FINAL

Initial Study/Mitigated Negative Declaration for the Lompoc Well 10 Project, Lompoc, Santa Barbara County, California

JANUARY 2024

PREPARED FOR

City of Lompoc

PREPARED BY

SWCA Environmental Consultants

FINAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE LOMPOC WELL 10 PROJECT, LOMPOC, SANTA BARBARA COUNTY, CALIFORNIA

Prepared for

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1 INTRODUCTION

1.1 Project Location

The Lompoc Well 10 Project (project) site is located on an approximately 17.15-acre City of Lompoc (City)-owned parcel (Assessor's Parcel Number [APN]: 099-141-026) in the city of Lompoc sphere of influence (SOI) in Santa Barbara County, California (Figure 1). The project site is within the County of Santa Barbara (County) Agriculture II/Minimum Lot Size-40 Acres gross (AG-II-40) land use and zoning designations and the City's Community Facility (CF) land use designation and Public Facility (PF) zoning designation. The project site would be accessed via Riverside Drive, which is located west of the project site.

1.2 Environmental Setting

The project site is on an approximately 17.15-acre City-owned parcel within the City's SOI in Santa Barbara County. The project site is within the County AG-II-40 land use and zoning designations and the City's CF land use designation and PF zoning designation. The project site is predominantly undeveloped with the exception of an unpaved trail located along the western portion of the project site that transitions into a paved multi-use trail that transects the northern portion of the project site in a north–south direction. Surrounding land uses include single-family residences to the west, a multi-use trail to the north, undeveloped land to the south, and the Santa Ynez River to the east. The project site consists of relatively flat topography comprised of grasses and shrubs. The Santa Ynez River is located approximately 170 feet east of the project site; however, no surface water features or drainages are present within the project site.

1.3 Project Description

The City (applicant) is proposing the construction, development, testing, and operation of a municipal well to serve the city of Lompoc and replace lost capacity at other City wells. The project includes the construction of associated site improvements, including a discharge line, sprinklers, and two small structures.

1.3.1 *Construction*

Construction of the well would involve use of a drilling rig, mud tank with shaker table and desanders, water truck, service trailer, dump truck, pipe trailer, weir tank, generator, compressor, and loader. Construction activities would occur within an approximately 33,000-square-foot (0.76 acre) work area (Figure 2). The proposed staging area would be adjacent to the well location and used to store the drilling machinery and construction materials. The construction sequence would include the following:

1. **Site Preparation.** The project site is relatively flat; therefore, no grading activities are anticipated. The project would require the construction of a 150-foot-long and 10-foot-wide paved driveway to provide access to the project site from Riverside Drive to provide all-weather access to the project site for operations and maintenance. A 24-foot-tall temporary sound barrier would be installed in an "L" shape along approximately 250 feet of the western and northern sides of the work area to reduce noise and nighttime lighting impacts to surrounding residences. The 24-foot-tall temporary sound barrier would be consistent with industry standards and constructed using pilings placed in auger holes and backfilled using native material and stabilized using steel beams and supports. The sound barrier would be removed following construction activities.

2. **Drilling and Construction Activities.** Drilling and construction activities include drilling the borehole, installing the well casing and screen, and emplacing the annular fill and seal materials. The borehole would be approximately 36 inches in diameter down to 60 feet and 26 inches in diameter down to 200 feet. Borehole drilling would be conducted using a reverse rotary drilling rig. Drilling fluid (water-based with bentonite clay and additives) would be used to cool the drill head, lift the solid material (cuttings) from the borehole, and stabilize the borehole during drilling operations. Drilling fluids would be contained and circulated through the mud tank. Following completion of borehole drilling, a 16-inch-diameter low-carbon steel and stainless steel well casing and well screen would be installed to an estimated depth of 200 feet. A sand filter pack would be placed around the well screen to prevent formation sediment from entering the well during pumping operations. The annular space above the sand filter pack would be grouted with sand-cement slurry. A conductor casing would also be installed and grouted in place prior to advancing the pilot hole to provide a sanitary seal. Borehole drilling and construction would proceed on a continual (24-hour per day) basis and would require nighttime lighting. A turbine pump would be used for test pumping at an estimated discharge rate of approximately 2,000 gallons per minute (GPM). The proposed well would be connected to the existing raw water collection pipeline, located approximately 100 feet west of the site. Installation of the collection pipeline would require the construction of a 5.5-foot-deep and 4-foot-wide trench. Following installation of the collection pipeline, the trench would be backfilled.
3. **Development and Testing Activities.** Groundwater produced during well development and pumping tests would be discharged on the 17.5-acre City-owned property, north of the well site, using sprinklers. Assuming 25 GPM per sprinkler at 20-foot intervals, four discharge lines extending approximately 300 feet each would provide a temporary discharge capacity of 1,000 GPM. Safety netting would be installed around the sprinkler area during well testing activities to temporarily impede public access to the area. The safety netting would be approximately 500 to 600 feet in length and 4 feet in height. Following well testing activities, the safety netting would be removed from the project site. Well testing activities would require temporary closure of the multi-use trail; however, the City would provide a detour to maintain the multi-use connection the trail currently provides.
4. **Well Enclosure Structures.** Two structures—an approximately 250-square-foot pump house and an approximately 250-square-foot variable frequency drive (VFD) shed—would be constructed at the location of the well. The structures would be 10 feet in height and enclosed by an 8-foot-tall cinder block wall. The total area enclosed by the cinder block wall would be approximately 3,600 square feet in size. Figure 3 includes an example view of the well structures and enclosure.
5. **Construction Process.** Construction activities are anticipated to occur over a 3-month period beginning in February 2024 and ending in May 2024. Site preparation and conductor drilling activities would occur over a span of approximately 1 month between the hours of 7:00 a.m. and 7:00 p.m. Borehole drilling, well construction, and mechanical development activities would occur over approximately 10 days on a 24-hour basis. Subsequent post-construction activities would occur over approximately 1.5 months between the hours of 7:00 a.m. and 7:00 p.m., with the exception of one 24-hour well discharge pumping test.
6. **Site Clean-Up.** Following construction activities, temporary discharge pipes, the sound barrier, safety netting, construction equipment, and trash would be removed from the site. Drilling fluids would be removed from the site for disposal. Drill cuttings would be spread out on-site. The wellhead would be secured and locked.

1.3.2 *Operation*

The well would have a minimum production objective of 300 acre-feet per year (AFY) and a maximum production value of 920 AFY. The purpose of the new well is to replace lost capacity at other City wells and would not increase the City's groundwater consumption.

When active, the well is anticipated to pump up to 24 hours per day, with a minimum 2-hour-per-week rest period. During periods of inactivity, the current protocol requires the well to be run at least 2 hours per week. Based on the annual production and maximum daily production values, the proposed well would be on active duty up to a cumulative total of 4 months per year. The project would utilize an emergency generator on an as-needed basis. The emergency generator would be stored off-site.

Proposed maintenance activities would include operator checks, site security, and motor and pump checks twice per week; maintenance checks once per month; well performance tests twice per year; and water quality tests once per quarter. If necessary, well rehabilitation activities would occur once every 6 to 8 years. These maintenance activities would be expected to occur once a year or less and would be handled by a licensed well or pump contractor.

1.4 Required Discretionary Approvals

The City is the Lead Agency, as defined by the California Environmental Quality Act (CEQA), for the proposed project.

Permits and/or approvals may be required from the following agencies prior to construction of the proposed project:

- Santa Barbara County Air Pollution Control District (SBCAPCD) Authority to Construct and Permit to Operate

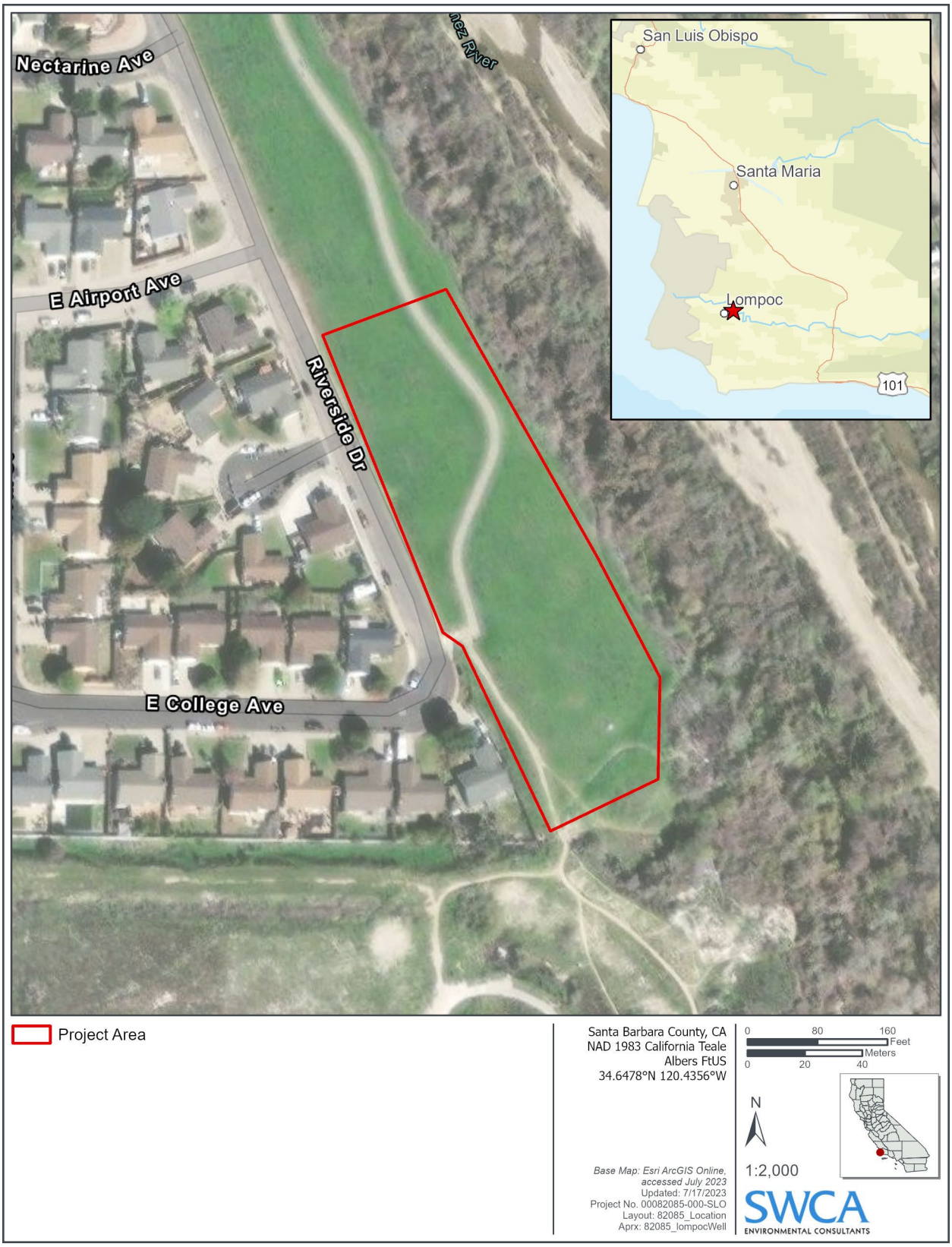

Figure 1. Project location map.

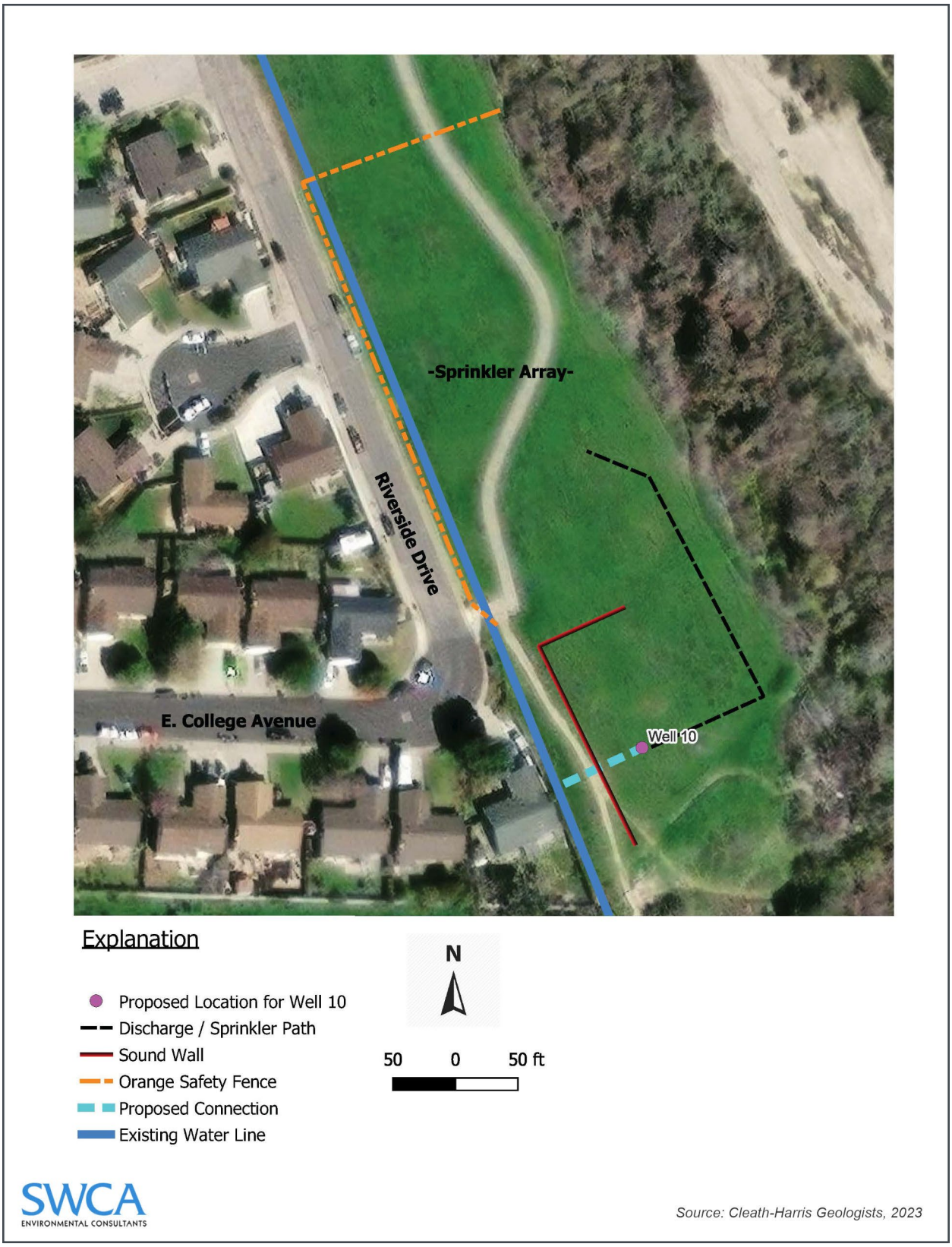

Figure 2. Site plan.

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Source: Google, 2023

Figure 3. Example view of well structures and enclosure.

2 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected

The proposed project could have a "Potentially Significant Impact" for environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

☒ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forestry Resources	☐ Hazards and Hazardous Materials	☐ Recreation
☒ Air Quality	☐ Hydrology and Water Quality	☐ Transportation
☒ Biological Resources	☐ Land Use and Planning	☐ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Energy	☒ Noise	☐ Wildfire
☐ Geology and Soils	☐ Population and Housing	☒ Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: _____ **Signed:** _____

I. Aesthetics

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
(a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Setting

CEQA establishes that it is the policy of the state to take all action necessary to provide people of the state "with . . . enjoyment of aesthetic, natural, scenic and historic environmental qualities" (California Public Resources Code [PRC] 21001(b)). A scenic vista is generally defined as a high-quality view displaying good aesthetic and compositional values that can be seen from public viewpoints. Some scenic vistas are officially or informally designated by public agencies or other organizations. A substantial adverse effect on a scenic vista would occur if the project would significantly degrade the scenic landscape as viewed from public roads or other public areas. A proposed project's potential effect on a scenic vista is largely dependent on the degree to which it would complement or contrast with the natural setting, the degree to which it would be noticeable in the existing environment, and whether it detracts from or complements the scenic vista.

The California Scenic Highway Program was created by the State Legislature in 1963 with the intention of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors. A highway may be designated scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. According to the California Department of Transportation (Caltrans) State Scenic Highway System Map, there are no designated state scenic highways within or in the immediate vicinity of the project site. The nearest officially designated state scenic highway is State Route (SR) 1, located approximately 0.4 mile south of the project site (Caltrans 2019).

The *City of Lompoc 2030 General Plan Urban Design Element* designates the project area as a visual edge, which is defined as areas on the perimeter of the city distinguishing between the city and the Lompoc Valley. In addition, the City's Urban Design Element designates SR 1, approximately 0.4 mile south of the project site, and SR 246, approximately 0.3 mile southeast of the project site, as scenic road corridors (City of Lompoc 2014a). The City's Urban Design Element identifies the following goals and policies related to the protection of visual resources within the city:

Goal 1 Protect and enhance the natural features and landmarks of the Lompoc Valley.

Policy 1.4. The City shall create a visual edge to maintain awareness of the community's setting in the Lompoc Valley by establishing and maintaining open space buffers along the western and eastern portions of the Urban Limit Line.

Goal 2 Protect and enhance the "small town" character of the Old Town.

Goal 3 Protect and enhance the positive identity of Lompoc's residential neighborhoods.

Goal 4 Protect and enhance the visual qualities of Lompoc's urban streetscapes and public places.

Policy 4.2 The City shall promote cleanliness and regular maintenance of all neighborhoods and public places.

Policy 4.5 The City shall encourage the owners and/or operators of land uses and activities which are unsightly to clean up the affected area or to use landscaping and other design measures to soften or screen the area.

Policy 4.6 The City shall promote the development of the urban forest along streetscapes and in public places.

Policy 4.7 The City shall encourage the provision of open space in all public places.

Goal 5 Ensure high-quality design and development.

Environmental Evaluation

a) Would the project have a substantial adverse effect on a scenic vista?

The City's Urban Design Element designates the project area as a visual edge, which is defined as areas on the perimeter of the city distinguishing between the city and the Lompoc Valley (City of Lompoc 2014a). Policy 1.4 of the City's Urban Design Element requires the City to create a visual edge to maintain awareness of the community's setting in the Lompoc Valley by establishing and maintaining open space buffers along the western and eastern portions of the Urban Limit Line. The project site is predominantly undeveloped with the exception of an unpaved trail located along the western portion of the project site that transitions into a paved multi-use trail that transects the northern portion of the project site in a north–south direction. Surrounding land uses include single-family residences to the west, a multi-use trail to the north, undeveloped land to the south, and the Santa Ynez River to the east.

The project includes the construction of a replacement well and associated infrastructure, including two well enclosures, an underground pipeline, and a driveway. The proposed well, pipeline, and driveway would be located at- or below-grade and would not be visible from surrounding land uses or roadways. Aboveground features that would be visible from surrounding land uses and roadways would be limited to the proposed well sheds and cinder block wall. Each well shed would be approximately 250 square feet in area and approximately 10 feet in height. The well would be limited in density and enclosed by an 8-foot-tall cinder block wall that would shield the proposed project from surrounding land uses (see Figure 3). Based on the limited density of proposed development and the low profile/height in the landscape, the project would not result in an adverse change along the City's visual edge, and impacts would be *less than significant*.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The nearest officially designated state scenic highway is SR 1, located approximately 0.4 mile south of the project site (Caltrans 2019). The City's Urban Design Element designates SR 1 and SR 246 as scenic road corridors (City of Lompoc 2014a). Due to distance and intervening topography, vegetation, and development, the project site is not visible from SR 1 or SR 246. Therefore, the project would not damage scenic resources within the viewshed of a State scenic highway, and *no impacts* would occur.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project site is located on an approximately 17.15-acre City-owned parcel zoned CF within the City's SOI, and the project area is designated as a visual edge by the City's Urban Design Element. The project includes the construction of a replacement well and associated infrastructure, including two 250-square-foot well structures, an underground pipeline, and a new driveway.

Construction activities would be visible from surrounding land uses during the 3-month construction period and would include the presence of construction equipment, vehicles, staging areas, and construction materials. In addition, the project would install a temporary 24-foot-tall and 250-foot-long sound barrier consisting of steel along the western and northern portions of the project site and temporary 4-foot-tall safety netting consisting of orange plastic netting around the perimeter of the sprinkler area during the 3-month construction period. The proposed sound barrier and safety netting would be removed from the project site following well drilling and testing activities. Therefore, construction activities would be temporary in nature and would not substantially degrade the long-term existing character of the immediate or surrounding area.

As described in *Impact Discussion I(a)*, the permanent components of the project would predominately be located at- or below-grade and would not be visible from surrounding land uses or roadways. Aboveground features would be limited to the development of the proposed well structures and would be enclosed by an 8-foot-tall cinder block wall. Installation of the cinderblock wall would be consistent with Section 17.312.040 of the City's Municipal Code, which requires storage areas located adjacent to residential uses and zones to install screening. Due to the limited size and density of the proposed project and implementation of screening, the project would not substantially alter the existing visual character along the City's designated visual edge. Therefore, the project would be consistent with applicable zoning and other regulations governing scenic quality, and impacts would be *less than significant*.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project includes the construction of a well and related infrastructure on a predominantly undeveloped parcel located adjacent to existing single-family residences at the city's edge. During the approximately 10-day borehole drilling, well construction, and mechanical development construction phase, proposed construction activities would occur on a 24-hour basis and would require the use of temporary nighttime lighting. The project includes the construction of a 24-foot-tall sound barrier along the western and northern

portions of the project site. Due to the relatively flat topography of the project site and surrounding area and the height of the proposed sound barrier, views of the project site would be blocked from single-family residences located to the west. In addition, Mitigation Measure AES-1 identifies performance standards for temporary outdoor lighting to ensure that any temporary nighttime lighting used during the construction period would be less than 24 feet in height and directed downward toward the project site to avoid spillover into the surrounding properties. All other construction activities would occur during daylight hours between the hours of 7:00 a.m. and 7:00 p.m. and would not require the use of nighttime lighting. The project does not include the installation of permanent sources of outdoor lighting at the project site. Further, operational maintenance activities would be conducted up to two times per week during daylight hours and would not introduce a new source of light or glare. Based on implementation of Mitigation Measure AES-1 and installation of the proposed sound barrier, the project would not create a permanent, long-term source of substantial light or glare that would adversely affect day or nighttime views; therefore, impacts would be *less than significant with mitigation*.

Conclusion

With implementation of Mitigation Measure AES-1, the project would not substantially affect a scenic vista, damage a scenic resource, conflict with zoning, or create a source of new light or glare. With implementation of Mitigation Measure AES-1, impacts related to aesthetics would be less than significant.

Mitigation Measures

MM AES-1 For the construction phase of the project, the following performance standards for outdoor lighting shall be implemented to the greatest extent feasible to ensure that nighttime lighting does not spillover into residential land uses to the west:

1. The height of lighting fixtures shall be less than 24 feet; and
2. Lighting fixtures shall be directed downward toward the project site.

II. Agriculture and Forestry Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

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

Setting

The California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and current land use. For environmental review purposes under CEQA, the FMMP categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land are considered "agricultural land." Other non-agricultural designations include, but are not limited to, Urban and Built-up Land, Other Land, and Water. According to the FMMP, the project site is located on land that is designated as Urban and Built-Up Land and Other Land (CDOC 2023).

According to the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Web Soil Survey, the project site is underlain by the following soil types (NRCS 2023):

- **(Mv) Mocho loam, 0 to 2 percent slopes, Major Land Resource Area (MLRA) 14:** This well-drained soil has a negligible runoff class. The typical soil profile consists of loam and fine sandy loam. This soil is considered Prime Farmland if irrigated.
- **(TdF) Terrace escarpments, loamy:** Terrace escarpments consist of escarpments and loamy alluvium and are not considered a soil type by the NRCS.

The Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agriculture or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based on farming and open space uses as opposed to full market value. The project site and surrounding parcels are not subject to a Williamson Act contract.

According to PRC 12220(g), forest land is defined as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Timberland is defined as land, other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. The project site and surrounding area is not considered forestland by PRC 12220(g).

Environmental Evaluation

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project site is underlain by land designated as Urban and Built-Up Land and Other Land by the FMMP (CDOC 2023). The project site does not consist of designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the FMMP; therefore, the proposed project would not result in conversion of Farmland, and *no impacts* would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not located within the Agriculture zoning designation and is not subject to a Williamson Act contract. Therefore, the project would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract, and *no impacts* would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The project site is within the CF zoning designation and does not include land use designations or zoning for forest land or timberland. Therefore, the project would not conflict with or cause rezoning of forestland or land for timber production, and *no impacts* would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The project site and surrounding area are not designated or zoned for forest land uses and do not meet the definition of forest land established in PRC 12220(g). Further, the project does not require the removal of any trees. Therefore, the project would not result in the loss or conversion of forest land, and *no impacts* would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The project site is located in an urban area adjacent to the city limits of Lompoc and no crop production or agricultural land uses occur within the vicinity of the project site. As previously evaluated, the project would not result in the conversion of Farmland or forest land or interfere with zoning for agricultural or forest land uses. The proposed project would be limited to the construction of a replacement well to replace lost capacity at other wells within the city and serve the City's existing potable water needs. Therefore, the project would not result in additional groundwater pumping that could reduce the availability of groundwater for cropland. Further, the project does not include components that could increase long-term dust generation and inadvertently damage crops in the vicinity of the project site. Therefore, the project would not indirectly result in the conversion of Farmland or forest land, and *no impacts* would occur.

Conclusion

The proposed project would not result in the conversion of Farmland or forest land and would not interfere with zoning for agricultural or forest land uses. Therefore, the project would not result in impacts related to agriculture and forestry resources.

Mitigation Measures

Mitigation is not necessary.

III. Air Quality

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
(a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
(c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Setting

Criteria Air Pollutants and Ambient Air Quality Standards

The city of Lompoc is located in Santa Barbara County, which is part of the South Central Coast Air Basin (SCCAB), which also includes San Luis Obispo and Ventura Counties. Air quality within the SCCAB is regulated by several jurisdictions, including the U.S. Environmental Protection Agency (USEPA), California Air Resources Board (CARB), and Santa Barbara County Air Pollution Control District (SBCAPCD). Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA) of 1988. The California Department of Public Health established California Ambient Air Quality Standards (CAAQS) in 1962 to define the maximum amount of a pollutant (averaged over a specified period of time) that can be present without any harmful effects on people or the environment. The CARB adopted the CAAQS developed by the California Department of Public Health in 1969, which had established CAAQS for 10 criteria pollutants: particulate matter (less than 10 microns in diameter [PM_{10}] and less than 2.5 microns in diameter [$PM_{2.5}$]), ozone (O_3), nitrogen dioxide (NO_2), sulfate, carbon monoxide (CO), sulfur dioxide (SO_2), visibility-reducing particles, lead (Pb), hydrogen sulfide (H_2S), and vinyl chloride.

The Federal Clean Air Act (FCAA) later required the USEPA to establish National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment, and also set deadlines for their attainment. The USEPA has established NAAQS for six criteria pollutants (all of which are also regulated by CAAQS): PM_{10} and $PM_{2.5}$, O_3, NO_2, CO, SO_2, and lead.

California law continues to mandate compliance with the CAAQS, which are often more stringent than the NAAQS. However, California law does not require that CAAQS be met by specified dates as is the case with the NAAQS; rather, it requires incremental progress toward attainment.

The SBCAPCD is the agency primarily responsible for ensuring that the NAAQS and CAAQS are not exceeded and that air quality conditions within the region are maintained. Responsibilities of the SBCAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the federal Clean Air Act (CAA) and the CCAA.

The SBCAPCD monitors air pollutant levels to assure that federal and state air quality standards are met and, if they are not met, to also develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or as "non-attainment." Within the SCCAB, the federal $PM_{2.5}$ standards were exceeded for 1 day in 2018 and 9 days in 2020. The state PM_{10} standards were exceeded for 13 days in 2018, 15 days in 2019, and 32 days in 2020. Measured 1-hour O_3, 8-hour O_3, and NO_2 concentrations did not exceed the federal and state ambient air quality standards in the last 3 years of monitoring (SBCAPCD 2022).

Santa Barbara County Air Pollution Control District

The SBCAPCD *2022 Ozone Plan* is the tenth triennial update to the Air Quality Attainment Plan adopted by the SBCAPCD Board of Directors in 1991 (other updates were completed in 1994, 1998, 2001, 2004, 2007, 2010, 2013, 2016, and 2019). In the past, the SBCAPCD has prepared air quality attainment plans that have addressed both federal and state ozone standards. This *2022 Ozone Plan* addresses the state ozone standards only because the SBCAPCD is currently designated "attainment" for the federal 8-hour ozone standards, including the most recent standard of 0.070 parts per million (ppm) promulgated by the USEPA in 2015 (SBCAPCD 2022). The *2022 Ozone Plan* includes previously adopted and proposed stationary source emission control measures as well as on-road transportation control measures intended to reduce reactive organic gases (ROG) and nitrogen oxides (NO_X) emissions throughout the county and achieve attainment for the state ozone ambient air quality standards.

Naturally Occurring Asbestos

Naturally occurring asbestos (NOA) is most commonly found in ultramafic rock, including serpentine, near fault zones. NOA is released from ultramafic and serpentine rock when it is broken or crushed. According to the California Geological Survey (CGS), the project site is not located in an area with reported ultramafic rock outcroppings and is not in an area with the potential for NOA to occur (CGS 2011).

Sensitive Receptors

Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Sensitive receptor locations include residences, schools, parks and playgrounds,

daycare centers, senior care facilities, and hospitals. The nearest sensitive receptors to the project site are single-family residences located immediately west of the project site.

Environmental Evaluation

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The SBCAPCD *2022 Ozone Plan* addresses the attainment and maintenance of the NAAQS and CAAQS within the SCCAB. In order to be consistent with the *2022 Ozone Plan*, a project's direct and indirect emissions must be accounted for in the growth assumptions of the *2022 Ozone Plan*, and the project must be consistent with the stationary source emissions control measures and/or transportation control measures in the *2022 Ozone Plan* (SBCAPCD 2022).

The project includes the construction of a new well to replace lost capacity at other City wells and serve the City's existing potable water needs. Because the project is limited to the construction of a replacement well, the proposed project would not increase groundwater production in a manner that would expand the City's water supply or facilitate population growth within the city. In addition, operational maintenance activities would be conducted by existing employees and would occur up to two times per week, which would generate a limited number of long-term vehicle trips to and from the project site. The project would not include a stationary source of air pollutant emissions or generate regular vehicle trips that would be applicable for implementation of Transportation Control Measures identified in the *2022 Ozone Plan*. Therefore, the project would not affect the growth assumptions of or otherwise result in a potential conflict with the *2022 Ozone Plan*, and impacts would be *less than significant*.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Santa Barbara County is currently designated as nonattainment for the state standards established for 8-hour ozone and PM_{10} emissions (SBCAPCD 2023). The project would primarily generate emissions of ozone precursors and PM_{10} during construction and installation of the proposed well and associated infrastructure.

Short-Term Emissions

Heavy equipment and earth-moving construction activities generate fugitive dust and combustion emissions; these may have temporary impacts on local air quality. Fugitive dust emissions would result from land clearing, demolition, excavation, trenching, grading activities, and trip generation. Combustion emissions, such as ROG and NO_X, are most significant when using large diesel-fueled scrapers, loaders, bulldozers, haul trucks, compressors, generators, and other types of equipment.

Estimated construction air emissions were calculated for the proposed project using the California Emissions Estimator Model (CalEEMod). The CalEEMod results are included in Appendix A, and the results of the unmitigated estimated construction emission calculations for the proposed project are shown in Table 1.

Table 1. Annual Construction Emissions for the Proposed Project

Source	Criteria Pollutant (TPY[1])					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Construction	0.0312	0.0995	0.1352	0.0002	0.0513	0.0090
SJVAPCD Threshold	**25**	**25**	**N/A**	**25**	**25**	**25**
Exceed threshold?	***No***	***No***	***N/A***	***No***	***No***	***No***

Source: SBCAPCD (2022)

[1] TPY = tons per year

Based on the results shown in Table 1, construction air emissions would be in compliance with the SBCAPCD thresholds for all pollutants; therefore, implementation of mitigation measures would not be required to reduce construction related emissions. However, to be consistent with the standard dust mitigation measures identifies in Section 6.1 of the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (SBCAPCD 2017), all projects involving earthmoving activities are required to implement the standard dust control measures. Mitigation Measure AQ-1 has been identified to require implementation of the standard dust control measures required by the SBCAPCD. Therefore, with implementation of Mitigation Measure AQ-1, the project would be consistent with SBCAPCD requirements related to dust emissions, and impacts would be *less than significant with mitigation*.

Long-Term Emissions

The project includes the construction of a well to replace lost capacity at other City wells and serve the City's existing potable water needs. Once operational, the well is anticipated to pump up to 24 hours per day, with a minimum 2-hour-per-week rest period. During periods of inactivity, the well would run at least two hours per week. Based on the annual production and maximum daily production values, the proposed well would be active for approximately four non-consecutive months per year and would not result in substantial pollutant concentrations. Operational maintenance activities would be conducted by existing employees up to two times per week and would not result in a substantial increase in vehicle trips to and from the project site in a manner that could exceed SBCAPCD thresholds for ozone precursor emissions. Further, the project site would be accessed via a proposed paved driveway and would not increase long-term dust emissions at the project site. The project does not include the establishment of new land uses or activities that could generate long-term air pollutant emissions in the region; therefore, the project would not exceed SBCAPCD operational thresholds, and operational impacts would be *less than significant*.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

The nearest sensitive receptors are single-family residences located immediately west of the project site; therefore, the proposed project has the potential to expose nearby residents to short-term construction-related emissions. As discussed in *Impact Discussion III(b)*, the project would generate emissions, including diesel particulate matter (DPM) and fugitive dust, but would not exceed SBCAPCD thresholds. In addition, Mitigation Measure AQ-1 requires implementation of standard dust control measures in accordance with SBCAPCD requirements, which would further reduce short-term dust emissions near sensitive receptor locations. The project would be required to comply with the requirements of California Code of Regulations (CCR) Title 13, Section 2485, which limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways, which would reduce DPM emissions near sensitive receptor locations. Due to the proximity of sensitive receptors, Mitigation Measures AQ-2 through AQ-4 have also been identified to further reduce the potential for a

nuisance and exposure to construction-related emissions. With implementation of Mitigation Measures AQ-1 through AQ-4, the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be *less than significant with mitigation*.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction activities generally have the potential to emit odors from diesel equipment, paints, solvents, fugitive dust, and adhesives. Any odors generated by construction activities would be limited to the construction phase of the proposed project and generally would not extend beyond the construction area. The project does not include the establishment of new land uses or other activities that could generate long-term odors within the project area.

According to the CGS, the project is not located in an area with known potential for NOA (CGS 2011). Therefore, construction activities would not have the potential to expose workers or surrounding land use occupants to harmful levels of NOA. Further, the project would not include the demolition or removal of existing buildings or structures that could release asbestos-containing materials (ACM) or lead-based paint. Therefore, the project would not result in other emissions, including odors, and impacts would be *less than significant*.

Conclusion

The project would be consistent with the SBCAPCD *2022 Ozone Plan*. With implementation of Mitigation Measures AQ-1 through AQ-4, the project would be consistent with SBCAPCD requirements and air emissions thresholds and would not expose sensitive receptors to substantial pollutant concentrations. The project would not generate substantial adverse odors or other emissions. With implementation of Mitigation Measure AQ-1 through AQ-4, impacts related to air quality would be less than significant.

Mitigation Measures

MM AQ-1 **Fugitive Dust Control Measures.** The Santa Barbara County Air Pollution Control District (SBCAPCD) Standard Fugitive Dust Control Measures shall be implemented, where applicable:

1. During construction, water trucks or sprinkler systems shall be used to keep areas of vehicle movement damp to prevent dust from leaving the site and from exceeding the SBCAPCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. At a minimum, this shall include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency shall be required when sustained wind speed exceeds 15 miles per hour. Reclaimed water shall be used whenever possible; however, reclaimed water shall not be used in or around crops for human consumption.
2. On-site vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
3. A track-out prevention device shall be installed and operated where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that is effective at preventing track-out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.

4. If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than 1 day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
5. The amount of disturbed area shall be minimized. After clearing, grading, earthmoving, or excavation is completed, the disturbed area shall be treated by watering, using roll-compaction, revegetating, or spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved shall be completed as soon as possible.
6. Clearing, grading, earthmoving, and excavation activities shall be scheduled during periods of low wind speed to the extent feasible. During periods of high winds (>25 miles per hour), clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by on-site operations from becoming a nuisance or hazard.
7. The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.
8. For fill material, soil stockpiled for more than 2 days and tarp trucks transporting fill material to and from the site shall be covered, kept moist, or treated.
9. Gravel pads shall be installed at access points to prevent tracking of mud onto public roads.
10. After clearing, grading, earthmoving, or excavation is completed, the disturbed area shall be treated by watering, revegetating, or spreading soil binders until the area is paved or otherwise developed.
11. A person or persons shall be designated to monitor the dust control program and to order increased watering, as necessary.

All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. Timing requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods. The City of Lompoc (City) shall ensure measures are on project plans and/or recorded with maps, and City staff shall ensure compliance on-site. SBCAPCD inspectors will respond to nuisance complaints.

MM AQ-2 **Diesel Particulate and Nitrogen Oxides Emission Reduction Measures.** The following is a list of regulatory requirements and control strategies that shall be implemented to the maximum extent feasible:

1. All portable diesel-powered construction equipment greater than 50 brake horsepower shall be registered with the state's portable equipment registration program or shall obtain a Santa Barbara County Air Pollution Control District (SBCAPCD) permit.

2. Fleet owners of diesel-powered mobile construction equipment greater than 25 horsepower are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (13 CCR 2449), the purpose of which is to reduce nitrogen oxides (NO_X), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
3. Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to the CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (13 CCR 2025), the purpose of which is to reduce NO_X, DPM, and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
4. All commercial off-road and on-road diesel vehicles are subject, respectively, to 13 CCR 2449(d)(3) and 2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than 5 minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to 5 minutes, unless the truck engine meets the optional low-NO_X idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.
5. Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines shall be used to the maximum extent feasible.
6. On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the maximum extent feasible.
7. Diesel-powered equipment shall be replaced by electric equipment whenever feasible. Electric auxiliary power units shall be used to the maximum extent feasible.
8. Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel, shall be used on-site where feasible.
9. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
10. All construction equipment shall be maintained in tune per the manufacturer's specifications.
11. The engine size of construction equipment shall be the minimum practical size.
12. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
13. Construction worker trips shall be minimized by requiring carpooling and providing for lunch on-site.
14. Construction truck trips shall be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
15. Proposed truck routes shall minimize to the extent feasible impacts to residential communities and sensitive receptors.

16. Construction staging areas shall be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles on-site and have it available for inspection. The City of Lompoc (City) shall ensure measures are on project plans and/or recorded with maps, and City staff shall ensure compliance on-site. SBCAPCD inspectors will respond to nuisance complaints.

MM AQ-3 **Portable Diesel-Fired Construction Engines.** All portable diesel-fired construction engines rated at 50 brake horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or Santa Barbara County Air Pollution Control District (SBCAPCD) permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from SBCAPCD permits, provided they will be on-site for less than 12 months.

MM AQ-4 **Diesel Idling.** At all times, idling of heavy-duty diesel trucks should be minimized and auxiliary power units should be used whenever possible. State law requires that:

1. Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
2. Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
3. These requirements shall be shown on grading/building plans and/or on a separate sheet to be required with the map and adhered to throughout all grading and construction periods.

IV. Biological Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒

	Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Setting

The Federal Endangered Species Act (FESA) of 1973 provides legislation to protect federally listed plant and animal species. The California Endangered Species Act (CESA) of 1984 ensures legal protection for plants listed as rare or endangered and animal species formally listed as endangered or threatened, and also maintains a list of California Species of Special Concern (SSC). SSC status is assigned to species that have limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. Under state law, the California Department of Fish and Wildlife (CDFW) has the authority to review projects for their potential to impact special-status species and their habitats.

The Migratory Bird Treaty Act (MBTA) protects all migratory birds, including their eggs, nests, and feathers. The MBTA was originally drafted to put an end to the commercial trade in bird feathers, popular in the latter part of the 1800s. The MBTA is enforced by the U.S. Fish and Wildlife Service (USFWS), and potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with other federal agencies and are required to be evaluated under CEQA.

Project Site Setting

The project site is predominantly undeveloped with the exception of an unpaved trail located along the western portion of the project site that transitions into a paved multi-use trail that transects the northern portion of the project site in a north–south direction. Surrounding land uses include single-family residences to the west, a multi-use trail to the north, undeveloped land to the south, and the Santa Ynez River to the east. The project site consists of relatively flat topography comprised of open areas with ruderal, non-native grasses and shrubs. The Santa Ynez River is located approximately 170 feet east of the project site; however, no wetlands, surface water features, or drainages are present within the project site. The bank of the Santa Ynez River supports riparian vegetation; however, no riparian vegetation or other sensitive natural communities occur on the project site.

Based on a nine-quadrangle query of the CDFW California Natural Diversity Database (CNDDB), the following eight special-status plant species and 11 special-status animal species have been previously documented in the project region (CDFW 2023):

Special Status Plants

- **La Graciosa thistle (*Cirsium scariosum* var. *loncholepis*)** is a California Rare Plant Rank (CRPR) 1B.1 species that typically occurs in brackish marsh, riparian, coastal dunes, coastal scrub, swamp, and wetland habitats. The blooming period for this plant is between May and August and the typical elevation for this plant is between 15 feet and 731 feet. The nearest recorded occurrence of this species is approximately 6.4 miles northwest of the project site (CNDDB Occ. 1). The project site does not consist of marsh, swamp, riparian, coastal, or wetland habitats that would provide suitable habitat for this species. In addition, the nearest recorded occurrence of this species is over 5 miles from the project site. Due to distance from the nearest recorded occurrence and the lack of suitable habitat at the project site, this species is not expected to occur within the project area.
- **Seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*)** is a CRPR 1B.1 species that typically occurs in chaparral, cismontane woodland, closed-cone coniferous forest, coastal dune, and coastal scrub habitats. The blooming period for this species is between April and October and the typical elevation for this species is between 0 and 1,690 feet. The nearest recorded occurrence of this species is approximately 0.3 mile west of the project site (CNDDB Occ 41). The project site does not consist of maritime chaparral, woodland, closed-cone coniferous forest, coastal dune, or coastal scrub habitats that would provide suitable habitat for this species. Based on the lack of suitable habitat, this species is not expected to occur within the project area.
- **Gaviota tarplant (*Deinandra increscens* ssp. *villosa*)** is a CRPR 1B.1 species that typically occurs in coastal bluff scrub, coastal scrub, and valley and foothill grassland. The blooming period for this species is between May and October and the typical elevation for this species is between 65 feet to 1,410 feet. The nearest recorded occurrence of this species is approximately 5.7 miles southwest of the project site (CNDDB Occ. 18). While the project site consists of non-native grassland habitat, the nearest recorded occurrence of this species is over 5 miles from the project site. Due to distance from the nearest recorded occurrence, this species is not expected to occur in the project area.
- **Vandenberg monkeyflower (*Diplacus vandenbergensis*)** is a CRPR 1B.1 species that typically occurs in in chaparral, cismontane woodland, and coastal dune habitats. The typical blooming period for this species is April through June and the typical elevation for this species is between 195 feet and 395 feet. The nearest recorded occurrence of this species is approximately 1.8 miles northeast of the project site (CNDDB Occ. 8). The project site does not contain chaparral, cismontane woodland, or coastal dune habitats that would provide suitable habitat for this species. Based on the lack of suitable habitat, this species is not expected to occur within the project area.
- **Beach spectaclepod (*Dithyrea maritima*)** is a CRPR 1B.1 species that typically occurs in coastal dune and coast scrub habitats. The typical blooming period for this species is between March and May and the typical elevation for this species is between 10 feet and 165 feet. The nearest recorded occurrence of this species is approximately 10 miles west of the project site (CNDDB Occ. 20). The project site does not contain coastal scrub or coastal dune habitats that would provide suitable habitat for this species. In addition, the nearest recorded occurrence of this species is over 5 miles from the project site. Due to distance from the nearest recorded occurrence and the lack of suitable habitat at the project site, this species is not expected to occur within the project area.
- **Lompoc yerba santa (*Eriodictyon capitatum*)** is a CRPR 1B.2 species that typically occurs in chaparral, cismontane woodland, closed-cone coniferous forest, and coastal bluff scrub habitats. The typical blooming period for this species is between May and September and the typical elevation for this species is between 130 feet and 2,955 feet. The nearest recorded occurrence of this species is approximately 5.4 miles northwest of the project site (CNDDB Occ. 2). The project site does not contain chaparral, cismontane woodland, closed-cone coniferous forest, or coastal bluff scrub habitats that would provide suitable habitat for this species. In addition, the nearest

recorded occurrence of this species is over 5 miles from the project site. Due to distance from the nearest recorded occurrence and the lack of suitable habitat at the project site, this species is not expected to occur within the project area.

- **Beach layia (*Layia carnosa*)** is a CRPR 1B.1 species that typically occurs in coastal dune and coast scrub habitats. The typical blooming period for this species is between May and July and the typical elevation for this species is between 0 feet and 195 feet. The nearest recorded occurrence of this species is approximately 10.3 miles west of the project site (CNDDB Occ. 28). The project site does not contain coastal dune or coastal scrub habitats that would provide suitable habitat for this species. In addition, the nearest recorded occurrence of this species is over 5 miles from the project site. Due to distance from the nearest recorded occurrence and the lack of suitable habitat at the project site, this species is not expected to occur within the project area.
- **Gambel's water cress (*Nasturtium gambelii*)** is a CRPR 1B.1 species that typically occurs in brackish marsh, freshwater marsh, swamp, and wetland habitats. The typical blooming period for this species is between April and October and the typical elevation for this species is between 15 feet and 1,085 feet. The nearest recorded occurrence of this species is approximately 8.8 miles northwest of the project site (CNDDB Occ. 12). The project site does not contain brackish marsh, freshwater marsh, swamp, or wetland habitats that would provide suitable habitat for this species. In addition, the nearest recorded occurrence of this species is over 5 miles from the project site. Due to distance from the nearest recorded occurrence and the lack of suitable habitat at the project site, this species is not expected to occur within the project area.

Special-Status Animals

- **Tricolored blackbird (*Agelaius tricolor*)** is a CDFW SSC that typically occurs in freshwater marsh, swamp, and wetland habitats. The nearest recorded occurrence of this species is approximately 10.3 miles northeast of the project site (CNDDB Occ. 758). The project site does not contain freshwater marsh, swamp, or wetland habitats that would provide suitable habitat for this species. In addition, the nearest recorded occurrence of this species is over 5 miles from the project site. Due to distance from the nearest recorded occurrence and the lack of suitable habitat at the project site, this species is not expected to occur within the project area.
- **California tiger salamander – Santa Barbara County Distinct Population Segment (DPS) (*Ambystoma californiense* pop. 2)** is a federally endangered and state threatened species that typically occurs in chaparral, cismontane woodland, closed-cone coniferous forest, and valley and foothill grassland habitats. California tiger salamanders require access to both aquatic and upland habitat throughout their life cycle. They use standing bodies of fresh water, like ponds, vernal pools, and other ephemeral or permanent waterbodies, for breeding. These waterbodies must hold water for a minimum of 12 weeks to support the salamander larvae development. The salamanders also need access to upland habitat that contains small animal burrows or underground hideaways (USFWS 2023b). The nearest recorded occurrence of this species is approximately 3.95 miles northeast of the project site (CNDDB Occ. 13). The project site does not support any standing waterbodies that could support breeding habitat for this species. Additionally, due to the distance from the nearest recorded occurrence and intervening roadways, land uses, and other barriers, California tiger salamander individuals are not expected to utilize the project site for dispersal; therefore, this species is not expected to occur within the project area.
- **Vernal pool fairy shrimp (*Branchinecta lynchi*)** is a federally endangered species that typically occurs in valley and foothill grassland, vernal pool, and wetland habitats. The nearest recorded occurrence of this species is approximately 7.4 miles northwest of the project site (CNDDB Occ. 870). The project site does not contain vernal pool or wetland habitats that would provide suitable habitat for this species. In addition, the nearest recorded occurrence of this species is over 5 miles

from the project site. Due to distance from the nearest recorded occurrence and the lack of suitable habitat at the project site, this species is not expected to occur within the project area.

- **Western snowy plover (*Charadrius nivosus nivosus*)** is a federally threatened species and CDFW SSC that typically occurs in standing water, sand shore, and wetland habitats. The nearest recorded occurrence of this species is approximately 9.8 miles northwest of the project site (CNDDB Occ. 47). The project site does not contain standing water, sand shore, or wetland habitats that would provide suitable habitat for this species. In addition, the nearest recorded occurrence of this species is over 5 miles from the project site. Due to distance from the nearest recorded occurrence and the lack of suitable habitat at the project site, this species is not expected to occur within the project area.
- **Monarch butterfly – California overwintering population (*Danaus plexippus plexippus* pop. 1)** is a federal candidate species that overwinters in closed-cone coniferous forest habitat. The nearest recorded occurrence of this species is approximately 3.7 miles northwest of the project site (CNDDB Occ. 319). The project site does not contain closed-cone coniferous forest habitat or other dense stands of trees that could provide suitable overwintering habitat for monarchs; however, flowering plants within the grassland habitat may provide marginally suitable foraging habitat for this species. Therefore, there is marginal potential for monarch butterfly to periodically fly through the project site.
- **Tidewater goby (*Eucyclogobius newberryi*)** is a federally endangered species that typically occurs in aquatic and flowing water habitats. The nearest recorded occurrence of this species is approximately 8.7 miles northwest of the project site (CNDDB Occ. 58). The Santa Ynez River is located approximately 170 feet east of the project site; however, no surface water features or drainages occur on the project site. Therefore, the project site does not support suitable aquatic habitat and this species is not expected to occur within the project area.
- **Unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*)** is a federally and state endangered species that typically occurs in aquatic and flowing water habitats. The nearest recorded occurrence of this species is approximately 6.6 miles southwest of the project site (CNDDB Occ. 6). The Santa Ynez River is located approximately 170 feet east of the project site; however, no surface water features or drainages occur on the project site. Therefore, the project site does not support suitable aquatic habitat and this species is not expected to occur within the project area.
- **Steelhead – southern California DPS (*Oncorhynchus mykiss irideus* pop. 10)** is a federally endangered and state candidate endangered species that typically occurs in aquatic and flowing water habitats. The nearest recorded occurrence of this species is in the Santa Ynez River, approximately 170 feet east of the project site (CNDDB Occ. 3). No other surface water features or drainages occur on the project site. Therefore, the project site does not support suitable aquatic habitat and this species is not expected to occur within the project area.
- **California red-legged frog (*Rana draytonii*)** is a federally threatened species and typically occurs in aquatic, marsh, wetland, riparian, and scrub habitats. This species spends the majority of its life in or near water sources, including streams and stock ponds, which the species uses for breeding habitat. This species moves into neighboring upland areas to feed and shelter when stream flow levels are high (USFWS 2023a). The nearest recorded occurrence of this species is approximately 3.7 miles northwest of the project site (CNDDB Occ. 607). The project site does not support any standing waterbodies that could support breeding habitat for this species. In addition, due to the distance from the nearest recorded occurrence and intervening roadways, land uses, and other barriers, individuals are not expected to utilize the project site for dispersal. Therefore, this species is not expected to occur within the project area.

- **California least tern (*Sternula antillarum browni*)** is a federally and state endangered species that typically occurs in alkali playa and wetland habitats. The nearest recorded occurrence of this species is approximately 9.0 miles northwest of the project site (CNDDB Occ. 74). The project site does not support alkali playa or wetland habitats that would provide suitable habitat for this species. In addition, the nearest recorded occurrence of this species is over 5 miles from the project site. Due to distance from the nearest recorded occurrence and the lack of suitable habitat at the project site, this species is not expected to occur within the project area.
- **Least Bell's vireo (*Vireo bellii pusillus*)** is a federally and state endangered species that is known to occur in riparian forest, riparian scrub, and riparian woodland habitat. The nearest recorded occurrence of this species is approximately 13.5 miles southeast of the project site (CNDDB Occ. 579). While there is riparian habitat located directly east of the project site, the nearest recorded occurrence of this species is over 5 miles from the project site. Due to distance from the nearest recorded occurrence, this species is not expected to occur within the project area.

Environmental Evaluation

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The project includes construction and ground-disturbing activities, which would have the potential to result in direct removal of special-status plant species if present within the project site during construction. In addition, proposed construction activities have the potential to result in direct (i.e., take) or indirect (i.e., noise, dust, light pollution) disturbance to special-status animal species if present within the project area during project construction.

Special-Status Plant Species

Based on a nine-quadrangle query of the CNDDB, eight special-status plant species have been previously recorded within the project region (CDFW 2023). As described above, the project site does not support suitable habitat for the identified special-status plant species. Because the project site lacks suitable habitat, no special-status plant species are expected to occur on-site; therefore, construction and ground-disturbing activities would not result in adverse effects to special-status plant species. The Santa Ynez River, located approximately 170 feet east of the project site, may provide suitable habitat for some special-status plant species within its riparian corridor; however, the project does not include any disturbance within the Santa Ynez River or the associated riparian habitat. Therefore, the project would not result in adverse effects to special-status plant species, and impacts would be *less than significant*.

Special-Status Animal Species

Based on a nine-quadrangle query of the CNDDB, 11 special-status animal species have been previously recorded within the project region (CDFW 2023). As described above, steelhead has been previously documented within the Santa Ynez River, approximately 170 feet east of the project site. In addition, there is low potential for monarch butterfly to periodically fly across the project site. There are existing trees located to the east and south of the project site that could support nesting habitat for migratory birds.

Steelhead

Steelhead has been previously documented within the Santa Ynez River, located approximately 170 feet east of the project site. The Santa Ynez River is typically dry adjacent to the project site except for a 3-month period, every 3 years, when water is released from the Cachuma Reservoir and reaches the city. Therefore, this portion of the Santa Ynez River would not provide an adequate level of flowing water to support steelhead. In addition, the project does not require any work within the Santa Ynez River; therefore, no direct disturbances to steelhead would occur if present during proposed construction activities. However, the project would have the potential to increase erosion and other pollutants at the project site that could run off into the Santa Ynez River and disturb steelhead habitat. The project would be required to comply with City Municipal Code Chapter 13.32, *Requirement to Prevent, Control, and Reduce Stormwater Pollutants*, which identifies requirements to protect water quality and prohibit discharge of pollutants or stormwater containing pollutants. Compliance with the City's Municipal Code would reduce the potential for construction activities to adversely affect steelhead habitat. Wells within the city obtain groundwater from the "Main Zone" aquifer, which is the deepest of three alluvial aquifer zones beneath the Lompoc Plain. The "Main Zone" aquifer is not part of the underflow of the Santa Ynez River; therefore, changes in groundwater capacity does not affect flow of the Santa Ynez River and surface water quality in the river differs from groundwater quality in the aquifer. Further, one of the objectives of the proposed well is to allow nearby Well 11 to rest for longer periods. As such, the two wells would not be pumped concurrently and water production within the city would not increase due to the development of the proposed well, further ensuring that development of the proposed well would not result in changes to flow of the Santa Ynez River in a manner that could disturb steelhead habitat. Based on required compliance with the City's Municipal Code, the project would not adversely affect steelhead or related habitat; therefore, impacts would be *less than significant*.

Monarch Butterfly

The project site does not support suitable overwintering habitat for monarch butterfly; therefore, monarch butterfly individuals would only be expected to temporarily occupy the project site. Due to the mobility of these species, construction activities would not result in direct impacts to this species. Therefore, potential impacts related to monarch butterfly would be *less than significant*.

Migratory Birds

There are trees located to the south and east of the project site that may provide suitable nesting habitat for migratory bird species. Proposed construction activities would have the potential to increase noise and light pollution within the project area that could result in indirect disturbance to nesting migratory birds if present within the project area during construction activities. Mitigation Measure BIO-1 has been identified to reduce impacts to nesting migratory birds through preconstruction survey requirements. Mitigation Measure BIO-1 also identifies the proper protocol to be implemented if nesting migratory birds are observed during preconstruction surveys. With implementation of Mitigation Measure BIO-1, the project would not adversely affect migratory birds; therefore, impacts would be *less than significant with mitigation*.

Based on the analysis provided above, potential impacts associated with substantial adverse effects on special-status species and their habitats would be *less than significant with mitigation*.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

The project site consists of open areas with grasses and shrubs. The Santa Ynez River and associated riparian habitat is located approximately 170 feet east of the project site; however, no riparian vegetation or other sensitive natural communities occur on the project site. Based on the lack of riparian habitat and other sensitive natural communities within the project site, the project would not result in substantial adverse effects to riparian habitat or other sensitive natural communities; therefore, *no impacts* would occur.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Based on a review of the USFWS National Wetlands Inventory (NWI) Surface Waters and Wetlands Mapper, there are no mapped wetlands located on the project site; therefore, the project would not result in removal, filling, or other impacts to wetlands (USFWS 2023c). The Santa Ynez River is located approximately 170 feet to the east of the project site. The project does not require any work within the Santa Ynez River; however, the project would have the potential to increase erosion and other pollutants at the project site that could run off into the Santa Ynez River. The project would be required to comply with City Municipal Code Chapter 13.32, *Requirement to Prevent, Control, and Reduce Stormwater Pollutants*, which would protect water quality and prohibit discharge of pollutants or stormwater containing pollutants into the Santa Ynez River. Further, the proposed well would not interfere with the flow of water in the Santa Ynez River. Based on required compliance with the City's Municipal Code, the project would not adversely affect wetlands; therefore, impacts would be *less than significant*.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As previously discussed, the Santa Ynez River and associated steelhead habitat is located approximately 170 feet to the east of the project site. The project does not require any work within the Santa Ynez River; however, the project would have the potential to increase erosion and other pollutants at the project site that could run off into the Santa Ynez River and disturb steelhead habitat. The project would be required to comply with City Municipal Code Chapter 13.32, *Requirement to Prevent, Control, and Reduce Stormwater Pollutants*, which would protect water quality and prohibit discharge of pollutants or stormwater containing pollutants into the Santa Ynez River. Further, the proposed well would not interfere with the flow of water in the Santa Ynez River in a manner that could otherwise disturb steelhead habitat. The project does not include the removal of any trees that could reduce the availability of nesting habitat for migratory bird species. During construction, a temporary 24-foot-tall sound barrier would be constructed around the western and northern portions of the project site and 4-foot-tall safety netting would be installed around the sprinkler area; however, the sound barrier and safety netting would be removed following the 3-month construction period and would not result in permanent barriers to wildlife movement on the project site. The project would result in limited development, including two well structures enclosed by a cinder block wall, and would not introduce new permanent barriers to wildlife movement (e.g., fencing, roadways, etc.) to the project site. Based on required compliance with the City's Municipal Code and project design, the

project would not interfere with migratory wildlife corridors; therefore, impacts would be *less than significant*.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City Municipal Code Section 17.304.100, *Tree Protection*, identifies tree protection and replacement guidelines intended to protect existing and preserve and enhance native species, particularly oak trees. The project does not include the removal of any trees from the project site; therefore, the project would not conflict with the City's Municipal Code Section 17.304.100, and *no impacts* would occur.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project does not overlap with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans. Therefore, the project would not conflict with any approved local, regional, or state habitat conservation plans, and *no impacts* would occur.

Conclusion

Mitigation Measure BIO-1 has been included to avoid and/or minimize potential impacts related to biological resources. Therefore, with implementation of Mitigation Measure BIO-1, potential impacts related to biological resources would be less than significant.

Mitigation Measures

MM BIO-1 **Preconstruction Nesting Bird Survey.** Prior to initiation of any site preparation/ construction activities, if work is planned to occur between February 1 and September 15, a qualified biologist shall survey the area for nesting birds within 1 week prior to initial project activity beginning, including ground disturbance and/or vegetation removal/trimming. If nesting birds are located on or near the proposed project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active, as detailed below:

1. A 50-foot exclusion zone shall be placed around non-listed, passerine species and a 250-foot exclusion zone will be implemented for raptor species. Each exclusion zone shall encircle the nest and have a radius of 50 feet (non-listed passerine species) or 250 feet (raptor species). All project activities, including foot and vehicle traffic and storage of supplies and equipment, are prohibited inside exclusion zones. Exclusion zones shall be maintained until all exterior construction activities have been terminated for the current phase of work (e.g., if initial site improvements are completed, exclusion zones may be removed until initiation of site preparation for residence construction begins), or it has been determined by a qualified biologist that the young have fledged or that proposed project activities would not cause adverse impacts to the nest, adults, eggs, or young.
2. If special-status avian species are identified and nesting within the work area, no work will begin until an appropriate exclusion zone is determined in consultation with the City of Lompoc and any relevant resource agencies.

If applicable, the results shall detail appropriate fencing or flagging of exclusion zones and include recommendations for additional monitoring requirements. A map of the project site and nest locations shall be included with the results. The qualified biologist conducting the nesting survey shall have the authority to reduce or increase the recommended exclusion zone depending on site conditions and species (if non-listed).

If 2 weeks lapse between different phases of project activities (e.g., the start of grading), during which no or minimal work activity occurs, the nesting bird survey shall be repeated.

V. Cultural Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
(c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Setting

Under PRC 5024.1, any properties that can be expected to be directly or indirectly affected by a proposed project are required to be evaluated for California Register of Historical Resources (CRHR) eligibility. The purpose of the CRHR is to maintain listings of the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from material impairment and substantial adverse change.

As defined by CEQA, a historical resource includes:

1. A resource listed in or determined to be eligible for listing in the CRHR.
2. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant. The architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural records of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence.

Resources are evaluated for eligibility for the CRHR under the following four criteria:

- **Criterion 1:** The resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- **Criterion 2:** The resource is associated with the lives of persons important in our past;
- **Criterion 3:** The resource 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; and

- **Criterion 4:** The resource has yielded, or may be likely to yield, information important in prehistory or history.

Environmental Evaluation

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

The project site is predominantly undeveloped with the exception of an unpaved trail located along the western portion of the project site that transitions into a paved multi-use trail, which transects the northern portion of the project site in a north–south direction. Because there is no existing development on the project site, the project would not require the demolition or alteration of any existing buildings or structures that could be eligible for listing in the CRHR. Therefore, the project would not have the potential to result in an adverse change in the significance of a historical resource, and *no impacts* would occur.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

According to the *City of Lompoc 2030 General Plan Final Environmental Impact Report* (FEIR), the project site has been previously surveyed for cultural resources and was determined to have low archaeological sensitivity and no known archaeological resource sites located within or adjacent to the project site (City of Lompoc 2014b). Because there are no known archaeological resources within the project area, implementation of the project would not be anticipated to result in adverse change to known archaeological resources. However, there is still some potential for inadvertent discovery of unknown cultural resources if present within the proposed work area. Mitigation Measure CR-1 has been included to address impacts related to inadvertent discovery of unknown cultural resources that may be present within the project site. With implementation of Mitigation Measure CR-1, the project is not anticipated to result in an adverse change in the significance of an archaeological resource; therefore, impacts would be *less than significant with mitigation*.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

There are no known human remains or cemeteries located within or in the immediate vicinity of the project site. The project would be required to comply with California Health and Safety Code (CHSC) 7050.5, which outlines the protocol for unanticipated discovery of human remains. CHSC 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Based on required compliance with CHSC 7050.5, impacts related to disturbance of human remains would be *less than significant.*

Conclusion

There are no historic resources located within the project area. With implementation of Mitigation Measure CR-1 and required compliance with CHSC 7050.5, the proposed project would not adversely affect

archaeological resources or human remains, and impacts related to cultural resources would be less than significant.

Mitigation Measures

MM CR-1 **Inadvertent Discovery.** In the event that cultural resources are encountered during project activities, all ground-disturbing activities within a 25-foot radius of the find shall cease. Work shall not continue until a qualified archaeologist assesses the find and determines the need for further study. If the find includes Native American-affiliated materials, a local Native American tribal representative will be contacted to work in conjunction with the approved archaeologist to determine the need for further study. A standard inadvertent discovery clause shall be included in every grading and construction contract to inform contractors of this requirement.

VI. Energy

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Setting

Pacific Gas and Electric Company

Pacific Gas and Electric Company (PG&E) provides energy to the City. The 2021 PG&E electric power mix consists of 50% renewable energy sources and 43% greenhouse gas (GHG)-free energy sources (PG&E 2021).

Vehicle Fuel Economy Standards

In October 2012, the USEPA and National Highway Traffic Safety Administration (NHSTA), on behalf of the U.S. Department of Transportation (USDOT), issued final rules to further reduce GHG emissions and improve corporate average fuel economy (I) standards for light-duty vehicles for model years 2017 and beyond. The NHTSA's I standards have been enacted under the Energy Policy and Conservation Act since 1978. This national program requires automobile manufacturers to build a single light-duty national fleet that meets all requirements under both federal programs and the standards of California and other states. This program would increase fuel economy to the equivalent of 54.5 miles per gallon (mpg), limiting vehicle emissions to 163 grams of carbon dioxide (CO_2) per mile for the fleet of cars and light-duty trucks by the model year 2025.

In January 2017, USEPA Administrator Gina McCarthy signed a Final Determination to maintain the current GHG emissions standards for the model years 2022 through 2025 vehicles. However, on March 15,

2017, USEPA Administrator Scott Pruitt and USDOT Secretary Elaine Chao announced that the USEPA intends to reconsider the Final Determination. On April 2, 2018, USEPA Administrator Pruitt officially withdrew the January 2017 Final Determination, citing information that suggests that these current standards may be too stringent due to changes in key assumptions since the January 2017 Determination. According to the USEPA, these key assumptions include gasoline prices and overly optimistic consumer acceptance of advanced technology vehicles. The April 2, 2018, notice is not USEPA's final agency action, and the USEPA intends to initiate rulemaking to adopt new standards. Until that rulemaking has been completed, the current standards remain in effect.

As part California's overall approach to reducing pollution from all vehicles, the CARB has established standards for clean gasoline and diesel fuels and fuel economies of new vehicles. The CARB has also put in place innovative programs to drive the development of low-carbon, renewable, and alternative fuels, such as their Low Carbon Fuel Standard (LCFS) Program pursuant to California Assembly Bill (AB) 32 and the Governor's Executive Order S-01-07.

In January 2012, the CARB approved the Advanced Clean Cars Program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15% of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34% fewer global warming gases and 75% fewer smog-forming emissions than the statewide fleet in 2016 (CARB 2022).

All self-propelled off-road diesel vehicles 25 horsepower or greater used in California and most two-engine vehicles (except on-road two-engine sweepers) are subject to the CARB's Regulation for In-Use Off-Road Diesel Fueled Fleets (Off-Road regulation). This includes vehicles that are rented or leased (rental or leased fleets). The overall purpose of the Off-Road regulation is to reduce emissions of NO_X and PM from off-road diesel vehicles operating within California through the implementation of standards, including, but not limited to, limits on idling, reporting and labeling of off-road vehicles, limitations on use of old engines, and performance requirements.

City of Lompoc 2030 General Plan Conservation and Open Space Element

The *City of Lompoc 2030 General Plan Conservation and Open Space Element* (COSE) identifies the following goal and policies related to the conservation of energy resources:

Goal 10 Minimize per capita consumption of non-renewable energy resources within Lompoc.

- **Policy 10.1** The City shall encourage community/neighborhood designs that minimize energy use.
- **Policy 10.2** The City shall encourage the development of fueling facilities for alternative fuel vehicles.
- **Policy 10.3** The City shall encourage site and building designs that minimize energy use.

Policy 10.4 The City shall encourage the incorporation of feasible energy conservation measures into existing and new developments and structures. Feasible measures may include, but are not limited to, the incorporation of solar panels.

Environmental Evaluation

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. The energy consumed during construction would be temporary in nature and typical of other similar construction activities in the city. Federal and state regulations in place require the use of fuel-efficient equipment and vehicles and require wasteful activities, such as diesel idling, to be limited. Construction contractors, in an effort to ensure cost efficiency, would not be expected to engage in wasteful or unnecessary energy and fuel practices. Although not necessary to reduce energy consumption during project construction, implementation of Mitigation Measures AQ-2 through AQ-4, included in Section III, *Air Quality*, would further reduce the potential for diesel-idling and other wasteful construction activities to occur. Energy consumption during construction would not conflict with a state or local plan for renewable energy and would not be wasteful, unnecessary, or inefficient; therefore, would be *less than significant*.

The project includes the construction of a new well to replace lost capacity at other City wells and serve the City's existing potable water needs. The replacement well would have a minimum production goal of 300 AFY and a maximum production value of 920 AFY. Once operational, the well is anticipated to pump up to 24 hours per day, with a minimum 2-hour-per-week rest period. During periods of inactivity, the well would run at least 2 hours per week. Based on the annual production and maximum daily production values, the proposed well would be active for approximately 4 non-consecutive months per year and would not result in a substantial increase in energy consumption. The pump would be powered by an electrical connection from a new electrical panel located in the well shed. Electricity demand for the project would be supplied by PG&E, which is fully compliant with state regulations. PG&E sources 50% of its energy from renewable energy sources and 43% of its energy GHG-free energy sources (PG&E 2021). By utilizing PG&E for electricity, the project would reduce the long-term use of non-renewable energy resources.

Because the project would be limited to the construction of a replacement well, the proposed project would not increase groundwater production in a manner that would expand the City's water supply or facilitate population growth within the city. Further, operational maintenance activities would be conducted by existing employees up to two times per week and would not result in a substantial increase in vehicle trips to and from the project site. Therefore, operational energy use would be minimal and would not result in the wasteful consumption of energy sources, and impacts would be *less than significant*.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The City's COSE identifies goals and polices to minimize the consumption of non-renewable energy resources within the city (City of Lompoc 2014a). The project includes the construction of a new well to replace lost capacity at other City wells and serve the City's existing potable water needs. Electricity for the project would be provided by PG&E, which sources 50% of its energy from renewable energy sources and 43% of its energy GHG-free energy sources (PG&E 2021). By utilizing PG&E for electricity, the project would reduce the long-term use of non-renewable energy resources, which is consistent with the City's COSE. Operational maintenance activities would be conducted by existing employees up to two

times per week and would not result in a substantial increase in vehicle trips to and from the project site in a manner that could result in substantial or inefficient consumption of fossil fuels. Further, the project does not include the construction of new buildings that would be subject to energy efficiency standards included in Title 24 of the California Energy Code and California Building Code (CBC) 2019 Building Energy Efficiency Standards. The project would be consistent with the City's goals and polices to minimize the consumption of non-renewable energy resources; therefore, impacts would be *less than significant*.

Conclusion

The project would not result in excessive energy use during construction or operation and would be consistent with applicable energy efficiency plans; therefore, impacts related to energy would be less than significant.

Mitigation Measures

Mitigation is not necessary.

VII. Geology and Soils

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

	Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Setting

Ground shaking refers to the motion that occurs in response to regional and local earthquakes. Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. Ground shaking can endanger life and safety due to damage or collapse of structures or lifeline facilities. Liquefaction is the sudden loss of soil strength due to a rapid increase in soil pore water pressure resulting from ground shaking during an earthquake. Landslides and slope instability can occur as a result of wet weather, weak soils, improper grading, improper drainage, steep slopes, adverse geologic structure, earthquakes, or a combination of these factors.

According to the *City of Lompoc 2030 General Plan Safety Element*, there are three fault lines within the vicinity of the city, including the Lions Head Fault, approximately 5.7 miles northeast of the project site; the Santa Ynez River Fault, approximately 0.7 mile south of the project site; and the Canada Honda Fault, approximately 3.5 miles southwest of the project site. These faults are late quaternary faults, which are described as faults that have moved in the last 1.6 million years (CDOC 2015). According to the City's Safety Element, the project site is located in an area with high risk of liquefaction and low risk of landslide. All new buildings should be constructed in accordance with current seismic safety design standards. Another earthquake mitigation action that the City promotes is public awareness programs, designed to create awareness of seismic hazards and procedures to minimize injury and property damage before, during, and after an earthquake (City of Lompoc 2014a).

Highly erodible soils are those that are easily carried by water and, to a lesser extent, by wind. Surface erosion is more commonly visible, but subsurface erosion can lead to damage to pipes, roads, foundations, and other structural elements. Expansive soils are largely comprised of clays, which expand in volume when water is absorbed and shrink as the soil dries. Expansion is measured by shrink-swell potential, which is the volume change in soil with a gain in moisture. If the shrink-swell potential is rated moderate to high, then damage to buildings, roads, structural foundations, and pipes can occur. Expansive clay problems can be surmounted by appropriate engineering design and construction techniques.

According to the U.S. Geological Survey (USGS), the project site is underlain by alluvial fan and fluvial deposits from the Holocene era (Qay), which has a low paleontological sensitivity due to its relatively young age (USGS 2021).

Environmental Evaluation

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

a-i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

There are no active faults located within 50 miles of the project site (CDOC 2015). Because the project site is not underlain by an Alquist-Priolo or other active fault zone, rupture of a known Alquist-Priolo fault would not occur within the project site; therefore, *no impacts* would occur.

a-ii) Strong seismic ground shaking?

Due to the project's location along the coast of California, there is potential for seismic ground shaking to occur at some point(s) during the project's lifetime. According to the City's Safety Element, there are three late quaternary fault lines within the vicinity of the city, including the Lions Head Fault, approximately 5.7 miles northeast of the project site; the Santa Ynez River Fault, approximately 0.7 mile south of the project site; and the Canada Honda Fault, approximately 3.5 miles southwest of the project site (City of Lompoc 2014a). The project does not include the construction of any occupiable buildings or structures that would be subject to seismic design standards included in the most recent CBC. The temporary 24-foot-tall sound barrier would be constructed in accordance with industry standards and stabilized using steel supports and beams to avoid risk associated with seismic hazards. Following construction, the sound barrier would be removed from the site; therefore, the project would not result in new permanent buildings or structures that could result in the risk of loss, injury, or death as a result of seismic-induced hazards, including seismic ground shaking, and *no impacts* would occur.

a-iii) Seismic-related ground failure, including liquefaction?

According to the City's Safety Element, the project site is located in an area with high risk of liquefaction (City of Lompoc 2014a). The project does not include the construction of any occupiable buildings or structures that would be subject to seismic design standards included in the most recent CBC. The temporary 24-foot-tall sound barrier would be constructed in accordance with industry standards and stabilized using steel supports and beams to avoid risk associated with seismic hazards, including liquefaction. Following construction, the sound barrier would be removed from the site; therefore, the project would not result in new permanent buildings or structures that could result in the risk of loss, injury, or death as a result of seismic-induced hazards, including liquefaction, and *no impacts* would occur.

a-iv) Landslides?

According to the City's Safety Element, the project site is located in an area with low risk of landslides (City of Lompoc 2014a). The project site and surrounding area consists of relatively flat topography, which further reduces the risk of landslide at the project site. The project does not include the construction of any occupiable buildings or structures that would be subject to design standards included in the most recent CBC. The temporary 24-foot-tall sound barrier would be constructed in accordance with industry standards and stabilized using steel supports and beams to avoid risk associated with landslides. Following construction, the sound barrier would be removed from the site; therefore, the project would not result in new permanent buildings or structures that could result in the risk of loss, injury, or death as a result of seismic-induced hazards, including landslide, and *no impacts* would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Construction activities would occur within an approximately 33,000-square-foot (0.76 acre) work area. Proposed ground-disturbing activities for drilling of the well, construction of the temporary sound barrier, and installation of associated site improvements would have the potential to increase erosion at the project site, which could run off into surrounding areas. The project would be required to comply with City Municipal Code Chapter 13.32, *Requirement to Prevent, Control, and Reduce Stormwater Pollutants*, which is intended to protect water quality and prohibit discharge of pollutants or stormwater containing pollutants. Compliance with the City's Municipal Code would reduce the potential for erosion and other pollutants to run off from the project site during short-term construction activities. The project would disturb less than 1 acre of soil and would not be required to comply with Central Coast Regional Water Quality Control Board (RWQCB) General Construction Permit requirements. The project does not include any long-term components that could increase erosion at the project site. Based on required compliance with City requirements, impacts related to substantial erosion would be *less than significant*.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

As previously stated, the project site is located in an area with high risk of liquefaction and low risk of landslides (City of Lompoc 2014a). The project site is not located in an area with known land subsidence (USGS 2023). The project does not include the construction of any occupiable buildings or structures that would be subject to design standards included in the most recent CBC. The temporary 24-foot-tall sound barrier would be constructed in accordance with industry standards and stabilized using steel supports and beams to avoid risk associated with potential ground-failure events. Following construction, the sound barrier would be removed from the site; therefore, the project would not result in new permanent buildings or structures that could result in the risk of loss, injury, or death as a result of ground-failure events, and *no impacts* would occur.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Typically, expansive soils are comprised of clay. The project site is underlain by soils that are comprised of sand and loam; therefore, the risk of soil expansion at the project site is low (NRCS 2023). The project does not include the construction of any occupiable structures that could result in risk to life or property. Based on existing site conditions, the project would not result in risk to life or property as a result of development on expansive soils; therefore, *no impacts* would occur.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project does not include the construction of a septic tank or alternative wastewater disposal systems; therefore, *no impacts* would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is underlain by alluvial fan and fluvial deposits from the Holocene era (Qay), which has a low paleontological sensitivity due to its relatively young age (USGS 2021). Based on the low paleontological sensitivity of the project site, project activities are not expected to disturb paleontological resources. Further, the project would require limited ground-disturbing activities, which further reduces the potential to encounter paleontological resources during project construction. Based on the low paleontological sensitivity of the project site and the limited extent of proposed ground-disturbing activities, the project would not adversely affect paleontological resources; therefore, impacts would be *less than significant*.

Conclusion

The project does not include the construction of any occupiable buildings or structures that could result in the risk of loss, injury, or death as a result of seismic-induced or other ground-failure hazards. Based on required compliance with the City's Municipal Code, the project would not result in substantial erosion or loss of topsoil. The project does not include the construction of septic systems or alternative wastewater systems and would not disturb paleontological resources. Therefore, impacts related to geology and soils would be less than significant, and mitigation is not necessary.

Mitigation Measures

Mitigation is not necessary.

VIII. Greenhouse Gas Emissions

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Setting

GHGs are any gases that absorb infrared radiation in the atmosphere and are different from the criteria pollutants discussed in Section III, *Air Quality*. The primary GHGs that are emitted into the atmosphere as a result of human activities are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases.

California Air Resources Board 2022 Scoping Plan

The *CARB 2022 Scoping Plan Update* (2022 Scoping Plan), dated November 16, 2022, identifies a plan to reach carbon neutrality by 2045 or earlier. The 2022 Scoping Plan is the first plan that adds carbon neutrality

as a science-based guide beyond established emission reduction targets. It identifies a feasible path to achieve carbon neutrality by 2045, or earlier, while also assessing the progress the state is making toward reducing its GHG emissions by at least 40% below 1990 levels by 2030, as called for in Senate Bill (SB) 32 and laid out in the 2017 Scoping Plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40% below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 or earlier.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as a driving principle throughout the document.
- Incorporates the contribution of natural and working lands to the state's GHG emissions, as well as its role in achieving carbon neutrality.
- Relies on the most up to date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration as well as direct air capture.
- Evaluates multiple options for achieving our GHG and carbon neutrality targets, as well as the public health benefits and economic impacts associated with each.

Santa Barbara County Association of Governments Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy

The Santa Barbara County Association of Governments (SBCAG) *Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy* (RTP/SCS) (SBCAG Connected 2050 RTP/SCS) is a long-range planning document for the region's transportation system. The SBCAG Connected 2050 RTP/SCS analyzes the transportation needs of the region into the future and identifies project priorities in order to improve the transportation system. The SBCAG Connected 2050 RTP/SCS also offers a mix of mobility options, commits to a more sustainable transportation system through investments in public transportation, active transportation, highways, streets, and roads, and promotes infill development (SBCAG 2021).

Environmental Evaluation

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. Federal and state regulations in place require fuel-efficient equipment and vehicles and prohibit wasteful activities, such as diesel idling. Construction contractors, in an effort to ensure cost efficiency, would not be expected to engage in wasteful or unnecessary energy and fuel practices. Although not necessary to reduce energy consumption during project construction, implementation of Mitigation Measures AQ-2 through AQ-4 included in Section III, *Air Quality*, would further reduce GHG emissions during project construction.

The project includes the construction of a new well to replace lost capacity at other City wells and serve the City's existing potable water needs. The replacement well would have a minimum production goal of 300 AFY and a maximum production value of 920 AFY. Once operational, the well is anticipated to pump up to 24 hours per day, with a minimum 2-hour-per-week rest period. During periods of inactivity, the well would run at least 2 hours per week. Based on the annual production and maximum daily production values, the proposed well would be active for approximately 4 non-consecutive months per year. The pump would be powered by an electrical connection from a new electrical panel located in the well shed. Electricity demand for the project would be supplied by PG&E, which is fully compliant with state regulations. PG&E sources 50% of its energy from renewable energy sources and 43% of its energy GHG-free energy sources (PG&E 2021). By utilizing PG&E for electricity, the project would reduce the long-term use of non-renewable energy resources and associated GHG emissions. Further, the project would be limited to the construction of a replacement well and would not increase groundwater production in a manner that would expand the City's water supply or facilitate population growth within the city that could otherwise increase GHG emissions through an increase in vehicle trips. Operational maintenance activities would be conducted by existing employees up to two times per week and would not result in a substantial increase in vehicle trips to and from the project site. The project also proposes a generator that would be for emergency use only. Operation of the well pump would result in a negligible amount of GHG emissions; therefore, impacts related to GHG emissions would be *less than significant*.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The project would be limited to the construction of a new well to replace lost capacity at other City wells and serve the City's existing potable water needs. The project does not include the development of new land uses that would be subject to infill development and other land use planning identified in the SBCAG Connected 2050 RTP/SCS. Operational maintenance activities would be conducted by existing City employees up to two times per week and would not result in a substantial increase in population or vehicle trips that could interfere with long-rage land use or transportation planning efforts included in the SBCAG Connected 2050 RTP/SCS. Further, operation of the well pump would result in a negligible amount of GHG emissions, which would be consistent with GHG-reduction efforts identified in the 2022 Scoping Plan. Therefore, implementation of the proposed project would not conflict with any applicable state and local goals, policies, and programs adopted to reduce GHG emissions, and impacts would be *less than significant*.

Conclusion

The project would be consistent with the SBCAG Connected 2050 RTP/SCS and CARB 2022 Scoping Plan and would not generate a substantial amount of short- or long-term GHG emissions; therefore, impacts related to GHG emissions would be less than significant.

Mitigation Measures

Mitigation is not necessary.

IX. Hazards and Hazardous Materials

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Setting

The Hazardous Waste and Substances Site (Cortese) List is a planning document used by the state, local agencies, and developers to comply with CEQA requirements related to the disclosure of information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop an updated Cortese List at least annually. Various state and local government agencies are required to track and document hazardous material release information for the Cortese List. The California Department of Toxic Substance Control (DTSC) EnviroStor database (DTSC 2023) tracks DTSC cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination, such as federal superfund sites, state response sites, voluntary cleanup sites, school cleanup sites, school investigation sites, and military evaluation sites. The SWRCB's GeoTracker database (SWRCB 2023) contains records for sites that impact, or have the potential to impact, water in California, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program Sites. Based on a query of the DTSC EnviroStor and SWRCB GeoTracker databases, there are no previously recorded hazardous materials sites located within or adjacent to the project site (DTSC 2023; SWRCB 2023). The nearest recorded hazardous materials site is a closed program cleanup site located approximately 1,730 feet south of the project site (SWRCB 2023).

Environmental Evaluation

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The proposed project would require limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. during construction, which has the potential to result in an accidental spill or release. Construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws for the handling, transport, and storage of hazardous materials, including 22 CCR Division 4.5. Compliance with existing regulations would reduce the potential for accidental spills to occur.

Operation of the project would include up to two maintenance trips per week; therefore, the well would be properly maintained, which would reduce the potential for long-term risk associated with hazards at the project site. Further, operational maintenance and delivery trips would also be conducted in accordance with relevant federal and state environmental and workplace safety laws for the handling, transport, and storage of hazardous materials. Compliance with existing regulations would reduce the potential for accidental spills to occur during operational maintenance activities. Based on required compliance with existing regulations, the project would not result in risk increased risk associated with the routine transport, use, or disposal of hazardous materials; therefore, impacts would be *less than significant.*

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As previously discussed, temporary construction activities would include the use of construction equipment, vehicles, and commonly used hazardous substances, including, but not limited to, paint, solvents, oils, fuel, and gasoline. In addition, operational maintenance activities may require the use of gasoline, fuels, cleaners, and other hazardous substances. Commonly used hazardous substances within the project site would be transported, stored, and used according to regulatory requirements and existing procedures for the handling of hazardous materials. Compliance with existing regulations would reduce the potential for accidental spills to occur during construction and operational maintenance activities.

Aerially deposited lead (ADL) from the historical use of leaded gasoline exists along heavily traveled roadways throughout California (i.e., Principal Arterial roadways, freeways, and expressways). The project includes the construction of a paved driveway off of Riverside Drive, which is limited to the provision of residential access. Based on the limited number of daily vehicle trips along Riverside Drive, ADL is not expected to occur within the roadway or surrounding soils. As discussed in Section III, *Air Quality*, the project site is not located in an area with the potential for NOA to occur (CGS 2011). Further, the project does not require the demolition or removal of any existing structures that have the potential to release ACM or lead-based paint. The project also proposes a generator that would be for emergency use only and stored off-site, which would reduce potential hazards associated with use of an emergency generator. Based on compliance with existing regulations, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions; therefore, impacts would be *less than significant*.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The nearest school is El Puente Community School, approximately 0.4 mile southwest of the project site. Therefore, the project would not be located within 0.25 mile of an existing school, and *no impacts* would occur.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Based on a query of the DTSC EnviroStor and SWRCB GeoTracker databases, there are no previously recorded hazardous materials sites located within or adjacent to the project site (DTSC 2023; SWRCB 2023). The project site is not located on or adjacent to a site that is on a list of hazardous materials sites pursuant to California Government Code Section 65962.5; therefore, the project would not create a significant hazard to the public or the environment related to disturbance of a known hazardous materials site, and *no impacts* would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The project site is located approximately 1.9 miles southeast of the Lompoc Airport. Although the project site is located within 2 miles of an airport, the project does not include the construction of new occupiable structures or other features that could expose people to excessive aircraft-related noise levels or introduce aircraft-related hazards. According to the *Lompoc Airport Master Plan* (City of Lompoc 1993), the project site is not located within a flight path; therefore, construction of the temporary 24-foot-tall sound barrier would not introduce potential hazards to aircrafts; therefore, *no impacts* would occur.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project would be limited to activities on an existing parcel and would not result in road closures or other traffic controls that could interfere with emergency response or evacuation efforts within the project area. In addition, the project includes the construction of a new 10-foot-wide driveway that would provide adequate ingress and egress for project personnel and emergency vehicles. Proposed construction activities for drilling of the replacement well and connection to the City's existing water collection infrastructure would not require any breaks in water or other utility services. Operational maintenance activities would be conducted up to two times per week by existing City employees; therefore, the project would not result in a significant increase in vehicle trips to the site in a manner that could otherwise impede emergency response or evacuation efforts within the project area. Based on the nature of the proposed project, the project would not substantially interfere with emergency response or evacuation efforts; therefore, impacts would be *less than significant*.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The project includes the construction of a replacement well and associated infrastructure in an area with low risk of wildfire. The well and associated distribution infrastructure would be located underground to avoid risk of wildfire ignition at the project site. Further, the proposed emergency generator would be stored off-site and brought to the project site on an as-needed basis, which further reduces the risk of wildfire ignition at the project site. The replacement well, associated infrastructure, and access road would be required to comply with the California Fire Code (CFC) and City Construction Standards to reduce risk associated with wildfire ignition at the project site. Based on required compliance with the CFC and City standards, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires; therefore, impacts would be *less than significant*.

Conclusion

Based on required compliance with the CCR, the project would not result in significant hazards related to the routine transport, use, or disposal of hazardous materials. The project is not located within 0.25 mile of a school or within or adjacent to a previously recorded hazardous materials site. The project would not result in aircraft-related hazards, impair implementation of an adopted emergency response plan or emergency evacuation plan, and would not expose people or structures to a significant risk involving wildfires. Therefore, impacts related to hazards and hazardous materials would be less than significant, and mitigation is not necessary.

Mitigation Measures

Mitigation is not necessary.

X. Hydrology and Water Quality

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) Impede or redirect flood flows?	☐	☐	☒	☐
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Setting

The RWQCB *Water Quality Control Plan for the Central Coast Basin* (Basin Plan; RWQCB 2019) describes how the quality of surface water and groundwater in the Central Coast Region should be managed to provide the highest water quality reasonably possible. The Basin Plan outlines the beneficial uses of streams, lakes, and other waterbodies for humans and other life. There are 24 categories of beneficial uses, including, but not limited to, municipal water supply, water contact recreation, non-water contact recreation, and cold freshwater habitat. Water quality objectives are then established to protect the beneficial uses of those water resources. The RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements to individuals, communities, or businesses whose discharges can affect water quality.

The Santa Ynez River is located approximately 170 feet east of the project site; however, there are no drainages or surface water features located within the project site (USFWS 2023c).

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06083C0743G (effective date 12/4/2012), the eastern and southeastern edge of the project site is within Zone AE, an area with 1% annual flood risk with a base flood elevation of 107 to 108 feet. The remaining portion of the project site is within Zone X, an area of minimal flood hazard (FEMA 2023).

Environmental Evaluation

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The Santa Ynez River is located approximately 170 feet east of the project site; however, no surface water features or drainages are present within the project site (USFWS 2023c). The project would not result in direct disturbances to any surface water features. The project would require ground-disturbing activities within the approximately 33,000-square-foot (0.76 acre) work area for drilling of the well, construction of the temporary sound barrier, and installation of associated site improvements and would also require the use of construction equipment and vehicles during project construction, which has the potential to result in erosion or other pollutants that could run off from the site to the Santa Ynez River and other surrounding areas. The project would be required to comply with City Municipal Code Chapter 13.32, *Requirement to Prevent, Control, and Reduce Stormwater Pollutants*, to protect water quality and prohibit discharge of

pollutants or stormwater containing pollutants into the Santa Ynez River. Compliance with the City's Municipal Code would reduce the potential for erosion and other pollutants to run off from the project site during short-term construction activities. The project would disturb less than 1 acre of soil and would not be required to comply with the Central Coast RWQCB general construction permit requirements. The project site is underlain by the Lompoc Plain Basin, which is fed by Santa Ynez River water, irrigation return flow, and deep percolation of rainfall. Proposed well discharge testing activities would be temporary in nature and would result in river alluvium from the underlying basin being sprayed on the northern portion of the project site. Because well testing activities would be limited to the discharge of groundwater accumulated from Santa Ynez River water, irrigation return flow, and deep percolation of rainfall, the project would not introduce new pollutants to the project site that could run off into the Santa Ynez River and adversely affect water quality. Based on required compliance with the City's Municipal Code, the project would not violate any water quality standards or waste discharge requirements; therefore, impacts would be *less than significant*.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The City obtains water from the Lompoc Plain Basin, which is pumped from 10 wells located throughout the city. This basin is fed by Santa Ynez River water, irrigation return flow, and deep percolation of rainfall. The project includes the construction of a new well to replace lost capacity at other City wells and serve the City's existing potable water needs. The replacement well would have a minimum production goal of 300 AFY and a maximum production value of 920 AFY. Wells within the city obtain groundwater from the "Main Zone" aquifer of the Lompoc Plain Basin, which is not part of the underflow of the Santa Ynez River; therefore, changes in groundwater capacity do not affect flow of the Santa Ynez River, and surface water quality in the river differs from groundwater quality in the aquifer. Further, one of the objectives of the proposed well is to allow nearby Well 11 to rest for longer periods. As such, the two wells would not be pumped concurrently and water production within the city would not increase due to the development of the proposed well. Because the project is limited to the construction of a replacement well, the proposed project would not increase groundwater production in a manner that could interfere with sustainable groundwater management of the basin. The project includes the construction of a replacement well, two 250-square-foot well sheds enclosed by a 3,600-square-foot cinder block wall, an underground pipeline, and a new 10-foot-wide and 150-foot-long driveway on the 17.15-acre parcel. As such, the project would result in a limited increase in impervious surface area on the project site and would not interfere with groundwater recharge into the Lompoc Plain Basin. Therefore, the project would not interfere with groundwater recharge or sustainable groundwater management of the basin, and impacts would be *less than significant*.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

c-i) Result in substantial erosion or siltation on- or off-site?

The project would not result in the direct alteration of any drainages or surface water features. The project would require ground-disturbing activities within the approximately 33,000-square-foot (0.76 acre) work area for drilling of the well, construction of the temporary sound barrier, and installation of associated site improvements, which has the potential to result in an increase in erosion that could run off from the site to surrounding areas. The project would be required to comply with City Municipal Code Chapter 13.32, *Requirement to Prevent, Control, and Reduce Stormwater Pollutants*, which is intended to protect water quality and prohibit discharge of pollutants or stormwater containing pollutants. Compliance with the City's

Municipal Code would reduce the potential for erosion and other pollutants to run off from the project site during short-term construction activities. The project would disturb less than 1 acre of soils and would not be required to comply with the Central Coast RWQCB General Construction Permit requirements. The project does not include any components or uses that could increase long-term erosion at the project site. Based on required compliance with the City's Municipal Code, the project would not result in substantial erosion or siltation on- or off-site; therefore, impacts would be *less than significant*.

c-ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

The project includes the construction of a replacement well, two 250-square-foot well sheds enclosed by a 3,600-square-foot cinder block wall, underground pipeline, and a new 10-foot-wide and 150-foot-long driveway on the 17.15-acre parcel. Based on the limited extent of proposed development, the project would result in a limited increase in impervious surface area and maintain existing drainage patterns at the project site, which would reduce the potential to increase the rate of surface runoff from the project site. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be *less than significant*.

c-iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The project would result in a limited increase in development and impervious surface area on the 17.15-acre parcel and would maintain existing drainage patterns at the project site, which would reduce the potential to increase the rate of stormwater runoff from the project site. During construction, the project would be required to comply with City Municipal Code Chapter 13.32, *Requirement to Prevent, Control, and Reduce Stormwater Pollutants*, which would protect water quality and prohibit discharge of pollutants or stormwater containing pollutants during construction activities. Based on project design and required compliance with City regulations, the project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; therefore, impacts would be *less than significant*.

c-iv) Impede or redirect flood flows?

According to FEMA FIRM 06083C0743G (effective date 12/4/2012), the eastern and southeastern edge of the project site is within Zone AE, an area with 1% annual flood risk with a base flood elevation of 107 to 108 feet. The remaining portion of the project site is within Zone X, an area of minimal flood hazard (FEMA 2023). The elevation of the project site is 115 feet, which is located above the base flood elevation. In addition, the project would result in a limited increase in impervious surface area on the 17.15-acre parcel and would not substantially interfere with existing drainage patterns of the project site. Therefore, the project would not impede or redirect flood flows, and impacts would be *less than significant*.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

According to FEMA FIRM 06083C0743G (effective date 12/4/2012), the eastern and southeastern edge of the project site is within Zone AE, an area with 1% annual flood risk with a base flood elevation of 107 to 108 feet. The remaining portion of the project site is within Zone X, an area of minimal flood hazard (FEMA 2023). The elevation of the project site is 115 feet, which is located above the base flood elevation. The project site is not located in a tsunami hazard area and is not located near a standing body of water that would be at risk of seiche (CDOC 2021). The project would be limited to the operation of a replacement

well and does not include the construction of new land uses that could generate long-term polluted runoff or stormwater. During construction, the project would be required to comply with City Municipal Code Chapter 13.32, *Requirement to Prevent, Control, and Reduce Stormwater Pollutants*, which would protect water quality and prohibit discharge of pollutants or stormwater containing pollutants. Based on the limited extent of proposed development and required compliance with the City's Municipal Code, the project would not risk pollutant release due to project inundation; therefore, impacts would be *less than significant*.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project site is in the Lompoc Plain Basin. As described in *Impact Discussion X(b)*, the project includes the construction of a new well to replace lost capacity at other City wells and serve the City's existing potable water needs. The replacement well would have a minimum production goal of 300 AFY and a maximum production value of 920 AFY. Because the project is limited to the construction of a replacement well, the proposed project would not increase groundwater production in a manner that could interfere with sustainable groundwater management of the basin. Further, the proposed well would not interfere with groundwater recharge into the underlying basin. Therefore, impacts would be *less than significant*.

The project site is under the jurisdiction of the Central Coast RWQCB and would be subject to the Basin Plan, which sets water quality objectives and criteria to protect water quality in the Central Coast region (RWQCB 2019). The project would be required to comply with City Municipal Code Chapter 13.32, *Requirement to Prevent, Control, and Reduce Stormwater Pollutants*, to protect water quality and prohibit discharge of pollutants or stormwater containing pollutants. Compliance with the City's Municipal Code would reduce the potential for erosion and other pollutants to run off from the project site during short-term construction activities. The project would be limited to the operation of a replacement well and does not include the construction of new land uses that could generate long-term polluted runoff. Based on required compliance with City regulations, the project would be consistent with water quality protection efforts included in the Central Coast RWQCB Basin Plan and impacts would be *less than significant*.

Conclusion

Based on required compliance with City Municipal Code Chapter 13.32, the project would not result in adverse impacts related to water quality, groundwater quality, stormwater runoff, or inundation. The proposed project would not increase groundwater production or interfere with groundwater recharge in a manner that could interfere with sustainable groundwater management of the basin. The project would be consistent with sustainable management of the Lompoc Plain Basin and the Central Coast RWQCB Basin Plan. Therefore, impacts related to hydrology and water quality would be less than significant, and mitigation is not necessary.

Mitigation Measures

Mitigation is not necessary.

XI. Land Use and Planning

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Physically divide an established community?	☐	☐	☒	☐
(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Setting

The city of Lompoc is located along SR 1 in the western portion of Santa Barbara County, approximately 15 miles west of U.S. Route 101 and the city of Buellton, and 8 miles east of the Pacific Ocean.

The *City of Lompoc 2030 General Plan* consists of 10 elements—Land Use, Circulation, Housing, Parks and Recreation, Public Service, Urban Design, Conservation and Open Space, Noise, Safety, and Economic Development—which represent the City's comprehensive effort to define what makes Lompoc a special place, delineate a vision for its future, and formulate action-oriented programs to achieve that future. The City's General Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes the resource limitations and the fragility of the community's natural environment (City of Lompoc 2014a).

Environmental Evaluation

a) Would the project physically divide an established community?

The project includes the construction of a replacement well and associated infrastructure to serve the City's existing potable water needs. The project would be limited to activities on an existing parcel and would not result in new features that could physically divide an established community. During well testing activities, the project may require the temporary closure of the existing multi-use trail located on the property; however, the City would implement a detour route to maintain pedestrian and bicycle connectivity during construction activities. The project would not result in the permanent removal or blockage of existing public roadways or other circulation paths and would not otherwise include any features that would physically divide an established community; therefore, impacts would be *less than significant*.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is within the City's CF land use designation and PF zoning designation. The purpose of this land use and zoning designation is to provide for the public service, educational, recreational, social, and cultural needs of the community. The proposed project would be consistent with the allowable uses for the PF zoning designation, which allows for the development of public service facilities, as shown in Table 17.220.030.A: Other Zones Allowed Uses of the City's Municipal Code. As evaluated throughout this Initial Study, the project would be consistent with standards and policies set forth in the City's General Plan

and Municipal Code, SBCAPCD *2022 Ozone Plan*, and SBCAG Connected 2050 RTP/SCS. The project would be required to implement Mitigation Measures AES-1, AQ-1 through AQ-4, BIO-1, CR-1, and N-1 and N-2 to mitigate potential impacts associated with Aesthetics, Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, and Noise, which is consistent with the identified plans and policies intended to avoid or mitigate adverse environmental effects. Therefore, the project would not conflict with other local policies or regulations adopted for the purpose of avoiding or mitigating environmental effects, and impacts would be *less than significant*.

Conclusion

The project would not physically divide an established community. Upon implementation of mitigation measures identified throughout this Initial Study, the project would be consistent with the City's General Plan and Municipal Code, the SBCAPCD *2022 Ozone Plan*, the SBCAG Connected 2050 RTP/SCS, and other applicable documents. Therefore, impacts related to land use and planning would be less than significant.

Mitigation Measures

Mitigation is not necessary.

XII. Mineral Resources

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

Setting

The California Surface Mining and Reclamation Act (SMARA) of 1975 requires that the State Geologist classify land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the land (PRC 2710–2796).

The three MRZs used in the SMARA classification-designation process in the San Luis Obispo-Santa Barbara Production-Consumption Region are defined below (CGS 2011):

- **MRZ-1:** Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high.

- **MRZ-3:** Areas containing known or inferred aggregate resources of undetermined significance.

Environmental Evaluation

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Would the project result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

According to the CGS, the project site is within an MRZ-3, which is defined as an area with known or inferred aggregate resources of undetermined significance (CGS 2011). The project site is not located in an area with known mineral resources; therefore, the project would not result in the loss of availability of known or locally important mineral resources and *no impacts* would occur.

Conclusion

No impacts to mineral resources would occur as a result of the project.

Mitigation Measures

Mitigation is not necessary.

XIII. Noise

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
(b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☒	☐	☐
(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Setting

The *City of Lompoc 2030 General Plan Noise Element* establishes goals, policies, and implementation measures to address issues associated with excessive noise within the city, including mobile, stationary, and nuisance noise sources. The purpose of these goals, policies, and standards is to promote an appropriate pattern of land uses and help to ensure that the various sources of noise pollution do not compromise the

community's goal of preserving the city's quiet and peaceful environment. The City's Noise Element identifies interior and exterior noise standards for different land uses within the city (Table 2).

Table 2. City of Lompoc Interior and Exterior Noise Standards

Land Use Categories		Ldn[1]	
Categories	**Uses**	**Interior[2]**	**Exterior[3]**
Residential	Single-Family, Duplex, Multi-Family, Mobile Home	45[4]	60[5]
Commercial & Industrial	Retail, Restaurant	55	65
	Motel/Hotel	45	60[4]
	Professional Offices, Movie Theater, Auditorium	45	65
	Manufacturing, Utilities, Warehousing, Agriculture	65	75
Community Facility	Hospital, School. Nursing Home, Church, Library, Civic Offices, Parks	45	65
Open Space	Passive Outdoor Recreation	--	60[5]

Source: City of Lompoc (2014a)

[1] Ldn = Day Night Average Sound Level

[2] Interior areas exclude bathrooms, closets, and corridors.

[3] Exterior areas are limited to the following: private yards or patios of residential uses; restaurant patios; motel recreation areas; office, theater, or hospital patios or assembly areas; school playgrounds; nursing home, library, or civic office assembly areas; and park picnic areas.

[4] If achievement of the interior noise standards requires that windows and doors remain closed, air conditioning or mechanical ventilation is required.

[5] In areas affected by aircraft noise, the standard is 65 Ldn with the stipulation that the noise level exclusive of the aircraft-generated noise cannot exceed 60 Ldn.

The City's Noise Ordinance is included in Chapter 8.08 of the City's Municipal Code and contains the standards that set forth regulations controlling loud noises from animals, amplified music and musical instruments, construction, and vehicle repairs or other noise generating facilities. Section 8.08.030.E, *Special Noise Source Prohibitions*, prohibits the operation of equipment; performance of construction or repair work on buildings, structures, or other projects; and the operation of any pile driver, power shovel, pneumatic hammer, derrick, power hose, or any other construction type device between the hours of 9:00 p.m. and 7:00 a.m., in such a manner that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance unless a permit has been obtained from the Fire Marshal/Building Official beforehand. A permit is not required to perform emergency work, which is defined as work necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger or work by private or public utilities when restoring utility service.

Environmental Evaluation

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Existing ambient noise levels in the project area are primarily dominated by noise from neighboring residences and vehicles along Riverside Drive and other proximate roadways. During project construction, noise from construction activities may intermittently dominate the noise environment in the immediate project area. Proposed construction activities would predominantly occur between the hours of 7:00 a.m. and 7:00 p.m., with the exception of borehole drilling activities, which would occur on a 24-hour basis over an approximately 10-day period. In addition, the post-construction discharge pumping test would occur

over a single 24-hour period. According to the Federal Highway Administration (FHWA), noise from standard construction equipment generally ranges from 79 A-weighted decibels (dBA) to 85 dBA at 50 feet from the source, as shown in Table 3.

Table 3. Construction Equipment Noise Emission Levels

Equipment Type	Typical Noise Level (dBA) 50 Feet from Source
Concrete Mixer, Dozer, Excavator, Jackhammer, Man Lift, Paver, Scraper	85
Heavy Truck, Auger Drill Rig	84
Crane, Mobile	83
Concrete Pump	82
Rock Drill	81
Backhoe, Compactor	80
Drill Rig Truck	79

Source: FHWA (2018)

The nearest noise-sensitive land uses are single-family residences located approximately 20 feet west of the project site. The project includes the construction of a temporary 24-foot-tall and 250-foot-long noise barrier along the western and northern portion of the project site to reduce construction-related noise at adjacent noise-sensitive land uses. In addition, due to the proximity of the nearest noise-sensitive land uses, Mitigation Measure N-1 has been identified to further reduce construction-related noise. The project would require periodic operational maintenance activities during the daytime and would not generate substantial long-term noise or vibration that could exceed the threshold of 60 day-night average sound level (Ldn) identified in the City's noise standards. Based on implementation of the proposed sound barrier and implementation of Mitigation Measure N-1, project construction and operation would be consistent with the City's noise standards; therefore, impacts would be *less than significant with mitigation*.

b) Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels?

The proposed project has the potential to generate limited ground-borne vibration during drilling of the new well. Equipment for proposed well-drilling activities would be most similar to caisson drilling, which would generate a vibration level of approximately 0.089 inches per second at 25 feet from the source. These vibration levels would fall below the 0.3 inch per second building damage criterion established by Caltrans (Federal Transit Administration [FTA] 2018). The project includes the construction of a temporary sound wall that would be constructed by lowering piles into auger and using native materials as backfill. As such, pile-driving activities are not expected for construction of the sound barrier. However, if pile-driving activities are required, pile drivers would generate a typical vibration level of approximately 0.644 inches per second at 25 feet from the source with an upper range of 1.518 inches per second at 25 feet from the source. The nearest noise-sensitive land uses are single-family residences located approximately 20 feet west of the proposed sound barrier; therefore, the temporary increase in ground-borne vibration would exceed the 0.3 inch per second building damage criterion established by Caltrans (FTA 2018). Mitigation Measure N-2 has been identified to reduce temporary ground-borne vibration associated with the use of pile drivers. In addition, implementation of Mitigation Measure N-1, described in *Impact Discussion XIII(a)*, would further reduce potential disturbance related to ground-borne noise. Operational components of the project would not include new features that could generate substantial long-term ground-borne noise. With implementation of Mitigation Measures N-1 and N-2, the project would not result in generation of

excessive ground-borne vibration or noise levels; therefore, impacts would be *less than significant with mitigation*.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is located approximately 1.9 miles southeast of the Lompoc Airport. Although the project site is located within 2 miles of an airport, the project does not include the construction of new occupiable structures that could expose people to excessive aircraft-related noise levels; therefore, *no impacts* would occur.

Conclusion

With implementation of Mitigation Measures N-1 and N-2, the project would not generate a substantial increase in temporary or permanent ambient noise levels and would not generate ground-borne noise in a manner that would result in disturbance. The project would not expose people to excessive aircraft-related noise levels. Therefore, upon implementation of Mitigation Measures N-1 and N-2, potential impacts related to noise would be less than significant.

Mitigation Measures

MM N-1 For the construction phase of the project, the following noise reduction measures shall be implemented to the greatest degree feasible to ensure that noise levels are maintained within levels allowed by the *City of Lompoc 2030 General Plan Noise Element* and Chapter 8.08, *Noise*, of the City of Lompoc Municipal Code:

1. Stationary construction equipment that generates noise that exceeds 65 A-weighted decibels (dBA) at the project boundaries shall be shielded with the most modern noise control devices (i.e., mufflers, lagging, and/or motor enclosures).
2. Impact tools (e.g., jackhammers, pavement breakers, rock drills, etc.) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools.
3. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used.
4. All construction equipment shall have the manufacturers' recommended noise abatement methods installed, such as mufflers, engine enclosures, and engine vibration insulators, intact and operational.
5. All construction equipment shall undergo inspection by the City of Lompoc at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers, shrouding, etc.).
6. No movement of heavy equipment shall occur on official holidays.
7. The project contractor shall inform residents at properties within 300 feet of the project of proposed construction timelines and noise compliant procedures to minimize potential annoyance related to construction noise.

MM N-2 If pile-driving activities are required during construction of the temporary sound barrier, the following additional measures shall be implemented to the greatest extent feasible to reduce ground-borne noise:

1. When pile driving is to occur within 600 feet of a noise-sensitive receptor, "quiet" pile-driving technology (such as pre-drilling of piles, sonic pile drivers, auger cast-in-place, or drilled-displacement, or the use of more than one pile driver to shorten the total pile-driving duration [only if such measure is preferable to reduce impacts to sensitive receptors]) shall be implemented where feasible, in consideration of geotechnical and structural requirements and conditions;
2. Where the use of driven impact piles cannot be avoided, impact pile driving equipment shall be properly fitted with an intake and exhaust muffler and a sound-attenuating shroud, as specified by the manufacturer; and
3. Noise monitoring (measurements) shall be conducted before, during, and after the pile-driving activity.

XIV. Population and Housing

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

Setting

The SBCAG *2040 Regional Growth Forecast* includes employment, population, housing, and other projections for the jurisdictions within the SBCAG. Specifically, the *2040 Regional Growth Forecast* includes employment, population, and housing projections for the city of Lompoc between the years 2010 and 2040. According to the *2040 Regional Growth Forecast*, the projected population for the city of Lompoc is 46,975 in 2035 and 47,723 in 2040 (SBCAG 2012). The city's population was approximately 43,736 as of 2022 (U.S. Census Bureau 2022).

Environmental Evaluation

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The project does not include the development of new residences, businesses, or other uses that could facilitate direct population growth within the city. The project includes the construction of a new well to

replace lost capacity at other wells within the city and serve the City's existing potable water needs. Because the project is limited to the construction of a replacement well, the proposed project would not increase groundwater production in a manner that would expand the City's water supply or facilitate population growth within the city. Operational maintenance activities would be conducted by existing City employees; therefore, the project would not generate new employment opportunities that could otherwise increase population growth within the city. Proposed construction activities have the potential to generate short-term employment opportunities; however, project construction is expected to use workers from the local employment force and would not require workers to relocate to the project area. Therefore, the project would not result in substantial or unplanned population growth, and *no impacts* would occur.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site consists of an unpaved trail that transitions into a paved multi-use trail and there are no existing residences located on-site. Therefore, the project would not require the removal of existing housing and would not displace a substantial number of people or housing that would necessitate the construction of replacement housing elsewhere; therefore, *no impacts* would occur.

Conclusion

The project would not induce substantial or unplanned population growth and does not require the removal of existing residences; therefore, impacts related to population and housing would be less than significant.

Mitigation Measures

Mitigation is not necessary.

XV. Public Services

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Setting

Fire Protection Services

The Lompoc City Fire Department (LCFD) provides fire protection services throughout the city of Lompoc. The LCFD operates out of two fire stations—Stations 51 and 52—and has a daily staffing of nine personnel on duty 24 hours a day, 7 days a week. Fire Station 51 has an engine staffed with three personnel, a rescue company staffed with two personnel, and a Battalion Chief. Fire Station 52 is a single-engine company comprised of three personnel. The LCFD's administrative staff is housed at Fire Station 51 and is comprised of the Fire Chief, Fire Administrative Aide, and Fire Marshal. The project site is located approximately 1.35 miles northeast of Fire Station 51 and approximately 1.2 miles southeast of Fire Station 52.

Police Protection Services

The Lompoc Police Department (LPD) provides police protection services throughout the city of Lompoc. The LPD is located at 107 Civic Center Plaza, approximately 1.2 miles southwest of the project site. The LPD has 51 sworn full-time police officers and 30 full-time supporting staff members, including two civilian supervisors, nine dispatchers, four jailers, five community service officers, six office staff assistants, and four interns.

Public Schools

The Lompoc Unified School District (LUSD) provides public school services to approximately 9,800 students from kindergarten to 12th grade in the city of Lompoc. The LUSD consists of eight elementary schools; two middle schools; three high schools; one science, technology, engineering, and mathematics (STEM) academy; one performing arts academy; one community day school; and one adult school and career center.

Parks and Recreation

The City currently owns and operates several public parks and recreation facilities, some of which are located outside of but immediately adjacent to the existing city limits, including River Park, Riverbend Park, and the Riverbend Multi-Purpose Trail property. The City also provides a variety of recreation facilities and services, such as aquatics activities, sports leagues, education classes, cultural events, entertainment experiences, and other leisure activities, for the community.

Environmental Evaluation

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

The project does not include the construction of new buildings or structures that would directly increase demand on existing fire protection services. The project includes the construction of a new well to replace lost capacity at other wells within the city and serve the City's existing potable water needs and would not

facilitate unplanned or substantial population growth in a manner that would increase demand on existing fire protection services. The project would not require new or physically altered governmental facilities for fire protection services; therefore, *no impacts* related to fire protection would occur.

Police protection?

The project does not include the construction of new residences, businesses, or other uses that would directly increase demand on existing police protection services. The project would be limited to the construction of a replacement well and would not facilitate unplanned or substantial population growth in a manner that would increase demand on existing police protection services. The project would not require new or physically altered governmental facilities for police protection services; therefore, *no impacts* would occur.

Schools?

As discussed in Section XIV, *Population and Housing*, the project would not induce direct or indirect population growth. The project would not result in an increase of school-aged children in the area; therefore, the project would not create an increased demand on local schools, and *no impacts* would occur.

Parks?

As discussed in Section XIV, *Population and Housing*, the project would not induce direct population growth. The project would not result in a population increase that could result in deterioration of existing recreation facilities or require the expansion of new facilities. During construction, the project may require the temporary closure of the multi-use trail located on the project site; however, the City would implement a detour route to maintain pedestrian and bicycle connectivity during construction activities. Following construction activities, the multi-use trail would be reopened to the public. Therefore, the project would not reduce the availability of the multi-use trail in a manner that could increase demand on other trails or facilities within the city; therefore, the project would not require the construction of new or physically altered public recreation facilities, and *no impacts* would occur.

Other public facilities?

As discussed in Section XIV, *Population and Housing*, the project would not induce direct population growth. The project does not propose features that would significantly increase the demand on public facilities, such as libraries or post offices, or result in the need for new or physically altered governmental facilities; therefore, *no impacts* would occur.

Conclusion

The project would not increase demand for fire or police protection services, schools, parks, libraries, or other public facilities; therefore, no impacts related to public services would occur as a result of the project.

Mitigation Measures

Mitigation is not necessary.

XVI. Recreation

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

Setting

The City currently owns and operates several public parks and recreation facilities, some of which are located outside of but immediately adjacent to the existing city limits, including River Park, Riverbend Park, and the Riverbend Multi-Purpose Trail property. The City also provides a variety of recreation facilities and services, such as aquatics activities, sports leagues, education classes, cultural events, entertainment experiences, and other leisure activities, for the community.

In addition to City-operated park and recreational facilities, there are many recreational facilities and parklands that are available to Lompoc residents, including Jalama Beach County Park, Ocean Beach County Park, Miguelito County Park, La Purisima Mission State Historic Park, La Purisima Golf Course, Marshallia Golf Course, Vandenberg Village Country Club, and multiple homeowner association-operated play areas, sports fields, and pools throughout the surrounding area.

Environmental Evaluation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

As discussed in Section XIV, *Population and Housing*, the project includes the construction of a new well to replace lost capacity at other wells within the city and serve the City's existing potable water needs. Because the project is limited to the construction of a replacement well, the proposed project would not increase groundwater production in a manner that would expand the City's water supply or facilitate population growth within the city. Therefore, the project would not facilitate unplanned or substantial population growth in a manner that would increase the use of existing recreational facilities and lead to substantial deterioration of existing recreational facilities. During construction, the project may require the temporary closure of the multi-use trail located on the project site; however, the City would implement a detour route to maintain pedestrian and bicycle connectivity during construction activities. Following construction activities, the multi-use trail would be re-opened to the public; therefore, the project would not reduce the availability of the multi-use trail in a manner that could increase use and lead to physical deterioration of other trails or facilities within the city, and *no impacts* would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project does not include the development of new or expanded recreational facilities; therefore, *no impacts* related to adverse physical effects on the environment as a result of construction or expansion of recreational facilities would occur.

Conclusion

The project would not increase the use of existing recreational facilities in a manner that would result in physical deterioration and does not include the construction of new or expanded recreational facilities that could result in adverse environmental impacts. Therefore, potential impacts related to recreation would be less than significant, and mitigation would not be necessary.

Mitigation Measures

Mitigation is not necessary.

XVII. Transportation

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

Setting

Senate Bill 743

In 2013 SB 743 was signed into law with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions" and required the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. As a result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of SB 743 and identified vehicle miles traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA (as detailed in Section 15064.3(b)). The City's SB 743 VMT screening criteria are listed in Table 4.

Table 4. Screening Criteria for CEQA Transportation Analysis of Development Projects

Type	Screening Criteria
Located in a VMT Efficient Area[1]	• Residential project located in an area where VMT/capita is 15% or more below the base year Regional Average. • Office/Business and Industrial/Warehouse[2] projects located in an area where VMT/employee is 15% or more below the base year Regional Average.
Small Projects	• Generates less than 110 daily unadjusted trip ends.
Proximity to Transit[3]	• Located within 0.5 mile of an existing or planned major transit stop or an existing stop along a high-quality transit corridor.[4]
Local-Serving Retail	• A qualifying local-serving retail use: <50,000 square feet • A retail project may also be defined as local-serving if a market study demonstrates that it is based on the size of its market area.
Affordable Housing	• 100% affordable units based on City criteria
Mixed-Use Project	• Project's individual land uses should be compared to the screening criteria above (individually calculated).
Change of Use or Redevelopment Project	• Proposed project's total project VMT is less than the existing land use's total VMT.

Source: City of Lompoc (2021)

[1] Based on Figures ES-1 and ES-2 in the City's *Technical Memorandum: VMT Thresholds and Procedures* (City of Lompoc 2021)

[2] Heavy-duty truck VMT would not be counted against Industrial/Warehouse projects, only employee-oriented commuter VMT.

[3] Situations where the project footprint is partially within the ½ buffer will be addressed by the City on case-by-case, project-by-project basis.

[4] Major transit stop means a rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours").

Santa Barbara County Association of Governments Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy

The SBCAG Connected 2050 RTP/SCS is a long-range planning document for the region's transportation system. The SBCAG Connected 2050 RTP/SCS analyzes the transportation needs of the region into the future and identifies project priorities in order to improve the transportation system. The SBCAG Connected 2050 RTP/SCS also offers a mix of mobility options, commits to a more sustainable transportation system through investments in public transportation, active transportation, highways, streets, and roads, and promotes infill development (SBCAG 2021).

City of Lompoc 2030 General Plan Circulation Element

The overall intent of the *City of Lompoc 2030 General Plan Circulation Element* is to achieve and maintain a balanced, safe, and problem-free transportation system that:

- Provides easy and convenient access to all areas of the community;
- Improves present traffic flows while maintaining Lompoc's rural, small-town sense of place;
- Protects major environmental features;
- Reduces dependence on single occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities;
- Considers the movement of people and vehicles in the design and operation of transportation systems;
- Recognizes the special mobility needs of seniors, youth, and persons with disabilities; and

- Preserves a sense of comfort and well-being throughout the community by minimizing the intrusiveness of commercial/business park and regional traffic on neighborhood streets and quality of life.

According to the City's Circulation Element, the City strives to maintain intersection traffic levels of service (LOS) at LOS C or better throughout the city, with the exception of intersections monitored in accordance with the Congestion Management Program (CMP) administered by SBCAG, which strives to maintain a LOS in accordance with the most recent CMP standards (at LOS D or better).

City of Lompoc Pedestrian and Bicycle Master Plan

The *City of Lompoc Pedestrian and Bicycle Master Plan* (City of Lompoc 2020) assesses current conditions, identifies the community's pedestrian and bicycle transportation needs, and scopes and prioritizes future pedestrian and bicycle transportation improvements. The City's Pedestrian and Bicycle Master Plan seeks to provide safe and accessible pedestrian and bicycle facilities for all citizens. Public transportation is available in the city and to the surrounding communities through City of Lompoc Transit (COLT).

Environmental Evaluation

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project is limited to the construction of a replacement well to replace lost capacity at other wells within the city and does not include new residential, commercial, or other development that would be applicable to land use design and transportation control measures intended to reduce vehicle trips outlined in the City's Circulation Element or SBCAG Connected 2050 RTP/SCS. Operational maintenance activities would require up to two vehicle trips per week and would not generate a substantial number of new vehicle trips within the city in a manner that could increase vehicle congestion or reduce LOS along proximate roadways. According to the City's Pedestrian and Bicycle Master Plan, the multi-use trail located on the project site is designated as a Class I Bikeway (City of Lompoc 2020). Although the project may require the temporary closure of the designated Class 1 Bikeway located on the project site during construction, the City would implement a detour route to maintain pedestrian and bicycle connectivity during construction activities. Operation of the project would not interfere with the designated Class 1 Bikeway located on the project site. Therefore, the project would be consistent with the City's Circulation Element, City's Pedestrian and Bicycle Master Plan, and SBCAG Connected 2050 RTP/SCS, and impacts would be *less than significant*.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

According to the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) and the City's *Technical Memorandum: VMT Thresholds and Procedures* (City of Lompoc 2021), small projects that generate fewer than 110 trips per day could be presumed to have less-than-significant VMT impacts. The project includes the construction of a new well to replace lost capacity at other wells within the city. Operational maintenance activities would require up to two vehicle trips per week and would not exceed 110 trips per day. Further, short-term construction activities would not be expected to exceed the 110 trips per day threshold. The project would not result in or exceed 110 trips per day and would not generate a significant increase in VMT; therefore, project impacts would be *less than significant*.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project includes the construction of a new 10-foot-wide and 150-foot-long driveway to provide access for construction equipment and worker vehicles. The proposed driveway would be required to comply with the City's Construction Standards to avoid hazardous design features. The project does not include the establishment of new land uses or activities that could introduce incompatible land uses (i.e., farm equipment) along proximate roadways. Based on required compliance with City requirements, the project would not result in hazards due to proposed roadway design features; therefore, impacts would be *less than significant*.

d) Would the project result in inadequate emergency access?

The project would be limited to activities on an existing parcel and would not result in road closures or other traffic controls that could interfere with emergency response or access within the project area. The project includes the construction of a new 10-foot-wide and 150-foot-long driveway to provide access for construction equipment and worker vehicles. The proposed driveway would be required to comply with the City's Construction Standards to ensure adequate emergency access to the project site. Based on required compliance with City requirements, the project would not result in inadequate emergency access; therefore, impacts would be *less than significant*.

Conclusion

The project would be consistent with the City's Circulation Element, City's Pedestrian and Bicycle Master Plan, and SBCAG Connected 2050 RTP/SCS. The project would not generate a substantial increase in VMT, increase roadway hazards, or interfere with emergency access to the project site. Therefore, impacts would be less than significant, and mitigation is not necessary.

Mitigation Measures

Mitigation is not necessary.

XVIII. Tribal Cultural Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Setting

Approved in 2014, AB 52 added tribal cultural resources to the categories of resources that must be evaluated under CEQA. Tribal cultural resources are defined as either of the following:

1. Sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the CRHR; or
    b. Included in a local register of historical resources as defined in PRC 5020.1(k).
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 PRC 5024.1.

In applying these criteria for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Recognizing that tribes have expertise with regard to their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If the tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe regarding the potential for adverse impacts on tribal cultural resources as a result of a project. Consultation may include discussing the type of environmental review necessary, the presence and/or significance of tribal cultural resources, the level of significance of a project's impacts on the tribal cultural resources, and available project alternatives and mitigation measures recommended by the tribe to avoid or lessen potential impacts on tribal cultural resources.

Environmental Evaluation

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a-i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

The project site is predominantly undeveloped with the exception of an unpaved trail located along the western portion of the project site, which transitions into a paved multi-use trail that transects the northern portion of the project site in a north–south direction. Because there is no existing development on the project site, the project would not require the demolition or alteration of any existing buildings or structures that could be eligible for listing in CRHR. Therefore, the project would not have the potential to result in an adverse change in the significance of a historical tribal resource, and *no impacts* would occur.

a-ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Pursuant to AB 52, the City provided notice to local California native tribes with geographic and/or cultural ties to the project region. Referral letters were sent to tribal representatives on November 1, 2023. No tribes have requested formal consultation or provided information regarding significant tribal cultural resources to date.

According to the City's General Plan FEIR, the project site has been previously surveyed for cultural resources and was determined to have low archaeological sensitivity and there are no known archaeological resource sites located within or adjacent to the project site (City of Lompoc 2014b). Further, Mitigation Measure CR-1 has been included to address impacts related to inadvertent discovery of unknown cultural resources that may be present within the project site. The project would be required to comply with CHSC 7050.5, which outlines the protocol for unanticipated discovery of human remains. CHSC 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the County Coroner will notify the NAHC, which will determine and notify an MLD. The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. With implementation of Mitigation Measure CR-1 and required compliance with CHSC 7050.5, the project is not anticipated to result in an adverse change in the significance of a tribal cultural resource; therefore, impacts would be *less than significant with mitigation.*

Conclusion

Based on the low potential to uncover cultural resources within the project area, implementation of Mitigation Measure CR-1, and required compliance with CHSC 7050.5, the project would not result in

adverse impacts to known or unknown tribal cultural resources. Therefore, with implementation of Mitigation Measure CR-1, impacts related to tribal cultural resources would be less than significant.

Mitigation Measures

Implement Mitigation Measure CR-1.

XIX. Utilities and Service Systems

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

Setting

The City of Lompoc Utility Department manages and maintains water, wastewater, stormwater, and solid waste for all residents and businesses within the city. The City obtains water from the Lompoc Plain Basin, which is pumped from 10 wells located throughout the city. This basin is fed by Santa Ynez River water, irrigation return flow, and deep percolation of rainfall. The City has approximately 9,600 domestic water service connections. In addition, the City owns and operates the Lompoc Regional Wastewater Reclamation Plant (LRWRP). City-provided waste collection services include automated refuse, recycling, and green waste collection. The City also owns and operates the City of Lompoc Sanitary Landfill, a Class III (non-hazardous) landfill. The landfill has a maximum permitted capacity of 7,970,000 cubic yards, a remaining capacity of 2,146,779 cubic yards, and an estimated ceased operation date of January 2045. The landfill has the capacity to accept approximately 400 tons of solid waste per day (California Department of Resources Recycling and Recovery [CalRecycle] 2019).

Environmental Evaluation

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The project includes the construction of a replacement well and associated infrastructure and site improvements to serve the City's existing potable water needs. As evaluated throughout this Initial Study, the project has the potential to result in adverse impacts related to Aesthetics, Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, and Noise. Mitigation Measures AES-1, AQ-1 through AQ-4, BIO-1, CR-1, and N-1 and N-2 have been included in the respective sections of this IS/MND to avoid and/or minimize adverse impacts to less-than-significant levels. Therefore, adjustment and relocation of utility infrastructure would not result in adverse impacts to the environment; therefore, potential impacts would be *less than significant*.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The City obtains water from the Lompoc Plain Basin, which is pumped from 10 wells located throughout the city. This basin is fed by Santa Ynez River water, irrigation return flow, and deep percolation of rainfall. The project includes the construction of a new well to replace lost capacity at other City wells and serve the City's existing potable water needs. The replacement well would have a minimum production goal of 300 AFY and a maximum production value of 920 AFY. Wells within the city obtain groundwater from the "Main Zone" aquifer of the Lompoc Plain Basin, which is not part of the underflow of the Santa Ynez River; therefore, changes in groundwater capacity do not affect flow of the Santa Ynez River and surface water quality in the river differs from groundwater quality in the aquifer. Further, one of the objectives of the proposed well is to allow nearby Well 11 to rest for longer periods. As such, the two wells would not be pumped concurrently and water production within the city would not increase due to the development of the proposed well. Because the project is limited to the construction of a replacement well, the proposed project would not increase groundwater production in a manner that could reduce the availability of groundwater within the Lompoc Plain Basin; therefore, impacts related to water supply would be *less than significant*.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project does not include any connections to the City's wastewater infrastructure or the LRWRP; therefore, *no impacts* would occur.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Construction of the project may result in a temporary increase in solid waste, which would be disposed of in accordance with applicable state and local laws and regulations, such as California Green Building Standards Code (CALGreen) Sections 4.408 and 5.408, which require diversion of at least 75% of

construction waste. Based on required compliance with CALGreen regulations, construction of the project would not generate solid waste in excess of local infrastructure capacity. Solid waste generated by the proposed project would be disposed of at the City of Lompoc Sanitary Landfill, which has adequate capacity to dispose of the marginal amount of solid waste generated by the proposed project. Operation of the project would result in limited maintenance activities up to two times per week and would not generate waste in excess of state or local standards or in excess of the capacity of local infrastructure; therefore, impacts would be *less than significant*.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As previously discussed, operation of the project would not result in the long-term generation of solid waste. Construction-related waste (i.e., excavated soils) would be disposed of according to federal and state regulations, including CALGreen standards for diversion of construction waste. The project would not generate long-term solid waste and would be compliant with solid waste reduction statutes and regulations; therefore, impacts would be *less than significant*.

Conclusion

The adjustment and relocation of utility infrastructure would not result in adverse impacts to the environment. The project would not increase groundwater production in a manner that could reduce the availability of groundwater within the Lompoc Plain Basin. The project does not require connection to a local water or wastewater provider. The project would not generate solid waste in exceedance of state or local regulations. Therefore, impacts related to utilities and service systems would be less than significant.

Mitigation Measures

Mitigation is not necessary.

XX. Wildfire

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Setting

The California Department of Forestry and Fire Protection (CAL FIRE) defines Fire Hazard Severity Zone (FHSZs) based on the presence of fire-prone vegetation, climate, topography, assets at risk (e.g., high population centers), and a fire protection agency's ability to provide service to the area. A lack of designation does not mean the area cannot experience a damaging fire; rather, it indicates that the probability is reduced, generally because the number of days a year that the area has "fire weather" is less than in moderate, high, or very high FHSZs. According to the CAL FIRE FHSZ Viewer, the project site is located within a Local Responsibility Area (LRA) (CAL FIRE 2023). According to the City's Safety Element, the project site is not located in an area at risk of wildland fires (City of Lompoc 2014a).

Environmental Evaluation

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The project site is located in an LRA and is not located in an area at risk of wildland fires (CAL FIRE 2023; City of Lompoc 2014a). The project includes the construction of a replacement well and associated infrastructure to serve the City's existing potable water needs. The project would be limited to activities on an existing parcel and would not result in road closures or other traffic controls that could interfere with emergency response or evacuation efforts within the project area. In addition, the project includes the construction of a new 150-foot-long and 10-foot-wide driveway that would provide adequate ingress and egress for project personnel and emergency vehicles. Operational maintenance activities would be conducted up to two times per week by existing City employees; therefore, the project would not result in a significant increase in vehicle trips to the site in a manner that could otherwise impede emergency response or evacuation efforts within the project area. Based on the nature of the proposed project, the project would not substantially interfere with emergency response or evacuation efforts; therefore, impacts would be *less than significant*.

b) Due to slope, prevailing winds, and other factors, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project site is located in an LRA and is not located in an area at risk of wildland fires (CAL FIRE 2023; City of Lompoc 2014a). The project would not result in the development of new residences, buildings, or other occupiable structures that could exacerbate the risk of wildfire ignition or expose project occupants to pollutant concentrations from a wildfire. The project would be limited to the construction of a replacement well and associated infrastructure, which would be required to comply with applicable CFC requirements and City Construction Standards to avoid risk associated with wildfire ignition at the project site. The well and associated distribution infrastructure would be located underground, which would further reduce the risk of wildfire ignition at the project site. Further, the proposed emergency generator would be stored off-site and brought to the project site on an as-needed basis to avoid hazards associated wildfire ignition at the project site. Based on the limited extent of proposed development and required compliance with the CFC requirements and City Construction Standards, the project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; therefore, impacts would be *less than significant*.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project includes the construction of a replacement well and associated infrastructure, including a 150-foot-long and 10-foot-wide driveway, in an area with low risk of wildfire. Proposed construction activities for drilling of the replacement well and connection to the City's existing water collection infrastructure would not require any breaks in water or other utility services. The well and associated distribution infrastructure would be located underground to avoid risk of wildfire ignition at the project site. Further, the proposed emergency generator would be stored off-site and brought to the project site on an as-needed basis, which further reduces the risk of wildfire ignition at the project site. The project would be required to comply with applicable CFC requirements and City Construction Standards to avoid risk associated with wildfire at the project site. Based on required compliance with the CFC requirements and City Construction Standards, construction of utility and other infrastructure would not exacerbate fire risk; therefore, impacts would be *less than significant*.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The eastern and southeastern edges of the project site are within a mapped flood zone but above the base flood elevation. In addition, the project site is in an area with low risk of wildfire and landslides. The project site consists of relatively flat topography, which reduces the risk for downslope flooding and landslides to occur. The project would be limited to the construction of a replacement well and associated infrastructure and would not include the construction of new residences, buildings, or other occupiable structures that could expose people or structures to significant post-fire risks. The temporary 24-foot-tall sound barrier would be constructed in accordance with industry standards and stabilized using steel supports and beams to avoid risk associated with potential post-fire risks. Following construction, the sound barrier would be removed from the site; therefore, the project would not result in permanent buildings or structures that could expose people or structures to significant post-fire risks. Further, the replacement well and associated infrastructure would be required to comply with applicable CFC requirements and City Construction Standards to avoid risk associated with wildfire at the project site. Based on required compliance with the CFC requirements and City Construction Standards, the project would not expose people or structures to significant post-fire risks; therefore, impacts would be *less than significant*.

Conclusion

The project is not located in an area at risk of wildland fire and would not expose people or structures to new or exacerbated wildfire risks. Therefore, impacts related to wildfire would be less than significant, and mitigation is not necessary.

Mitigation Measures

Mitigation is not necessary.

XXI. Mandatory Findings of Significance

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

Environmental Evaluation

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As discussed in the preceding sections, the project has the potential to significantly degrade the quality of the environment, including effects on biological and cultural resources. During construction, the use of construction equipment may affect biological resources, including migratory birds. Mitigation Measure BIO-1 requires preconstruction nesting bird surveys prior to the start of the construction period and identifies the proper protocol to be implemented if nesting birds are present within the project area at the time of project construction, which would reduce potential impacts a less-than-significant level. Further, implementation of Mitigation Measure CR-1 and required compliance with CHSC 7050.5 would reduce potential project impacts related to inadvertent discovery of cultural and tribal cultural resources and disturbance of human remains. Implementation of Mitigation Measures BIO-1 and CR-1 and required compliance with CHSC 7050.5 would reduce the project's potential impacts related to the substantial degradation of the quality of the environment to less-than-significant levels.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

When project impacts are considered along or in combination with other impacts, the project-related impacts may be significant. Construction and operation of the project would contribute to cumulative impacts related to Aesthetics, Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, and Noise. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less-than-significant level. Based on implementation of Mitigation Measures AES-1, AQ-1 through AQ-4, BIO-1, CR-1, and N-1 and N-2, the cumulative effects of the proposed project would be reduced to less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The project would result in air emissions and an increase in short-term noise levels during construction of the project. Mitigation Measures AQ-1 through AQ-4 and N-1 and N-2 have been identified to reduce project-specific impacts related to Air Quality and Noise to a less-than-significant level; therefore, the project would not result in substantial, adverse environmental effects to human beings, either directly or indirectly.

Conclusion

Based on implementation of Mitigation Measures AES-1, AQ-1 through AQ-4, BIO-1, CR-1, and N-1 and N-2, all potential impacts associated with the construction and operation of the proposed project would be mitigated to less-than-significant levels.

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APPENDIX A

California Emissions Estimator Model Summary Report

Lompoc Well 10 Summary Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Lompoc Well 10
Construction Start Date	12/16/2023
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.10
Precipitation (days)	27.8
Location	34.648021589643506, -120.43568813276079
County	Santa Barbara
City	Unincorporated
Air District	Santa Barbara County APCD
Air Basin	South Central Coast
TAZ	3368
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.17

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
User Defined Commercial	0.00	User Defined Unit	0.36	3,600	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.68	14.1	5.34	6.56	0.01	0.27	3.32	3.57	0.25	0.34	0.58	—	1,106	1,106	0.05	0.04	0.01	1,117
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.17	0.55	0.74	< 0.005	0.02	0.26	0.28	0.02	0.03	0.05	—	128	128	0.01	< 0.005	0.02	129
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.03	0.10	0.14	< 0.005	< 0.005	0.05	0.05	< 0.005	< 0.005	0.01	—	21.2	21.2	< 0.005	< 0.005	< 0.005	21.4

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A

Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	53.0

Healthy Places Index Score for Project Location (b)	21.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.