline Noise, CNEL	Project Noise, CNEL	Increase, dBA
Harris Grade Road	68.780	68.794	0.014
Harris Grade Road with Hwy 1	68.705	68.719	0.014
Hwy 1: Vandenberg Village	72.745	72.751	0.005
Hwy 1: Vandenberg Space Force Base	66.686	66.692	0.005
Hwy 135: Orcutt - Clark Avenue	72.091	72.096	0.005
Hwy 135: Santa Maria - Betteravia	75.380	75.383	0.003
Betteravia Road	80.154	80.157	0.003
Hwy 101: Santa Maria - Betteravia	75.362	75.364	0.002
Hwy 101: Nipomo – Tefft Street	77.831	77.833	0.001
Hwy 101: Arroyo Grande – Grand Avenue	77.472	77.474	0.001
Hwy 101: Pismo Beach – Price Canyon Road	77.149	77.150	0.001
Hwy 101: San Luis Obispo – Santa Rosa Street	79.897	79.899	0.001
Hwy 101: Atascadero – Hwy 41	78.666	78.667	0.001
Hwy 101: Templeton – Las Tablas Road	80.361	80.362	0.001
Hwy 101: Paso Robles – Hwy 46	78.643	78.645	0.002
Hwy 46: Shandon	71.074	71.078	0.005
Hwy 41: Hwy 33	66.637	66.647	0.010
Hwy 33: Avenal – Hwy 269	69.315	69.325	0.010
Hwy 33: Coalinga – Hwy 198	72.818	72.828	0.010
Hwy 33: Coalinga – Oil City Road	65.590	65.611	0.021

The analysis indicates that the nearest residences along the proposed truck route currently experience an average CNEL from 65.3 to 80.1 dBA, with the highest existing noise levels along U.S. Highway 101 in Templeton. With the proposed project, these CNEL noise levels would increase by a maximum of 0.02 dBA,

with the maximum increase occurring along Hwy 33 in Coalinga due to low existing traffic levels. However, all noise increases from the proposed project would be below human perception levels.

Cumulative Impacts: The implementation of the project is not anticipated to result in any substantial noise effects. Therefore, the project would not contribute in a cumulatively considerable manner to noise impacts.

Mitigation and Residual Impact: No mitigation measures are required. Project impacts on noise would be insignificant.

References:

CalTrans Traffic Volumes for CA State Highways. 2017. Available online at: https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes. Accessed December 2023

Department of Transportation, 2006. Construction Noise Handbook. Available at: https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm. Accessed November 2023

Steam Needs Analysis Program (SNAP Four) Combined Noise Calculations. Available online at: Combined Noise Calculations (snapfour.com). Accessed November 2023

U.S. Department of Transportation, Federal Highway Administration. Traffic Noise Model, Version 3.0. Available online at: https://www.fhwa.dot.gov/environment/noise/traffic_noise_model/old_versions/tnm_v30/. Accessed December 2023

4.12 PUBLIC FACILITIES

Will the proposal require or result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. A need for new or altered police protection and/or health care services?				X	
b. Student generation exceeding school capacity?				X	
c. Significant amounts of solid waste or breach any federal, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?			X		
d. The relocation or construction of new or expanded wastewater treatment facilities (sewer lines, lift-stations, etc.) the construction or relocation of which could cause significant environmental effects?				X	
e. The relocation or construction of new or expanded storm water drainage or water quality control facilities, the construction of which could cause significant environmental effects?			X		

Existing Setting: Public services include law enforcement, fire protection, schools, library, solid waste management, water, wastewater, and specialized facilities such as landfills and jails. The project does not propose modifications to any public service facilities. The nearest law enforcement location is the Santa Barbara County Sheriff's office located at 3500 Harris Grade Road in Lompoc, approximately 2.4 miles southwest of the project site. The nearest school is Los Berros Elementary School located at 3745 Via Lato in Lompoc, approximately 2 miles south of the project site. The nearest hospital is the Santa Ynez Valley Cottage Hospital located at 2050 Viborg Road in Solvang, approximately 24 miles southeast of the site. Section 4.7 (*Fire Protection*) addresses fire hazards and protection, and Section 4.13 (*Recreation*) addresses potential impacts to recreation uses.

County Environmental Thresholds: A significant level of school impacts is generally considered to occur when a project would generate sufficient students to require an additional classroom. A project is considered to result in significant impacts to landfill capacity if it would generate 196 tons per year of solid waste (operational). This volume represents 5% of the expected average annual increase in waste generation, and is therefore considered a significant portion of the remaining landfill capacity. In addition, construction and demolition waste from new construction, remodels and demolition/rebuilds is considered significant if it exceeds 350 tons. A project which generates between 40 and 196 tons per year of solid waste is considered to have an adverse cumulative effect on solid waste generation, and mitigation via a Solid Waste Management Plan is recommended.

Impact Discussion: *No Impact (a,b,d).* The proposed project would not result in any substantial increase in population (10 additional workers during temporary construction for three to six months), that would require new homes or generate the number of students (approximately 20) that would require an additional classroom within the area. The project would not have a significant impact on existing police protection or health care services, as existing service levels would be sufficient to serve the proposed project site. The proposed project would not cause the need for new or altered sewer system facilities.

Insignificant Impact (c,e). Solid waste generated by the project would consist of the removal of an existing power pole and minor construction debris from the development of the truck loading rack and associated infrastructure. Solid waste would not exceed 196 tons per year, and construction and demolition waste would not exceed 350 tons. Construction of the truck loading rack would create approximately 19,000 square feet of new impervious surfaces that could result in greater surface runoff from the site since there would be less open ground capable of absorbing rainwater. However, this increased surface runoff would be accommodated within the proposed asphalt-concrete berm and onsite storm drain inlet that would connect to a new drain line and flow into new and existing on-site drainage. The construction of these stormwater improvements would not cause significant environmental effects.

Cumulative Impacts: The project has been found not to exceed the threshold of significance for public services. Therefore, the project's contribution to the regionally significant demand for public services is not considerable, and is insignificant.

Mitigation and Residual Impact: No mitigation measures are required. Project impacts on public facilities would be insignificant.

4.13 RECREATION

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Conflict with established recreational uses of the area?				X	
b. Conflict with biking, equestrian and hiking trails?				X	
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?			X		

Existing Setting: The project site is located on private property with no designated public access, recreation use, or trails. The nearest recreation area is the Burton Mesa Ecological Reserve; the northern border of the Reserve is located approximately 3,110 feet south of the project site. Along the proposed transportation route, an entrance to the Burton Mesa Ecological Reserve is present along Harris Grade Road approximately 3-miles south of the oil field entrance, and a designated bike lane is present along Harris Grade Road from Onstott Road to Hwy 1.

County Environmental Thresholds: The County's Thresholds and Guidelines Manual contains no thresholds for park and recreation impacts. However, the County Board of Supervisors has established a minimum standard ratio of 4.7 acres of recreation/open space per 1,000 people to meet the needs of a community. The Santa Barbara County Parks Department maintains more than 900 acres of parks and open spaces, as well as 84 miles of trails and coastal access easements.

Impact Discussion: *No Impact (a-b).* The proposed project site is not located on or near any established recreational uses, including biking, equestrian or hiking trails. The project would not increase population, and would therefore not increase the use of existing parks or recreational facilities in the area, or require the construction of new recreation facilities. The proposed project would not result in any population increase and would have no adverse impacts on the quality or quantity of existing recreational opportunities, either in the project vicinity or County-wide.

Insignificant Impact (c). If a trucking accident and oil spill were to occur along Harris Grade Road adjacent to the Burton Mesa Ecological Reserve, there could be impacts to recreational resources. The annual probability of a spill of five gallons or more of oil has been estimated to be once in 192 years for tanker trucks under the proposed project (see Section 4.9). This assumes no mitigation or avoidance and minimization measures. With Mitigation Measure **Risk-01 Truck Hazard Mitigation Plan**, the annual probability of a spill of five gallons or more would decrease to once in 239 years. Based upon spill modeling described in Section 4.9, in the most likely scenarios, the maximum extent of an oil spill from a full tanker truck would extend less than 0.25 acres (11,000 square feet), and would be confined to approximately 500 feet of the road surface. If spilled oil were to reach the Reserve lands, the spill size would likely be smaller due to vegetation limiting the spread of oil. The Burton Mesa Ecological Reserve comprises 5,368 acres and is spread out between the Purisima Hills and Santa Ynez Mountains; therefore an oil spill along Harris Grade Road through the Reserve would have limited impacts on the overall Reserve area. Cleanup

activities from potential oil spills could also impact the Reserve, but would not impact the entire area. Cleanup activities would generally involve the removal of affected soils, the import of clean soils, and the mitigation of impacts to any sensitive species. If an oil spill from a tanker truck impacted the Burton Mesa Ecological Reserve, impacts would be short-term and would not affect long-term viability of the affected area or recreational use. See Sections 4.4 and 4.9 for an analysis of potential impacts to biological resources.

Cumulative Impacts: The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant issue constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the threshold of significance for recreational resources. Therefore, its cumulative effect on regional recreation is insignificant.

Mitigation and Residual Impact: See Mitigation Measure **Risk-01 Truck Hazard Mitigation Plan** in Section 4.9 for a description of mitigation measures to reduce the project's recreational impacts to an insignificant level. With the incorporation of these measures, residual impacts would be insignificant.

4.14 TRANSPORTATION

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?			X		
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(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	

Existing Setting: Eight local full-time employees travel to and from the Lompoc Oil Field each day during regular oil field operations, representing a maximum of 16 one-way passenger trips per day. During construction, an additional ten employees and contractors would travel to and from the oil field for approximately three to six months. The proposed additional employees and contractors would add an additional 20 one-way passenger trips per day, for maximum of 36 one-way passenger trips per day. During operations, the eight full time employees would remain (16 one-way trips), and the proposed project would deliver an average of six round-trip (12 one-way) tanker trucks of crude oil per day, and up to 10 truckloads (20 one-way trips) under certain circumstances. Each truckload is two trips, and trucks would travel at approximately two truckloads per hour based on truck loading rates. Trucks would travel approximately 165 miles from the Lompoc Oil Field at 3602 Harris Grade Road in Lompoc to the Coalinga Station at 37509 Oil City Road in Coalinga. The Coalinga Station is an active unloading destination owned and operated by Crimson Resource Management. The Coalinga Station is the crude oil unloading destination for various oil shipments from various areas of the State, including Kern and Los Angeles County. The Coalinga Station has two truck racks with a maximum receiving limit of 10,500 barrels per day of crude oil, which is

approximately 70 trucks per day. Trucks traveling to the Coalinga Station likely use U.S. Highway 5 and State Route 33.

The following describes the existing roads and highways that would be used for the proposed transportation route.

- **Harris Grade Road** is a north-south major two-lane road that runs eight-miles and links the Lompoc and Los Alamos Valleys, running through the Purisima Hills. The proposed trucking route would utilize approximately 4-miles of the road from the entrance to the Lompoc Oil Field at 3602 Harris Grade Road to the intersection of Hwy 1 and Purisima Road. A short designated bike lane is present along the southern portion of Harris Grade Road near the intersection with Onstott Road within the community of Mission Hills.

- **Hwy 1** (State Route 1) is a north-south major state highway that runs along most of the Pacific coastline of California. The proposed trucking route would utilize approximately 13-miles of the road from the intersection of Harris Grade Road through Vandenberg Village and Vandenberg Space Force Base to Hwy 135.

- **Hwy 135** (State Route 135) is a north-south state highway that acts as a western bypass of U.S. highway 101 in northern Santa Barbara County. The proposed trucking route would utilize approximately 9-miles of the road from the intersection of Hwy 1 through Orcutt to Betteravia Road in Santa Maria.

- **Betteravia Road** is an east-west two-lane arterial road running from Santa Maria to Foxen Canyon Road in the Santa Maria Valley. The proposed project would utilize a short segment (approximately 1-mile) of the road from the intersection of Hwy 135 to Hwy 101.

- **Hwy 101** is a north-south U.S. highway that traverses California, Oregon, and Washington. In the project area, it provides the longest primary highway access along the proposed transportation route. Hwy 101 provides four to six lanes within Santa Barbara County. The proposed trucking route would utilize approximately 62-miles of the highway from Santa Maria to Paso Robles, passing through Nipomo, Arroyo Grande, Pismo Beach, San Luis Obispo, Atascadero, and Templeton.

- **Hwy 46** (State Route 46) operates east-west and is a major crossing of the Coast Ranges and the southernmost crossing of the Diablo Range, connecting the Central Coast to the San Joaquin Valley. It is a two-lane rural highway along the transportation route. The proposed trucking route would utilize approximately 25-miles of the highway from Paso Robles to Cholame, passing through Shandon.

- **Hwy 41** (State Route 41) operates east-west and connects the Central Coast with the San Joaquin Valley and the Sierra Nevada mountains. It is a two-lane rural highway along the transportation route. The proposed trucking route would utilize approximately 19-miles of the highway from Cholame to Reef Station.

- **Hwy 33** (State Route 33) operates north-south and runs from Ventura through the Transverse Ranges and the San Joaquin Valley. The proposed trucking route would utilize approximately 30 - miles of the highway from Reef Station to Coalinga, passing through Avenal.

- **Oil City Road** is a short north-south rural road that connects Hwy 33 to Palmer Ave and Shell Road in Coalinga. The Coalinga Station is the only development along the road. The proposed trucking route would utilize approximately 1-mile from Hwy 33 to the truck unloading point.

Baseline traffic volumes along the proposed transportation route are summarized in **Table 4.14-1** below, showing Annual Average Daily Traffic (AADT) counts and Peak Hour Volume data along main intersections.

Table 4.14-1 State Highway Traffic Counts and Peak Hour Volumes along Transportation Route

Highway Segment	AADT - Ahead	Peak Hour Volume - Ahead	AADT – Back	Peak Hour Volume – Back
Hwy 1 at Vandenberg Space Force Base	16,500	2,250	16,000	1,800
Hwy 1 and Hwy 135	20,500	2,650	16,600	2,150
Hwy 135 at Betteravia Road	30,000	2,400	30,500	2,350
Hwy 101 at Betteravia Road	66,600	6,000	54,000	4,900
Hwy 101 at Tefft Street	63,000	5,800	63,000	6,300
Hwy 101 at Hwy 227	59,000	5,500	58,000	5,400
Hwy 101 at Hwy 1	68,000	5,900	70,000	8,800
Hwy 101 at Marsh Street	62,000	6,000	69,000	7,000
Hwy 101 at Hwy 41	62,000	9,400	55,000	8,400
Hwy 101 at Las Tablas Road	60,000	9,100	59,000	9,000
Hwy 101 at Hwy 46 East	26,000	2,750	41,000	4,500
Hwy 46 at Cholame	28,000	2,650	20,000	2,450
Hwy 41 at the SLO/Kern County Line	-	-	8,700	1,200
Hwy 33 at the Kings/Fresno County Line	1,950	300	-	-
Hwy 33 at Hwy 198	8,600	860	4,050	430

Source: Caltrans Traffic Census Program, 2021 data

Baseline accident data along Harris Grade Road near the project area and along the proposed transportation route is summarized in **Table 4.14-2** below.

Table 4.14-2 Accidents along Harris Grade Road

Route Segment	2018	2019	2020	2021	2022
Harris Grade Road from the Lompoc Oil Field to Hwy 1	2	4	3	2	2
Harris Grade Road at/near Hwy 1	3	2	5	3	4

Source: Transportation Injury Mapping System (TIMS), 2018 - 2022 data

County Environmental Thresholds: According to the County's Environmental Thresholds and Guidelines Manual, a significant transportation impact would occur when:

- *Potential Conflict with a Program, Plan, Ordinance, or Policy.* A transportation impact would occur if a project conflicts with the overall purpose of an applicable transportation and circulation program, plan, ordinance, or policy, including impacts to existing transit systems and bicycle and pedestrian networks pursuant to Public Resources Code Section 21099(b)(1). The County and CEQA Guidelines Section 15064.3(a) no longer consider automobile delay or congestion an environmental impact. Therefore, threshold question "a" does not apply to programs, plans, ordinances, or policies that address level of service (LOS) or similar measures of vehicular capacity or traffic congestion. Although the County and CEQA Guidelines no longer consider LOS an environmental impact, the County's Comprehensive Plan, Circulation Element includes the following policies that are relevant to the proposed project.
    - *Policy B-a, Roadway Standards*: A project that would contribute ADTs (average daily trips) to a roadway where the Estimated Future Volume does not exceed the policy capacity would be considered consistent with the Circulation Element.
    - *Policy D-1, Intersection Standards*: Projects contributing PHTs (peak hour trips) to intersections that operate at an Estimated Future Level of Service that is better than LOS C shall be found consistent with the Circulation Element, unless the project results in a change in V/C (volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B.
- *Potential Impact to VMT.* The County's thresholds of significance for Vehicle Miles Traveled (VMT) reflect two primary sources, the CEQA Guidelines and the Governor's Office of Planning and Research's (OPR) "Technical Advisory on Evaluating Transportation Impacts in CEQA" (OPR Technical Advisory). VMT refers to the amount and distance of automobile travel attributable to a project. The term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy duty trucks are not considered in the evaluation of VMT impacts under the requirements of CEQA Guidelines 15064.3, or under the County's traffic thresholds. The County evaluates transportation impacts for two types of projects: (1) land use projects and (2) transportation projects. The County presumes that land use or transportation projects meeting specific screening criteria, absent substantial evidence to the contrary, would have less than significant VMT impacts and would not require further analysis. The screening criteria applicable to the proposed project is shown below.

Table 4.14-3 VMT Screening Criteria

Screening Categories	Project Requirements to Meet Screening Criteria
Land Use Projects: Small Projects	A project that generates 110 of fewer average daily trips
Transportation Projects	No addition of through lanes on existing or new highways, including general purpose lands, high occupancy vehicle lanes, peak period lands, auxiliary lanes, or lanes through grade-separated interchanges

Source: County Environmental Thresholds and Guidelines Manual, Chapter 18

- *Design Features and Hazards.* Threshold "c" considers whether a project would increase roadway hazards. An increase could result from existing or proposed uses or geometric design features, such as a driveway that would not meet site distance requirements, a project that adds a new traffic signal, a project that adds substantial traffic to a roadway with poor design features, or a project that introduces a new use and substantial traffic that would create a potential safety problem on an existing road network (e.g. rural roads with use by farm equipment, livestock, or residential roads with heavy pedestrian or recreational use).
- *Emergency Access.* Threshold "d" considers any changes to emergency access resulting from a project, such as proposed roadway design changes. A project that would result in inadequate emergency vehicle access would have a significant transportation impact and, as a result, would require project modifications or mitigation measures.

Impact Discussion:

a. <u>*Potential Conflict with a Program, Plan, Ordinance, or Policy.*</u> *Insignificant Impact.* The project would contribute up to 10 average daily passenger trips, and a maximum of 6 to 10 average daily truck trips to existing roadways. This minimal level of average daily trips would not exceed policy capacities or significantly contribute to existing peak hour trips. County Code Chapter 23, Section 23-13.11 (*Prohibiting the use of highways by certain vehicles*), prohibits cars with trailers over 30-feet and trucks over 30-feet from using Harris Grade Road from Burton Mesa Boulevard to State Route 135. Exemptions to this prohibition includes emergency vehicles and any vehicles with the purpose of providing services, making pickups or delivery of goods, or delivering construction materials to sites within the restricted highway segment that have no other means of access utilizing the most direct route. The proposed project could conflict with Chapter 23, Section 23-13.11 during construction and operation. During construction, heavy equipment would be hauled to the site on trucks and trailers that may extend beyond 30-feet. During operation, crude oil tanker trucks would exceed the 30-foot limit, as tanker trucks are approximately 42 to 45 feet long. However, project vehicles and tanker trucks would be exempt from this prohibition, as they would be considered picking up and delivering goods and construction materials to the site. As the Lompoc Oil Field is located along Harris Grade Road, there is no other means of access, or a more direct route. The proposed project would not conflict with any other program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Community and Specific Plans contain additional goals, policies, and standards to guide the development of the community they serve. The Lompoc Planning Area covers unincorporated urban areas of the Lompoc Valley near the proposed project area. The County's Lompoc Area Interpretive Guidelines do not contain policies or goals regarding vehicle and truck transportation or circulation.

b. <u>*Potential Impact to VMT.*</u> *Insignificant Impact.* The proposed project would add a maximum of 10 average employee/contractor passenger trips to and from the oil field to local hotels and housing during construction. A net increase of 10 maximum daily trips would not be a significant increase in existing traffic along Harris Grade Road and local roads and highways in the regional area. During operation, a net increase of six round-trip crude oil tanker truck trips (12 one-way trips) would occur daily, with up to ten (10) maximum daily loads (20 one-way trips) under special circumstances. Special circumstances may include but are not limited to shipping delays and

disruptions, mechanical issues, and maintenance emergencies. Trucking would be restricted to a maximum of 2,000 truck trips annually for 50 years, or until a pipeline becomes available, whichever is shorter. Trucking would be able to resume under the above project limits whenever the permanent pipeline is temporarily or permanently unavailable. Crude oil tanker trucks are categorized as commercial vehicles, not passenger vehicles (i.e. cars and light duty trucks). Per the County's Environmental Thresholds, VMT criteria and thresholds are based on passenger vehicles and do not apply to commercial vehicles. Therefore, there would be no VMT impact from the tanker trucks. Project employee and contract trips would be less than the screening criteria of 110 average daily trips (**Table 4.14-3**), which would result in insignificant VMT impacts.

c. *Design Features and Hazards. Insignificant Impact.* Construction of the truck rack within the bounds of the Lompoc Oil Field would not increase roadway hazards as the project would be constructed on private land away from local roads and highways. The project would create any incompatible uses, as the area is already used for oil and gas operations. During construction, heavy equipment would mobe and demobe to and from the site using Harris Grade Road. Harris Grade Road within the vicinity of the Lompoc Oil Field is fairly straight with minimal curves and turns. There is a separate turn-out lane to access the oil field. North of Burton Mesa Boulevard, the road is double-yellow lined with a soft narrow shoulder. South of Burton Mesa Boulevard, the road widens and continues straight to Hwy 1, adjacent to the community of Mission Hills. There is dedicated bike lanes along this portion of Harris Grade Road, from Hwy 1 to Onstott Road. Harris Grade Road in the vicinity of the project area and transportation route is sufficient in its design and capacity to handle approximately two truckloads per hour as the tanker trucks travel. Accident data shown in **Table 4.14-2** indicates minimal accidents along this stretch of Harris Grade Road. The majority of accidents occur on Harris Grade Road north of the Lompoc Oil Field from the road summit north to Hwy 135, which is not part of the proposed route. Project trucks traveling on the remainder of the proposed transportation route would not significantly increase traffic (see **Table 4.14-1**), or traffic hazards. State and U.S. highways, Betteravia Road, and Oil City Road are sufficient in their design and capacity to handle approximately two truckloads per hour, and the tanker trucks would not introduce a new type of use to the existing roadway system.

d. *Emergency Access. No Impact.* The Lompoc Oil Field is currently serviced by the Santa Barbara County Sheriff Station located at 3500 Harris Grade Road, and by the County Fire Department Station 34 at 3510 Harris Grade Rd. The proposed project would not alter a roadway or driveway design, or result in inadequate emergency vehicle access to or from the site. See Section 4.7 (*Fire Protection*) for more information.

Cumulative Impacts: The project has been found not to exceed the threshold of significance for transportation. Therefore, the project's contribution to the regionally significant transportation impacts is not considerable, and is insignificant.

Mitigation and Residual Impact: No mitigation measures are required. Project impacts on transportation and circulation would be insignificant.

References:

CalTrans. Traffic Census Program. Traffic Volume data from 2021 AADT files. Available online at: https://dot.ca.gov/programs/traffic-operations/census. Accessed November 2023.

University of California, Berkeley. Transportation Injury Mapping System (TIMS). Available online at: https://tims.berkeley.edu/. Accessed November 2023.

4.15 WATER RESOURCES/FLOODING

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?				X	
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?			X		
c. Change in the amount of surface water in any water body?				X	
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?				X	
e. Alterations to the course or flow of flood water or need for private or public flood control projects?				X	
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?				X	
g. Alteration of the direction or rate of flow of groundwater?				X	
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?				X	
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin?				X	
j. The substantial degradation of groundwater quality including saltwater intrusion?				X	
k. Substantial reduction in the amount of water otherwise available for public water supplies?				X	
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?			X		

Existing Setting: Well pad Purisima 33 encompasses approximately 0.39 acres and is located approximately 108 feet north of the LOGP. The LOGP encompasses approximately 22 acres and is located

immediately east of Harris Grade Road. The Purisima 33 production pad consists of an existing disturbed area, containing the Purisima 33 well head and associated structures. Existing site drainage accumulates stormwater runoff at the southwest corner of the well pad. Currently, stormwater in and around Purisima 33 flows to the northwest corner of the LOGP into a large diversion/cutoff swale. There are no surface waters onsite. The project site is not within the 100-year flood hazard zone. The closest surface waters are wetland features associated with drainage channels in adjacent canyons within the oil field.

County Environmental Thresholds:

Water Resources Thresholds: A project is determined to have a significant effect on water resources if it would exceed established threshold values which have been set for each overdrafted groundwater basin. These values were determined based on an estimation of a basin's remaining life of available water storage. If the project's net new consumptive water use [total consumptive demand adjusted for recharge less discontinued historic use] exceeds the threshold adopted for the basin, the project's impacts on water resources are considered significant. A project is also deemed to have a significant effect on water resources if a net increase in pumpage from a well would substantially affect production or quality from a nearby well.

Water Quality Thresholds: A significant water quality impact is presumed to occur if a project:

- Is located within an urbanized area of the County and the project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb one (1) or more acres of land;
- Increases the amount of impervious surfaces on a site by 25% or more;
- Results in channelization or relocation of a natural drainage channel;
- Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands;
- Is an industrial facility that falls under one or more of categories of industrial activity regulated under the NPDES Phase I industrial storm water regulations (facilities with effluent limitation; manufacturing; mineral, metal, oil and gas, hazardous waste, treatment or disposal facilities; landfills; recycling facilities; steam electric plants; transportation facilities; treatment works; and light industrial activity);
- Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit, the Regional Water Quality Control Board's (RWQCB) Basin Plan, or otherwise impairs the beneficial uses of a receiving water body;
- Results in a discharge of pollutants into an "impaired" water body that has been designated as such by the State Water Resources Control Board or the RWQCB under Section 303 (d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act); or
- Results in a discharge of pollutants of concern to a receiving water body, as identified by the RWQCB.

Impact Discussion: *No Impact (a, c-k).* The proposed project would require minimal water use. Water would be used for standard dust control measures. During operations, the truck loading rack would not require the use of additional water. Water is supplied to the site from an existing on-site water well, which receives its water from the Santa Ynez River Valley groundwater basin (No. 3-015). The volume of water extracted

annually does not exceed its safe yield, and the basin is not overdrafted. The ongoing use of existing septic systems would not contribute to regional degradation of groundwater quality.

Insignificant Impact (b-l). Construction of the truck loading rack and associated stormwater improvements and secondary spill containment would create minor amounts of additional storm water runoff as a result of new impermeable surfaces (19,000 square feet or 0.44 acres). Proposed grading would re-locate the low point of the Purisima 33 well pad from the southwest corner of the site, and impermeable surfaces would drain to a normally closed valve. The valve would be connected to a fused HDPE drainpipe that would terminate at a low point in the road in an open area east of the truck loading rack. The open area would contain a rip-rap energy dissipater basin that would further direct stormwater flow into the existing on-site drainage structures associated with the LOGP. The adjacent LOGP facility has a comprehensive drainage control system, which can handle additional runoff that may result from the proposed project. Construction activities could also potentially create temporary runoff and erosion problems during grading. Application of standard County grading, erosion, and drainage-control measures would ensure that no significant increase of erosion or storm water runoff would occur.

The project could adversely affect surface water quality by increasing the volume and decreasing the quality of stormwater runoff. If an oil spill were to occur while tanker trucks were filling, crude oil and other hydrocarbons could be introduced into the secondary containment. If the normally closed valve was open, contaminants would flow into drainage facilities and could impact downstream surface water and groundwater. However, the valve would normally be closed and padlocked shut, and only unlocked by SPR personnel after inspecting water for oil sheen. If the water is not suitable for release, runoff would be removed via a vacuum truck. If the water is free of sheen, the SPR operator would drain the pad through the valve, then reclose and lock the valve.

Cumulative Impacts: The proposed project has been found not to exceed the threshold of significance for water resources. Therefore, the project's contribution to the regionally significant issues of water supplies and water quality is not considerable, and is insignificant.

Mitigation and Residual Impact: No mitigation measures are required. Project impacts on water resources would be insignificant.

Resources:

California Department of Water Resources, Groundwater Basin Boundary Assessment Tool. Available online at: https://gis.water.ca.gov/app/bbat/. Accessed November 2023.

5.0 INFORMATION SOURCES

5.1 County Departments Consulted

Police, Fire, Public Works (Transportation), Flood Control, Parks, Environmental Health, Special Districts, Regional Programs, Other: APCD, Building & Safety

5.2 Comprehensive Plan

X	Seismic Safety/Safety Element	X	Conservation Element
X	Open Space Element	X	Noise Element
	Coastal Plan and Maps	X	Circulation Element

	Environmental Resource Management Element (ERME)		

5.3 Other Sources

X	Field work	X	Ag Preserve maps
X	Calculations	X	Flood Control maps
X	Project plans	X	Other technical references (reports, survey, etc.)
X	Traffic studies		
X	Records	X	Planning files, maps, reports
X	Grading plans	X	Zoning maps
X	Elevation, architectural renderings	X	Soils maps/reports
X	Published geological map/reports	X	Plant maps
X	Topographical maps	X	Archaeological maps and reports
			Other

6.0 PROJECT SPECIFIC *(short- and long-term)* AND CUMULATIVE IMPACT SUMMARY

6.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The proposed project would not result in any significant and unavoidable impacts.

6.2 SIGNIFICANT BUT MITIGABLE IMPACTS

The proposed project may result in the following significant impacts; however, implementation of the identified mitigation measures would reduce impacts to an insignificant level.

- **Biological Resources.** The project may result in the following impacts, which would be mitigated by Mitigation Measures Bio-01 Pre-construction Surveys, Bio-02 Worker Environmental Awareness Training, Bio-04 Wildlife Entrapment Protection, Bio-05 Special-status Plant Protection, Bio-06 Tree Protection Plan, Bio-07 Nesting Bird Surveys, Bio-08 Blainsville's Horned Lizard Protection, Bio-09 Norther California Legless Lizard Protection, Bio-10 American Badger Protection, Bio-11 Woodrat Protection, and Bio-12 Habitat Restoration.

A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements
The loss of healthy native specimen trees
A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)

- **Hazardous Materials and Risk of Upset.** The project may result in the following impacts, which would be mitigated by Mitigation Measures Risk-01 Truck Hazard Mitigation Plan, Risk-02 Updated Safety Plan, Risk-03 Trucking Company Financial Responsibility, Risk-04 Trucking Route Oil Spill Contingency Plan, and Risk-05 No Trucking During Rainy Periods.

In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)
The use, storage or distribution of hazardous or toxic materials
A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions
The creation of a potential public health hazard
The contamination of a public water supply

6.3 INSIGNIFICANT IMPACTS

The following mitigation measures serve as avoidance and minimization measures, and would ensure that impacts remain at an insignificant level.

- **Agricultural Resources** – Insignificant impacts would be minimized by Mitigation Measure RISK-01 Truck Hazard Mitigation Plan

- **Air Quality** – Insignificant impacts would be minimized by Mitigation Measures Air-01 Dust Control, Air-02 Diesel-powered Equipment, and Air-03 Trucking Reporting.

- **Cultural Resources** – Insignificant impacts would be minimized by Mitigation Measure CulRes-01 Stop Work at Encounter.

- **Fire Protection** - Insignificant impacts would be minimized by Mitigation Measure Risk-01 Truck Hazard Mitigation Plan.

- **Geologic Processes** - Insignificant impacts would be minimized by Mitigation Measure Geo-01 Erosion and Sediment Control Plan.

- **Recreation** - Insignificant impacts would be minimized by Mitigation Measure Risk-01 Truck Hazard Mitigation Plan.

6.4 CUMULATIVE IMPACTS

Cumulative impacts are defined as two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts. Under Section 15064 of the CEQA Guidelines, a Lead Agency must identify cumulative impacts, determine their significance and determine if the effects of the project are cumulatively considerable. Cumulative impacts for the proposed project have been addressed under each issue area (Sections 4.1 through 4.15). As discussed therein, the proposed project would not result in cumulatively considerable contributions to cumulative impacts.

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
1. 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, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory?		X			
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?				X	
3. 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		
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X			
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR ?				X	

Mandatory Finding No. 1 - Significant but Mitigable Impacts. As described in Section 4.4 Biological Resources and Section 4.9 Hazardous Materials and Risk of Upset, the proposed project would have the potential to cause biological and hazardous materials/risk of upset impacts. With the implementation of the following mitigation measures, these potential impacts would be reduced to an insignificant level.

- Bio-01 requires pre-construction surveys by a qualified biologist prior to the start of construction;
- Bio-02 requires all project workers and contractors to participate in a Worker Environmental Awareness Training prior to the start of construction;
- Bio-03 requires a qualified biological monitor be present for ground-disturbing activities and during the trimming of oak trees;
- Bio-04 requires that wildlife entrapment protection methods are in place at the project site prior to the start of construction;

- Bio-05 requires that special-status species plant protections be in place at the project site prior to the start of construction;
- Bio-06 requires the Applicant to prepare a Tree Protection Plan to ensure impacts to oak trees are minimized;
- Bio-07 requires that nesting bird surveys be conducted prior to the start of construction;
- Bio-08, Bio-09, Bio-10, and Bio-11 require that specific surveys and protection measures be conducted to protect special-status wildlife species;
- Bio-12 requires the Applicant to prepare a Habitat Restoration Plan and implement the appropriate restoration following construction;
- Risk-01 requires the Applicant to prepare and implement a Truck Hazard Mitigation Plan to reduce the likelihood of trucking accidents that could lead to oil spills;
- Risk-02 requires he Applicant to update existing safety plans to reflect the proposed project;
- Risk-03 requires that the trucking company demonstrate financial responsibility in the case of a trucking accident and oil spill;
- Risk-04 requires the Applicant to prepare and implement a Trucking Route Oil Spill Contingency Plan; and
- Risk-05 restricts trucking during rainy periods to lessen the severity of a potential oil spill.

Mandatory Finding No. 2 – No Impact. The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. No impact would occur.

Mandatory Finding No. 3 – Insignificant Impact. As discussed in Sections 4.1 through 4.15, the project would have impacts that are individually limited to the project area, but are not cumulatively considerable. Cumulative impacts would be insignificant.

Mandatory Finding No. 4 – Significant but Mitigable Impacts. In general, impacts to human beings are associated with such issues as air quality and human health risks, hazardous materials and risk of upset, and noise impacts. As detailed in Sections 4.3 and 4.3b (*Air Quality and GHG)*, estimated project emissions and human health risks would be below County thresholds. Standard County and APCD mitigation measures Air-01 Dust Control, Air-02 Diesel-powered Vehicles, and Air-03 Trucking Reporting would ensure impacts remain insignificant. As detailed in Section 4.9 (*Hazardous Materials and Risk of Upset),* the proposed project has the potential to cause adverse impacts to humans from potential trucking accidents and associated oil spills. With the implementation of Mitigation Measures Risk-01 Truck Hazard Mitigation Plan, Risk-02 Updated Safety Plans, Risk-03 Trucking Company Financial Responsibility, Risk-04 Trucking Route Oil Spill Contingency Plan, and Risk-05 No Trucking During Rainy periods, the potential impacts would be reduced to an insignificant level. Therefore, impacts to human beings would be significant but mitigable under the proposed project.

Mandatory Finding No. 5 – No Impact. There is no known disagreement supported by facts or any reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR.

8.0 PROJECT ALTERNATIVES

Pursuant to CEQA, project alternatives are only required for projects which would result in Significant and Unavoidable impacts to the environment. All potentially significant impacts resulting from the proposed project could be mitigated to insignificant impacts. Therefore, no project alternatives are considered.

9.0 INITIAL REVIEW OF PROJECT CONSISTENCY WITH APPLICABLE SUBDIVISION, ZONING AND COMPREHENSIVE PLAN REQUIREMENTS

9.1 LAND USE DESIGNATION

Consistent. The proposed project is consistent with allowable or conditionally allowable uses. Oil and gas operations are allowed within the Agriculture (AG-II) and Coastal-related Industry (M-CR) land use designations. The proposed project is exempt from an Oil Drilling and Production Plan, as it meets all of the criteria and standards outlined in LUDC Section 35.52.050.C; therefore only a Land Use Permit shall be required.

9.2 LAND USE DEVELOPMENT POLICIES

Consistent. Adequate public and private services and resources (water, sewer, roads, etc.) are available to serve the proposed development of the truck loading rack and associated infrastructure. No new public or private facilities, services, or resources would be required beyond those already available and existing at the site.

9.3 HILLSIDE AND WATERSHED PROTECTION POLICIES

Consistent. The proposed project would not be developed on a hillside, and is not located within a waterway. The project would construct secondary containment at the truck loading rack that is designed to contain all sediment, stormwater runoff, and the potential release of hazardous materials through a locked and secure valve. The secondary containment basin would be monitored and maintained throughout the project lifetime. The potential degradation of water quality from pollutants would be minimized by implementation of the site's SWPPP, SPCC plan, and required Erosion and Sediment Control Plan. Grading would require a grading permit and associated inspections through the County Building and Safety Department.

9.4 STREAMS AND CREEKS POLICIES

Consistent. The proposed project does not propose any construction or grading within streams and creeks. Onsite sediment, stormwater runoff, and any potential hazardous material releases at the truck loading rack would be controlled through the use of the controlled and valved secondary containment basin. The potential degradation of water quality from pollutants would be minimized by implementation of the site's SWPPP, SPCC plan, and required Erosion and Sediment Control Plan.

9.5 VISUAL RESOURCES POLICIES

Consistent. The visual character of the site would not be substantially different or more obtrusive than current conditions within the Lompoc Oil Field. The surrounding project area currently contains an existing

State-designated oil field. Truck loading rack infrastructure would be visually similar to the surrounding area. The project site is not visible from public viewing places.

9.6 GROUNDWATER RESOURCES POLICIES

Consistent. The ongoing use of the onsite septic system would not impact groundwater resources. Similar to hillside, watershed, streams and creeks policies, the project would construct secondary containment designed to contain all sediment, stormwater runoff, and the potential release of hazardous materials. The potential degradation of groundwater from pollutants would be minimized by implementation of the site's SWPPP and SPCC plans, and through the required Erosion and Sediment Control Plan.

9.7 AGRICULTURAL RESOURCES POLICIES

Consistent. The proposed project would not jeopardize the long-term viability and suitability of agriculture on adjacent properties, or along the truck route.

9.8 BIOLOGICAL RESOURCES POLICIES

Consistent. Sensitive plant species have been documented in the truck loading rack project site, and sensitive wildlife species have the potential to occur in the project vicinity. Construction and operation activities are limited to previously disturbed areas of the Purisima 33 well pad, and no special-status species are expected to be directly impacted by project activities except for the trimming of approximately 14 coast live oak trees. However, potential impacts to sensitive biological resources could still result from project-related noise, harassment, or unanticipated take. Mitigation measures including conducting biological surveys, conducting a Worker Environmental Awareness Training, having a qualified biologist monitor construction and tree-trimming activities, having specific protection measures in place, and restoring habitat would ensure biological impacts are minimized or avoided.

9.9 FLOOD HAZARD POLICIES

Consistent. The proposed development would not be located within any designated floodway or flood hazard overlay and would not cause or contribute to flood hazards or lead to expenditure of public funds for flood control works.

9.10 GEOLOGIC AND SEISMIC PROTECTION POLICIES

Consistent. There are no unique geological features located on the project site, the site is not located in proximity to coastal bluffs, and has a low potential for seismic activity (0.1 percent likelihood of experiencing a magnitude 6.7 or larger earthquake in the next 30 years). Construction of the project would only require minimal grading (net of 550 cubic yards). The required Erosion and Sediment Control Plan would implement standard erosion control and drainage requirements. Construction-related vibrations would be localized and temporary, lasting three to six months.

9.11 HISTORICAL AND ARCHAEOLOGICAL SITES POLICIES

Consistent. Previous surveys indicate that no cultural resources, including archaeological, historic (built environment), or tribal cultural resources are located within the proposed project footprint. The Purisima 33 well pad does not exhibit any historical or architectural significance that would be make eligible as a standalone historic place under the NRHP and CRHR. One archeological resource was documented within

500-feet of the project footprint and would not be disturbed. Standard County mitigation measures would require the Applicant to stop work at any unanticipated cultural resource encounter. Formal consultation with the Santa Ynez Band of Chumash Indians under AB 52 concluded that no tribal cultural resources were a concern.

10.0 RECOMMENDATION BY P&D STAFF

On the basis of the Initial Study, the staff of Planning and Development:

____ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

__X__ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff recommends the preparation of an ND. The ND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.

____ Finds that the proposed project MAY have a significant effect on the environment, and recommends that an EIR be prepared.

____ Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

_____ With Public Hearing _____ Without Public Hearing

PREVIOUS DOCUMENT: Not Applicable

PROJECT EVALUATOR: Jacquelynn Ybarra, Senior Planner, Energy Division **DATE:** February 2024

11.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

__X__ I agree with staff conclusions. Preparation of the appropriate document may proceed.
____ I DO NOT agree with staff conclusions. The following actions will be taken:
____ I require consultation and further information prior to making my determination.

SIGNATURE:_____ **INITIAL STUDY DATE**: February 2024

SIGNATURE:_____ **NEGATIVE DECLARATION DATE**: February 2024

SIGNATURE:_____ **REVISION DATE:** _____

SIGNATURE:_____ **FINAL NEGATIVE DECLARATION DATE:** _____

12.0 ATTACHMENTS

The following Technical Reports / Attachments are available online at:
https://cosantabarbara.box.com/s/nrj6pzzc5rzqmzkirh4y9luajfxq91ow

1. Air Quality Impact Analysis
2. Biological Resources Survey Report
3. Biological and Waters Resources Desktop Assessment
4. Oak Tree Protection Plan
5. Spring Plant Survey Memo
6. Nesting Bird Plan
7. Comparative Quantative Risk Assessment
8. Truck Route Transportation Analysis