

SANTA BARBARA COUNTY PLANNING COMMISSION

Staff Report for Strauss Wind Energy Project

Hearing Date: November 20, 2019

Staff Report Date: November 12, 2019

**Case Nos.: 16CUP-00000-00031,
18VAR-00000-00002**

Environmental Document:

18EIR-00000-00001 (SCH# 2018071002)

Deputy Director: John Zorovich

Division: Energy, Minerals & Compliance

Supervising Planner: Errin Briggs

Supervising Planner Phone #: 805.568.2047

Staff Contact: Kathy Pfeifer

Staff Contact Phone #: 805.568.2507

OWNER / APPLICANT:

Strauss Wind, LLC

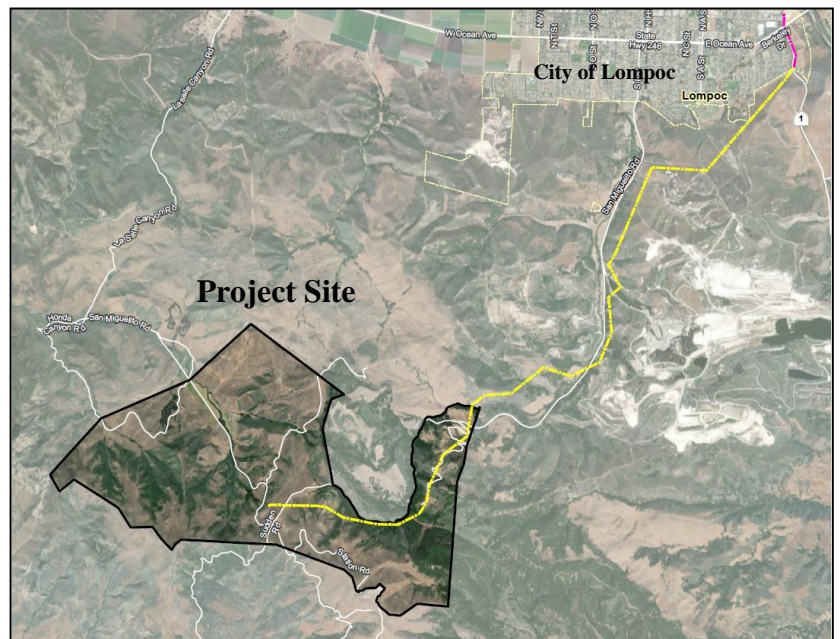
5901 Priestly Drive, Suite 300

Carlsbad, CA 92008

Daniel Duke, Vice President

(858) 450-6800

The Project's wind turbine site is located on 11 parcels (see Assessor Parcel Numbers (APNs) in Section 1.0 below) located approximately 4.2 miles south of the City of Lompoc, 2.3 miles northwest of the coast adjacent to VAFB, 3.5 miles north of Jalama Beach County Park, and 3.6 miles southwest of Highway 1. The Project's transmission line corridor would be located on 11 parcels (see APNs in Section 1.0 below), starting at the wind turbine site and running east and northeast to the City of Lompoc. The Project site is located within the Third and Fourth Supervisorial Districts.



1.0 REQUEST

Hearing on the request of Strauss Wind, LLC, an affiliate of BayWa r.e. Wind, LLC to consider the following:

- A. **Case No. 16CUP-00000-00031** [application filed on December 21, 2016] for approval of a Conditional Use Permit (CUP) in order to develop and operate a wind energy facility on property zoned AG-II-100, in compliance with Section 35.82.060 of the County Land Use and Development Code;
- B. **Case No. 18VAR-00000-00002** [application filed on December 21, 2016] for approval of two Variances: 1 - To allow the base of 10 wind turbine towers to be setback not less than 230 feet from property lines adjoining Vandenberg Air Force Base; and 2 - To allow the base of five wind turbine towers a reduction of setback requirements from internal contiguous participating property lines to 194 feet on property zoned AG-II-100, in compliance with Sections 35.82.200 and 35.57.050 of the County Land Use and Development Code; and

C. Certification of the Supplemental Environmental Impact Report (SEIR), 18EIR-00000-00001 (SCH#2018071002) to the Lompoc Wind Energy Project EIR (06EIR-00000-00004), pursuant to the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. As a result of this project, significant and unavoidable effects on the environment are anticipated in the following categories: Aesthetics/Visual Resources and Biological Resources.

The proposed Final Supplemental EIR (FSEIR) and all documents referenced therein may be reviewed at the Planning & Development Department, Energy Division, 123 E. Anapamu Street, Santa Barbara. The FSEIR is also available for review at Lompoc's public library (501 E. North Avenue), Santa Barbara's public library (40 E. Anapamu Street), and at the County's website: <http://countyofsb.org/plndev/projects/energy/Strauss.sbc>

The proposed Project involves 22 parcels in the Third and Fourth Supervisorial Districts:

- The wind turbine site is located within 11 parcels and is near the intersection of San Miguelito Road and Sudden Road, southwest of the City of Lompoc: Assessor Parcel Numbers (APNs) 083-100-008, 083-250-011, 083-250-016, 083-250-019, 083-090-001, 083-090-002, 083-090-003, 083-080-004, 083-100-007, 083-100-004, and 083-090-004.
- The transmission line runs from the wind turbine site in a northeast direction into the City of Lompoc and traverses 11 parcels: APNs 093-140-016, 083-060-013, 083-030-031, 083-030-005, 083-030-006, 083-110-012, 083-110-007, 083-110-008, 083-060-017, and 083-110-002, 099-141-034.

2.0 RECOMMENDATION AND PROCEDURES

Follow the procedures outlined below and conditionally approve Case Nos. 16CUP-00000-00031 and 18VAR-00000-00002, based upon the project's consistency with the Comprehensive Plan and based on the ability to make the required findings.

The County Planning Commission's motion should include the following:

1. Make the required findings for approval of the project specified in Attachment A of the November 12, 2019 staff report, including CEQA findings.
2. Certify the Supplemental Environmental Impact Report (SEIR) (18EIR-00000-00001; SCH#2018071002 included herein as Attachment C), including the FSEIR Revision Letter No. 1 dated November 12, 2019 (Attachment D) and adopt the mitigation monitoring program contained in the conditions of approval (Attachment B, Condition 93).
3. Approve the Modified Project Layout and Alternative Surface Transport Route SWEP (16CUP-00000-00031 and 18VAR-00000-00002), a project combining two alternatives set forth in the Final SEIR and FSEIR Revision Letter No. 1 dated November 12, 2019, subject to conditions of approval included in Attachment B of the November 12, 2019 staff report.

Please refer back to staff if the Planning Commission takes other than the recommended actions for appropriate findings and conditions.

3.0 JURISDICTION

The County Planning Commission is considering this project based on Section 35.80.020 of the County Land Use and Development Code (LUDC). This section states the Planning Commission shall have review authority for a Conditional Use Permit (Table 8-1 – Review Authority) and that when two or more applications are submitted for the same project (e.g., CUP and Variance), all applications shall be under the authority of the review body with the highest jurisdiction (LUDC Sec. 35.80.020.B.), which in this case is the County Planning Commission.

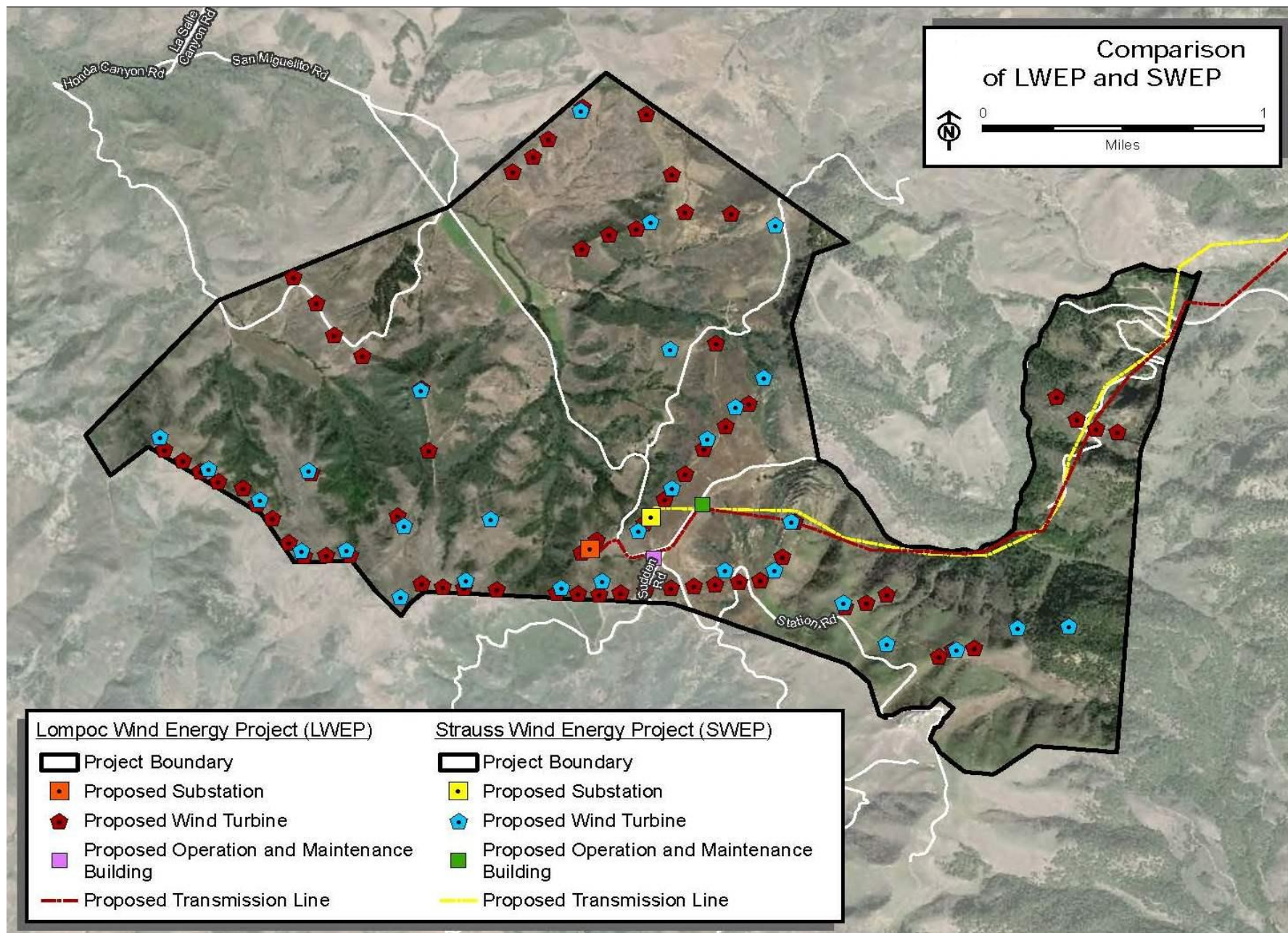
4.0 ISSUE SUMMARY

4.1 Project Overview

The Strauss Wind Energy Project (SWEP) is located on the same site as the Lompoc Wind Energy Project (LWEP), which was approved by the County in 2009 but never constructed. In reviewing the SWEP application, staff determined that the proposed project had the potential to cause significant adverse effects on the environment and that an EIR should be prepared. Because an EIR was previously prepared and certified for the LWEP, the County decided that preparation of a Supplemental Environmental Impact Report (SEIR) would be appropriate for the SWEP pursuant to Section 15163 of the CEQA Guidelines. Generally, the major elements of the SWEP are similar to those of LWEP. The primary differences between the two projects are the number and height of the wind turbine generators (WTGs). The LWEP was approved to use 65 WTGs approximately 400 feet tall. The SWEP includes larger but fewer WTGs: 29 WTGs (six at 427 feet and 23 at 492 feet). Another difference is the Applicant's ownership of the power transmission line, rather than PG&E. Figure 1 below and Section 2.3 of the Final SEIR compares the major components of the originally proposed SWEP and LWEP.

The Applicant supports the modification of the proposed project to incorporate components of two alternatives assessed in the SEIR: (1) Modified Project Layout and (2) Alternative Surface Transport Route. This proposed modified project (Modified SWEP) is described in Section 5.4 and depicted in Figure 2 below and Attachment F, Exhibit A of this Planning Commission staff report and analyzed in the Final SEIR Revision Letter No. 1 (Attachment D hereto). The Alternative Surface Transport Route is described in Section 6.1.7 of this Planning Commission staff report and depicted in Attachment F, Exhibit B hereto. Because staff recommends approval of this Modified SWEP, this staff report focuses on the analysis of the Modified SWEP (herein "Modified SWEP" "Project" or "proposed project"). When referring to the originally proposed SWEP that is analyzed in the Final SEIR, this staff report refers herein to the "2018 SWEP."

Figure 1. Comparison of LWEP and SWEP Layout



Comparisons between 2018 SWEF and Modified SWEF. Figure 2 below depicts the Modified SWEF layout compared to the 2018 SWEF. Significant changes from the originally proposed 2018 SWEF are:

- Decrease in the total number of WTGs from 30 to 29
 - WTGs E-7 and E-8 (both 3.89 MW) eliminated;
 - WTG N-10 (1.79 MW) added; and
 - WTGs W-7 and N-3 upsized from 1.79 to 3.8 MW.
- Access roads
 - Pads and access roads for WTGs E-7 and E-8 eliminated; and
 - Access roads associated with WTGs E-1 and E-2 relocated out of the coastal zone.
- Transport of large components re-routed to the west reduces transport through the City of Lompoc from 2.67 miles to 1.9 miles (0.75-mile reduction) and avoids traffic disruptions at four intersections, including associated temporary infrastructure impacts (see FSEIR Revision Letter No. 1 in Attachment D).
- Decrease in the number of oak trees that would be removed for the project from 607 to 225.

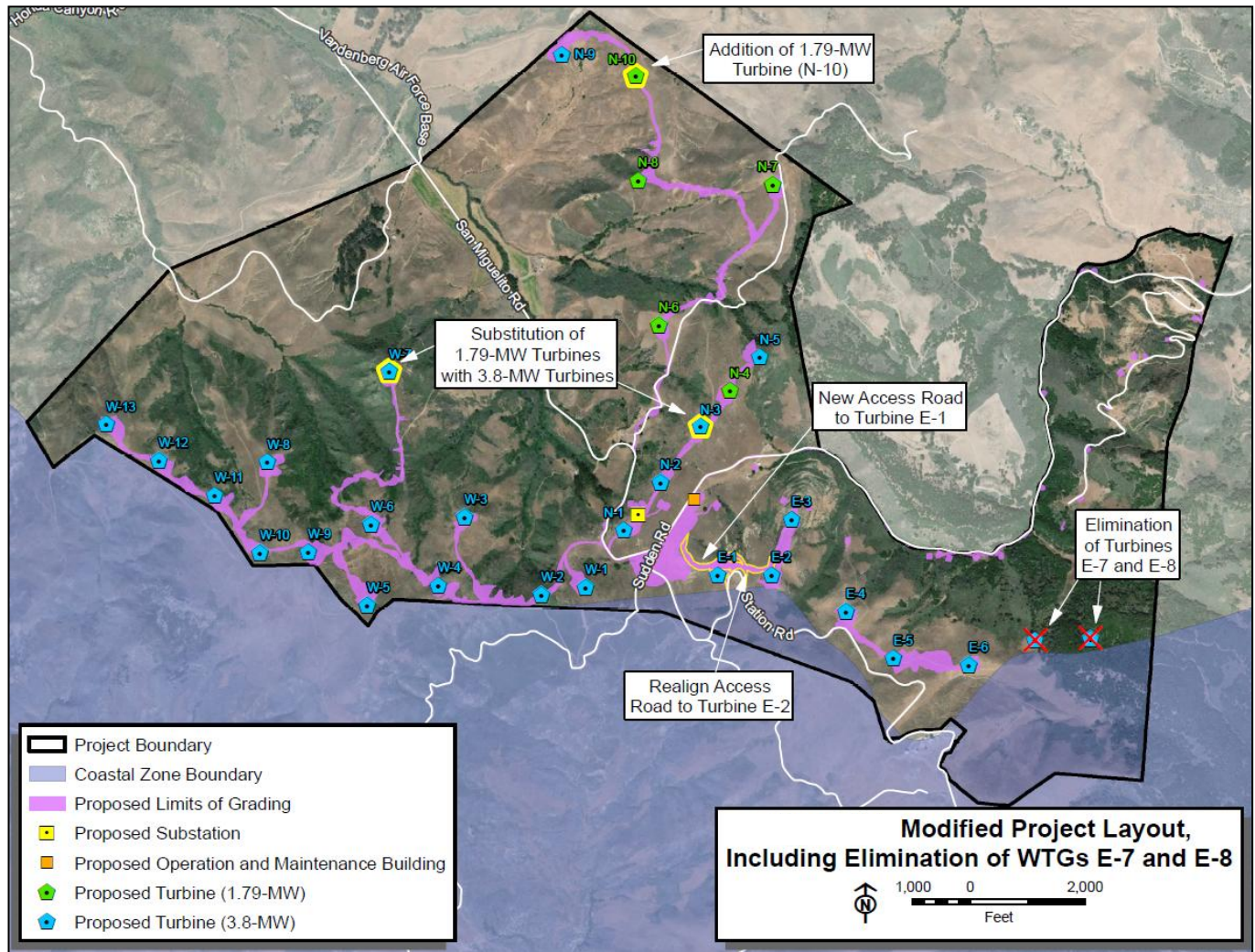
4.2 Environmental Issues

4.2.1 WTG Layout and Environmental Considerations

Ridgelines

The proposed project site is located in an area of the County where the wind resource is sufficient for a commercial-scale wind farm, where wind energy projects may be permitted by County ordinance, and where environmental impacts would be relatively limited. The siting of the WTGs within the project site is dictated first and foremost by the pattern of prevailing winds. The wind is strongest above the ridges; hence in order to maximize capture of the wind resource, the WTGs must be located on or very near the ridges. The highest ridges within or along the edges of the Project site exceed 1,900 feet in elevation. More than half of the proposed WTGs (17 out of 29) would be located on connecting ridges at elevations between 1,300 and 1,600 feet. Shifting the WTGs off the ridge tops would reduce their power generating potential and also would place them on steeper slopes, which would make construction difficult and increase grading-related and ground disturbing environmental impacts, particularly to biological and cultural resources. However, visual impacts would be greater with WTG ridge-top siting and result in significant and unavoidable impacts (Class I) that are described in Section 6.1.1. of this staff report.

Figure 2: Comparison of the 2018 SWEP and the Modified SWEP



During the Draft SEIR public review comment period, staff received a number of comments requesting SWEP WTGs to be relocated off of ridgelines and to be more similar to the LWEP design. However, the LWEP included WTGs on ridges, and the LWEP proposed 36 more WTGs than the Modified SWEP (65 versus 29). The Modified SWEP, with 36 less WTGs, would have less impact to various onsite biological, cultural and geological resources associated with ground disturbance. In addition, there is increasing evidence that fewer but larger, more power-efficient WTGs may have a lower avian collision rate per megawatt. (Please see SWEP FSEIR Chapter 8, General Response GR-4 Use of More and Smaller Turbines for citations for this evidence.).

Bird Strikes and SEIR Mitigation Measures to reduce Avian Mortality

The Applicant has incorporated substantial avian data into the development of the Modified SWEP site plan, while also considering a variety of other sensitive environmental resources, such as Gaviota tarplant, native grasslands, oak woodlands, and cultural resources. Numerous avian and bat studies have been conducted on site between 2002 and 2019. These studies

identified six ridges/passes where most of the golden eagle, peregrine falcon, and red-tailed hawk observations were made. The Modified SWEP WTG layout would result in 27 fewer WTGs in these six areas compared to the LWEP design.

During the Draft SEIR public review comment period, staff received a number of comments requesting a study to redesign SWEP to be more bird-friendly. Bird and bat mortality from collisions with WTGs is difficult to predict and depends on a variety of factors including species composition on a site; behavior and flight characteristics of species present; migratory patterns; site characteristics including habitat, weather and proximity to water and other features that concentrate migrants. Due to the complexity of the multiple factors that contribute to collision risk, pre-construction risk assessments and surveys may not accurately predict actual mortality during operation. There have been few formal studies comparing pre-project risk evaluation with actual operational fatalities and there appears to be only a weak relationship between predicted risk and actual recorded fatalities. In addition, siting factors can also be very site-specific dependent upon numerous contributing factors. For example, at the Altamont Pass Wind Resource Area, red-tailed hawk fatalities occur more frequently than expected at WTGs located on ridge tops and swales, whereas golden eagle fatalities are higher at WTGs located on slopes. There appears to be large variability in risk among bird species groups, raising concern that siting considerations that may benefit one species may put another at higher risk. (Please see SWEP FSEIR Chapter 8, General Response to Comments GR-2 and GR-3.)

Since it appears that no amount of data collection and modeling can determine with certainty where to place turbines to avoid significant avian risk now or in the future, the Modified SWEP has incorporated adaptive management techniques, including the installation of an active control technology prior to and during operation (Mitigation Measure BIO-15b). Active control technology systems identify large soaring birds, such as Golden eagle and California Condor, and automatically curtails WTG operation if birds are detected approaching or entering the Project site. This technology is fairly new but data up to this point has suggested it could be an important method to reducing collision risk for large birds.

Most information regarding wind turbine hazards to birds or bats has come from site-specific post-construction mortality monitoring. Ongoing operational monitoring and adaptive management are important components to minimize avian and bat fatalities. Because of the inherent uncertainty in pre-operational siting and the greater utility of operational phase monitoring, the SEIR identifies a robust monitoring and adaptive management strategy to be implemented during Project operation, such as data collection to determine whether the mortality thresholds of an Adaptive Management Plan have been reached, and if so, implement actions to reduce mortality (e.g., increase frequency of removing carrion within 500 feet of each WTG, selective curtailment of turbine operation, etc.). These measures are consistent with published guidelines, which recommend establishing mortality thresholds and conducting operational phase monitoring to identify bird and bat mortality impacts that may exceed these thresholds. The SWEP SEIR identifies several mitigation measures that minimize impacts to bird/bat mortality; however, the impact to birds and bats is still considered significant and unavoidable (Class I). Please see Section 6.1.1 *Significant and Unavoidable Impacts (Class I), Avian and Bat Collisions with WTGs* of this Planning Commission staff report for more information.

The required active control technology prior to and during operation and the adaptive management plan are more likely to lessen the impacts to bird and bats strikes than conducting additional studies that have conflicting information.

4.2.2 Oak Tree Removal

The Modified SWEP was identified as an alternative to the originally proposed 2018 SWEP to reduce the severity of the significant and unavoidable impacts to oak woodlands and to eliminate direct impacts to Coastal Zone resources (for Coastal Zone impacts see Section 4.3 of this staff report). As noted above in Section 4.1, the 2018 SWEP would result in an estimated loss of 607 oak trees. Construction of the 2018 SWEP's WTGs E-7 and E-8 and associated access roads would have accounted for 382 of the 607 estimated oak tree removals.

The Modified SWEP eliminates construction of WTGs E-7 and E-8 and their associated access roads. The Modified SWEP would result in 225 oak tree removals: 5 trees would be lost for construction of WTGs E-3 and N-5; 158 would be lost for widening of San Miguelito Road; and 62 would be lost for construction of the transmission line.

The proposed removal of 158 oak trees along San Miguelito Road is due to the need to widen the road in order to transport WTG blades to the site. Blade lengths are approximately 160 feet for the 1.79 MW WTGs and 225 feet for the 3.8 MW WTGs. Trucks transporting the blades are too long to make certain turns along San Miguelito Road where existing corners are too sharp for the turning radii of transport trucks. The Applicant proposes to widen the road at various sections to accommodate the trucks transporting blades, and this involves removal of 158 oak trees. The Draft SEIR considered alternatives for transporting the blades to the site, including the possible use of two-piece WTG blades, use of heavy-lift helicopters or airships to transport blades to the SWEP site, and using the rail spur along San Miguelito Road to the Imerys Filtration diatomaceous earth mine. However, all three of these options were found to be infeasible (see Sections 5.4.2 through 5.4.4 in the Final SEIR for more details). The SEIR identifies three extensive mitigation measures (BIO-4a, BIO-4b, and BIO-4c) to mitigate for oak tree, woodland, and forest impacts to the extent feasible through tree planting and ecological restoration. With inclusion of all feasible mitigation identified, the severity of the impacts to oak trees can be reduced, but would remain significant and unavoidable (Class I).

4.3 Elimination of Coastal Zone Impacts

The only development proposed in the Coastal Zone associated with the 2018 SWEP included some widening of existing access roads to WTGs E-1 and E-2 and construction of new access roads to WTGs E-7 and E-8. The major impact associated with the construction of the new access roads to WTGs E-7 and E-8 would have resulted in the removal of approximately 382 oak trees, 81 of which are located in the Coastal Zone. As noted in Sections 4.1 and 4.2 above, the Modified SWEP eliminates construction of WTGs E-7 and E-8. None of the Modified SWEP's 225 trees estimated to be removed are in the Coastal Zone. In addition, access roads associated with WTGs E-1 and E-2 have been relocated out of the Coastal Zone. Therefore, with the Modified SWEP, there is no development proposed in the Coastal Zone, and the Applicant has withdrawn its Coastal Development Permit application.

4.4 Beneficial Impacts

Once constructed, the Project would have an aggregate electrical generating capacity of approximately 98.14 megawatts (MW) which would generate enough power to supply about 43,000 homes with electricity annually thereby reducing carbon dioxide emissions by as much as 40,000 metric tons annually. The Applicant has a power purchase agreement with Marin Clean Energy for the delivery of the wind energy.

The proposed Project, as a renewable energy project, would further California plans and policies related to increasing the amount of available renewable energy, specifically the Renewable Portfolio Standard (RPS) goals for California's electricity procurement at 33 percent by 2020, 50 percent by 2026, 60 percent by 2030, and the plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. The proposed Project would play a part in helping to achieve the new statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. To the extent the project would avert construction of new fossil fuel-burning power plants, and add to renewable energy supply, it would have direct environmental benefits by reducing petroleum usage and greenhouse gas emissions.

The proposed Project would also contribute to achieving local renewable energy goals and address local public concerns related to greenhouse gas emissions and climate change, energy security, and fossil fuel dependence. The Project specifically furthers County Energy and Climate Action Plan Measure RE 4 that encourages the development of utility-scale renewable energy projects and the County Energy Element Goal 5 that encourages use of alternative energy.

4.5 Variances

As part of the Modified SWEP, the Applicant requests approval of two variances: 1) To allow the base of 10 wind turbine towers to be setback not less than 230 feet from property lines adjoining Vandenberg Air Force Base; and 2) To allow the base of five wind turbine towers a reduction of setback requirements from internal contiguous participating property lines to 194 feet on property zoned AG-II-100, in compliance with Sections 35.82.200 and 35.57.050 of the County Land Use and Development Code. The reason for the variance requests is that following the required standard setbacks from existing property lines would force half of the Project's WTGs to be located well off the ridgelines where the best wind resource is found. The Applicant has designed the project to most effectively capture the wind resources on the Project site for the project to be feasible and responsive to environmental concerns. The variances are described in more detail in Section 6.3 of this staff report.

5.0 PROJECT INFORMATION

5.1 Site Information

Assessor parcel information associated with the SWEP project is provided in Table 1 and site information in Table 2, below.

| Table 1. SWEP Parcel Information | | | |
|---|--|-------------------------------|--------------------------------|
| WTG Property Owners | Assessor Parcel Numbers | Total Property Acreage | Williamson Act Contract |
| Signorelli Family Trust | 083-100-008, 083-250-011, 083-250-016, and 083-250-019 | 765.88 | 73AP029 |
| Gerald and Sandra Scolari Revocable Trust Rosabel V. Cameron Trust LeRoy Scolari Trust | 083-090-001 and 083-090-002 | 489.84 | 73AP026 |
| Darin Signorelli and Denee Signorelli | 083-090-003 | 421.18 | 69AP039 |
| Leroy Scolari Trust | 083-080-004 | 467.87 | 71AP077 |
| Joanna M. Signorelli Trust | 083-100-007 | 369.60 | 78AP004 |
| John Christian Larsen Family Trust | 083-100-004 | 257.23 | 78AP019 |
| Joseph A. Signorelli, Jr. and Gus Tom Signorelli | 083-090-004 | 199.81 | 73AP027 |
| Transmission Line Property Owners | Assessor Parcel Numbers | Total Property Acreage | |
| Celite Corp (Imerys Minerals California, Inc. subsidiary of Imerys Filtration Minerals, Inc.) | 093-140-016, 083-060-013, 083-030-031, 083-030-005, 083-030-006, 083-110-012, 083-110-007, 083-110-008 | 2,383.96 | |
| Lompoc Valley Trucking Co., Inc.* | 083-060-017 | 29.75 | |
| Bratz Family LLC, Johnson Family Trust, Linda McCaffrey Donelson Trust | 083-110-002 | 500.25 | 01-AP-006 |
| Santa Rita Hills Wine Center Investors, LP | 099-141-034 | 1.73 | |

*PG&E reconductoring within the City of Lompoc

| Table 2. SWEP Site Information | |
|---------------------------------------|---|
| Comprehensive Plan Designation | Agriculture |
| Ordinance, Zone | <u>LUDC</u> . The WTG site and Transmission line site are in the unincorporated areas of the County are zoned AG-II-100. |
| Site Size | <i>WTG site: 2,915 acres</i> <i>Transmission line site: 2,647 acres</i> <i>Total Project area: ~ 5,887 acres</i> |
| Present Use & Development | Agriculture (cattle grazing), scattered residences and accessory agricultural structures. |
| Surrounding Uses/Zone(s) | The WTG site is surrounded by agriculture. VAFB is adjacent to portions of the southern and western boundaries of the WTG site. The Transmission Line site is surrounded by agriculture, diatomaceous earth mining (Imerys Minerals), and residential development. |
| Access | From I-5, CA-166, CA-101, CA-135, CA-1, Santa Lucia Canyon Road, Floradale Avenue, W. Ocean Avenue, S. I Street, and San Miguelito Road. |
| Public Services | <u>Water Supply</u> : Onsite private well (operations) <u>Sewage</u> : Onsite septic at O&M facility <u>Fire</u> : County Fire Station #51 (Vandenberg Village); mutual aid agreements with City of Lompoc and VAFB fire departments; onsite fire-fighting equipment <u>Police Services</u> : County Sheriff |

5.2 Setting

The proposed SWEP is located near the City of Lompoc in the unincorporated territory of Santa Barbara County, California (see Figure 3). The Project site is located on approximately 5,887 acres of primarily rural land within the ridges of the Santa Ynez Mountains, along San Miguelito Canyon, and the White Hills. The proposed project site is approximately five miles southwest of the City of Lompoc and adjacent to VAFB, near the western end of the Santa Ynez Mountains. The southern project perimeter is two miles northeast of Pacific Ocean at the closest point, and the ocean is visible from locations along the ridges.

The project WTG site (Figure 3) is entirely in the inland area and abuts the Coastal Zone along the southern perimeter. It is bounded on the south and west by Vandenberg AFB property and on the north and east by privately owned agricultural property. The 24,000-acre Dangermond Preserve is located immediately southeast of the site, adjacent to the southeastern boundary of VAFB. The WTG sites are within 11 parcels on 2,915 acres of private, agricultural property and the Transmission line site comprises 2,647 acres, on 11 parcels. Average parcel size is approximately 300 acres. The land is rural in character and used principally for grazing. All parcels are zoned AG-II and all WTG parcels are under Agricultural Preserve contracts.

There are eight residences (and several barns and out-buildings) located on the project properties. The landowners, or “project participants,” have signed lease agreements with the Applicant to allow construction of the project components, including installation of the WTGs, on their land. Five other residences are located on the adjacent private properties, within one half mile of the project perimeter. These residences are unaffiliated with the project, or “non-participating.” The adjacent VAFB property is undeveloped, except for the Sudden Peak Tracking Station, which is located immediately adjacent to the southeastern project perimeter.

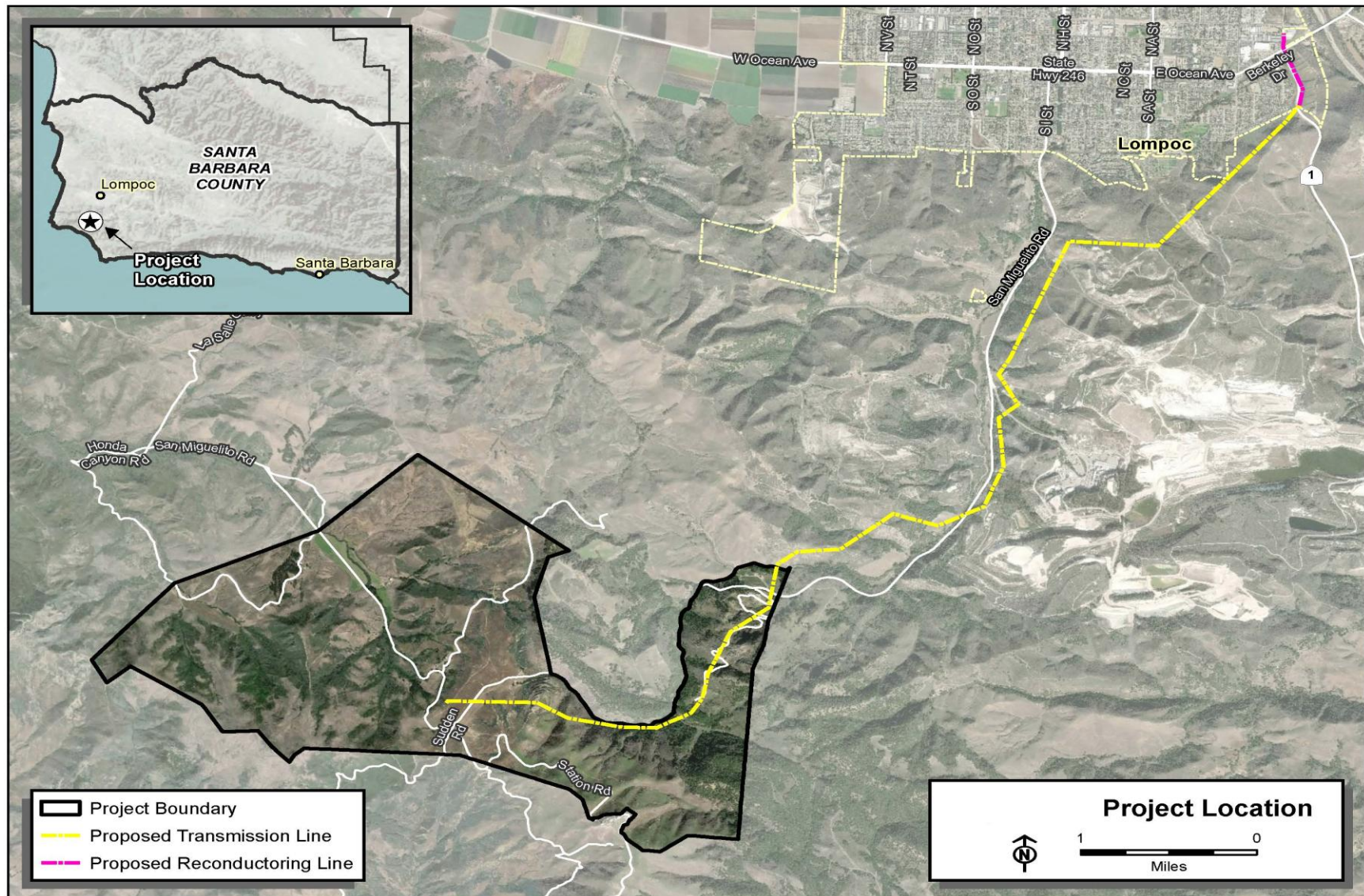
The only public access to the project site is via San Miguelito Road. Sudden Road, another public road, leads off of San Miguelito Road; both traverse through the project area and dead-end at the VAFB boundary (San Miguelito Road dead-ends at the eastern side of the project area and Sudden Road dead-ends at the western side). With no through traffic, the project area remains fairly remote, with limited public use for sightseeing, cycling, and bird watching along Sudden and San Miguelito Roads.

The project area is semi-arid, with annual rainfall up to 20 inches at the higher elevations. Strong, prevailing winds blow out of the northwest most of the year, though southerly winds occur under certain conditions. Inland intrusion of the marine layer causes frequent heavy fog, especially during summer months. The upper reaches of Honda and San Miguelito creeks are within the project area.

Site topography ranges from rolling hills to steep and rugged. The main vegetation types include native and non-native grasslands and coastal scrub. Areas of evergreen forest and woodland and eucalyptus groves are present in areas of the site not proposed for WTGs. Seeps, springs, and intermittent streams are present, and support riparian and wetland vegetation of limited extent.

In addition to grazing and limited dry farming, the area has historically been used for rock quarrying, particularly in the northeastern-most parcel, which shows obvious land modifications. The area was also used by Native Americans as a quarry, and numerous archaeological sites and nearby active ceremonial sites have been identified.

Figure 3: Modified SWEP Project Location



5.3 Statistics

Table 3 identifies basic statistics for major Modified SWEP components.

| Table 3. Modified SWEP Component Statistics | |
|---|--|
| Project Component | Statistics |
| Wind Turbine Generators | Up to 29 total: 6 - 1.79 MW and 23 - 3.8 MW each |
| Total height from foundation to blade tip | 1.79 MW – 427 ft. 3.8 MW – 492 ft. |
| Blade length | 1.79 MW – 159.8 ft. 3.8 MW – 224.7 ft. |
| Tower/hub height | 1.79 MW – 262 ft. 3.8 MW – 267.3 ft. |
| Rotor diameter | 1.79 MW – 328 ft. 3.8 MW – 449.5 ft. |
| Estimated maximum electrical generation | 98 MW (per year) |
| 115 kV Transmission Line | 7.3 miles |
| Permanent disturbance area – 149.0 ac. | WTGs – 51.3 acres Access roads (new/existing, including San Miguelito Rd) – 66.7 acres Substation – 1.0 acres Switchyard – 0.22 acres Transmission line, including access roads – 13.0 acres O&M Facility/Laydown area – 16.5 acres Met tower/water well/water lines – 0.6 acres |
| Operations & Maintenance (O&M) facility | 5,000 sf, 29 ft. high main bldg 500 sf side bldg 9,677 sf parking lot 386 sf septic and water tanks |
| Onsite substation | 450 sf control building |
| Access roads, new and modified for WTGs, San Miguelito Road and transmission line | Modifications to existing roads – 11.58 miles <ul style="list-style-type: none"> • WTGs – 1.8 miles • San Miguelito Road – 0.78 miles • Transmission line – 9.0 miles New roads – 8.2 mi. <ul style="list-style-type: none"> • WTGs – 7.1 miles • Transmission line – 1.1 miles |
| Meteorological Tower | One 295-ft. unguyed lattice structure |
| Water Tank | One 5,000-gallon capacity for firefighting |

| Table 3. Modified SWEP Component Statistics | |
|--|---|
| Project Component | Statistics |
| Operational Staffing | 5 - 7 employees |
| Grading Earthwork expected to be balanced onsite due to shrinkage and settling. | Cut: 948,179 c.y. Fill: 950,811 c.y. Net: -2,632 c.y. |

5.4 Modified SWEP Project Description

The Modified SWEP (as shown in Figure 2 and in the site plan Attachment F, Exhibit A) would generate up to 98.14 MW with up to 29 WTGs located over 2,971 acres approximately 4 miles southwest of the City of Lompoc (as shown in Figure 3). Six WTGs would have a capacity of 1.79 megawatts (MW) and would be up to 427 feet tall; 23 WTGs would have a capacity of 3.8 MW and would be up to 492 feet tall. All power generated by the WTGs would be transmitted to the onsite Project substation via a power cable collection system, which mostly would be underground and follow roads. The Project substation would be approximately one acre in size and its equipment, including a 450 square foot control building, would step up the voltage from 34.5 kV to 115 kV and serve as the originating point of the 115-kV overhead transmission line. The substation would be fenced and the gate kept locked. The transmission line would be 7.3 miles in length (see Figures 4a and 4b) with approximately 44 double steel H-frame structures and wood triple poles. The poles will be up to approximately 75 feet in height. The transmission line would connect the onsite substation to the Project switchyard, which is located south of the City of Lompoc (see Figure 4b). The Project switchyard would be approximately one quarter acre in size and would connect the Project to the PG&E electrical system. The switchyard would also be fenced and the gate kept locked.

Other Project components include a 5,000-square foot Operations and Maintenance building that would be located near the center of the Project site. Equipment, supplies, and spare parts would be stored inside the O&M facility. One permanent meteorological tower and one permanent sonic detection and ranging unit (SODAR) device would be installed to measure the wind speed for forecasting purposes and the performance of the WTGs during operation. The meteorological tower would be an un-guyed lattice structure, up to 295 feet in height; the SODAR unit is six feet in height.

Approximately 12 miles of existing roads would be modified and 8 miles of new roads would be constructed. Large project components (WTG blades, etc.) would be transported to the site consistent with the Alternative Surface Transport Route described in FSEIR Revision Letter No. 1 dated November 12, 2019 in Attachment D and shown in Attachment F, Exhibit B.

The Project would be constructed in one phase that is estimated to take 10 months. The Project would employ 50-100 workers at the site during peak construction. It is anticipated that a minimum of 80% of the workers would live or stay in the Lompoc area. Construction of roads, WTG foundations, and other facilities would require grading of about 948,179 cubic yards of cut and 950,811 cubic yards of fill. Earthwork is expected to be balanced onsite due to shrinkage and swelling. Temporary disturbance would involve approximately 5.0 acres and permanent disturbance would be about 149 acres.

During the operational phase of the project, a staff of five to seven personnel would be employed onsite to monitor WTG and system operation, perform routine maintenance, troubleshoot malfunctions, shut down and restart WTGs when necessary, and provide security. They would be headquartered at the O&M facility and travel around the site as needed. For more details on the Modified SWEP, see Condition 1 (Project Description) in Attachment B of this staff report.

Agricultural activities, grazing and limited dry farming, throughout the area would continue with Project operations. In addition, the rock quarrying in the northeastern-most parcel would continue.

The anticipated life of the Project is 30 years. Future repowering or decommissioning of the project will require a discretionary permit from the County and will be subject to environmental review. Condition 66 (Mitigation Measure LU-2) requires the Owner to prepare a decommissioning plan for County review and approval, as part of the Owner's permit application for a discretionary permit for facility decommissioning and abandonment. Condition 67 (MM LU-3) requires financial assurance acceptable to the County to ensure timely and proper decommissioning prior to issuance of the Zoning Clearance for the Modified Project construction.

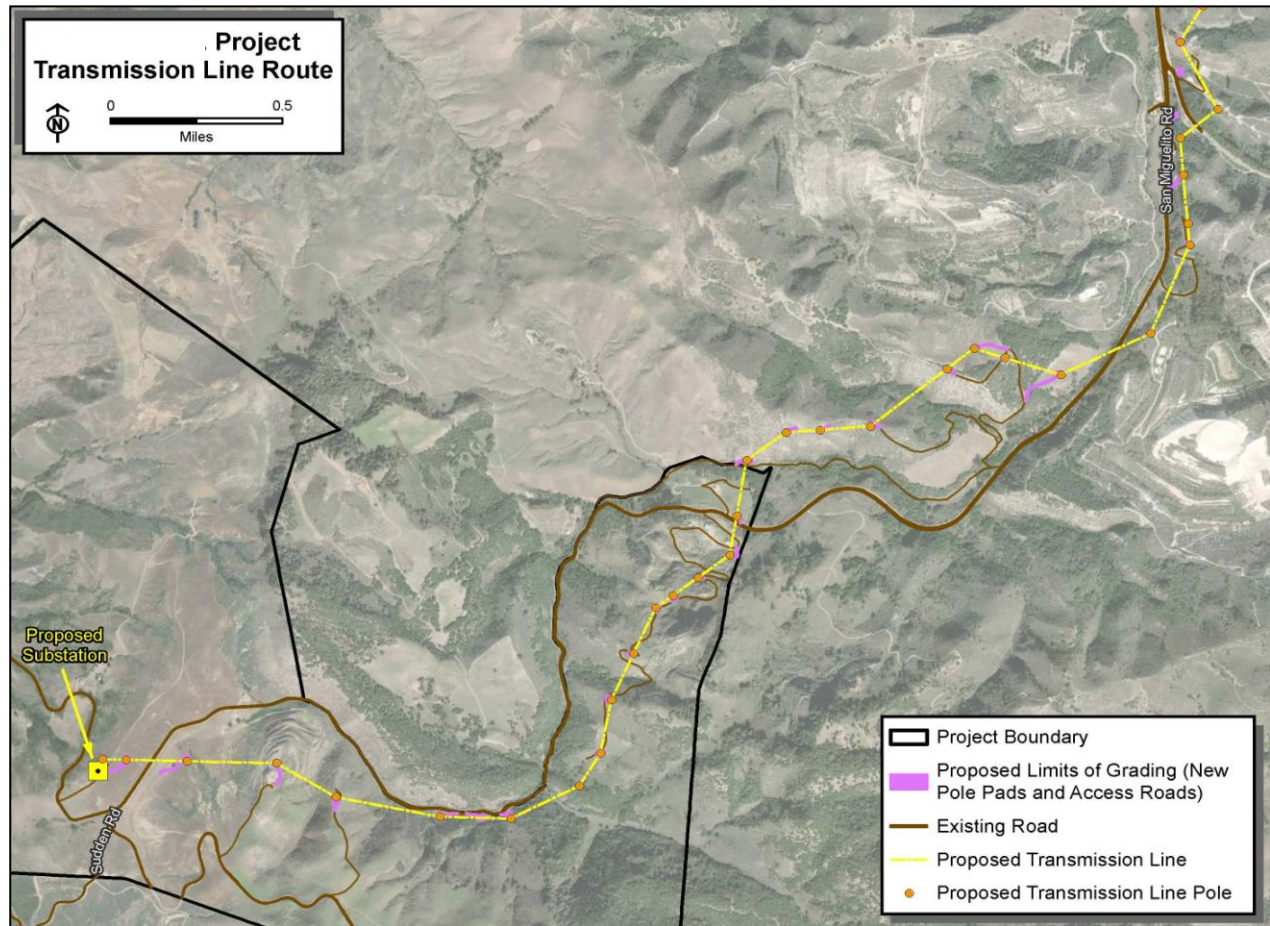
PG&E will make certain equipment upgrades to its system, including replacing its existing wires and poles from the switchyard location to the PG&E substation in the City of Lompoc. These upgrades are evaluated in the proposed Final SEIR, but the California Public Utilities Commission is responsible for approving, monitoring and enforcing requirements related to them.

6.0 PROJECT ANALYSIS

6.1 Environmental Review

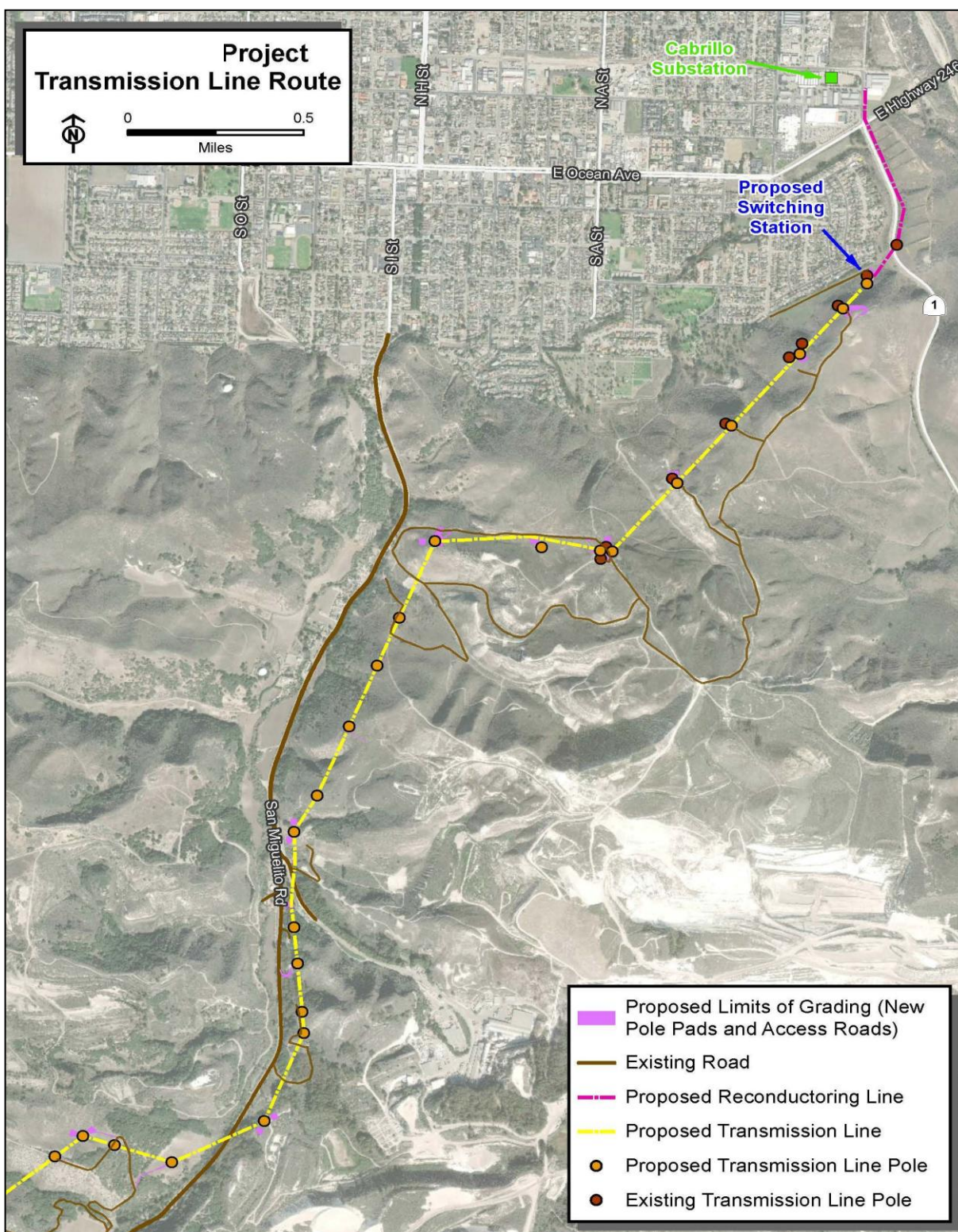
In reviewing the SWEP application, staff determined that the proposed project had the potential to cause significant adverse effects on the environment and that an EIR should be prepared. Because an EIR was previously prepared and certified for the LWEP, the County decided that preparation of a Supplemental EIR would be appropriate for the SWEP pursuant to Section 15163 of the CEQA Guidelines. Section 15163 indicates that preparation of a supplemental EIR is appropriate where minor additions or changes are necessary to make the previous EIR adequate for the revised project. Because the LWEP was a wind energy project located at the same site as the proposed SWEP, the information and impact analysis in the LWEP EIR still have substantial applicability to the SWEP. Although the layout and details of SWEP differ from those of the LWEP in various ways, the two projects include many similarities. The SEIR updates and modifies the environmental information and analysis for the LWEP to adequately address the project revisions proposed for the SWEP. The SEIR updates all issue area analyses in the certified LWEP EIR and includes all mitigation measures, revised as needed, from the LWEP EIR and new mitigation measures where appropriate.

Figure 4a. Transmission Line Route



The 2018 Draft SEIR for the SWEP was released for public review from April 23, 2019 to June 14, 2019. One public comment hearing was held on May 30, 2019 at Lompoc City Hall. P&D received comments from speakers at the hearing and written comments from public agencies, organizations, members of the public, and the Applicant. Chapter 8 of the Final SEIR includes all comments received and staff's responses to them and Chapter 9 provides the Mitigation Monitoring Program. The SEIR Summary chapter and Table S-1 provide summaries of the Class I, II, III, IV and cumulative impacts that would be expected to result from the project. A complete evaluation of the potential environmental impacts and mitigation measures is provided in the issue area discussions in Chapter 4 and Project alternatives are discussed in Chapter 5 of the SEIR. Although the 2018 Draft SEIR and 2019 Final SEIR address the original SWEP proposal, the impact assessments are applicable to the Modified SWEP as well since the two projects' major components are still very similar. In addition, the Final SEIR Revision Letter No. 1 specifically addresses the Modified SWEP and its impacts.

Figure 4b. Transmission Line Route



Responses to comments and SEIR text revisions focus on comments received on the adequacy and accuracy of the Draft SEIR. The Final SEIR also includes text revisions to add clarity and context and to correct minor errors. Revisions to the Draft SEIR in response to comments do not result in any new significant impacts or any increase in the severity of impacts. Changes to the text of the Draft SEIR are shown with ~~striketrough~~ and underline text in the Final SEIR.

The Final SEIR Summary (see Attachment C of this staff report) lists all the impacts associated with the SWEP. The FSEIR Revision Letter No.1 for the Modified Layout/Alternative Surface Transport Route Alternative SWEP (see Attachment D to this staff report) documents that the recommended Modified SWEP would not result in any additional or increased significant and unavoidable Class I environmental impacts or any Class II or III impacts not previously identified, and would lessen the severity of some Class II impacts, as described in the Final SEIR.

6.1.1 Significant and Unavoidable Impacts (Class I)

Operation of the proposed wind farm would result in seven significant and unavoidable environmental impacts to biological and visual resources. Even with application of feasible mitigation measures, these impacts cannot be entirely avoided or reduced to less than significant levels. Adoption of a Statement of Overriding Considerations would be necessary to approve the Modified SWEP. The anticipated impacts and the mitigation measures (with corresponding recommended Condition numbers) developed to minimize them are summarized in Table 4 and the paragraphs that follow. Please refer to the issue area discussions in the SEIR for additional details regarding potential impacts and mitigation measures.

| Table 4: Class I Impacts (from SEIR Table S-1) | | |
|--|---|---|
| Issue Area | Impacts (SEIR number) | Mitigation Measures (with Recommended Condition numbers) |
| Aesthetics / Visual Resources | <p>VIS-1: WTG Visibility Construction and operation of the WTGs and related structures have the potential to be visible in the vicinity of the Project.</p> <p>VIS-2: Views from Jalama Beach County Park. The western most WTGs could be visible to users of Jalama Beach County Park.</p> <p>VIS-5: Transmission Line Visibility. Construction and operation of the transmission line could be visible from public roadways and residential areas.</p> <p>VIS-7: San Miguelito Road Landscape. Vehicular transport of Project components would require road widening and tree removal that could alter the landscape characteristics along portions of San Miguelito Road.</p> <p>VIS-8: Nighttime Lighting. The Project could result in nighttime light impacts (FAA Hazard Lighting)</p> | <p>VIS-1: Material Storage During Construction. (Cond. 3)</p> <p>VIS-2: Location of Construction Activities. (Cond. 4)</p> <p>VIS-4: Landscaping and Lighting Plan. (Cond. 5)</p> <p>VIS-5: Reduced FAA Hazard Lighting Plan. (Cond. 6)</p> |

| Table 4: Class I Impacts (from SEIR Table S-1) | | |
|---|--|---|
| Issue Area | Impacts (SEIR number) | Mitigation Measures (with Recommended Condition numbers) |
| Biological Resources | BIO-2a: Construction Impacts to Woodland and Forest. Oak woodland and tanoak forest could be impacted during construction. | BIO-1: Worker Education and Awareness Program. (Cond. 9) BIO-2: Ground Disturbance. (Cond. 10) BIO-4a: Tree Protection Plan.(Cond. 12) BIO-4b: Tree Replacement Plan – Planned Removal and Unexpected Damage.(Cond. 13) BIO-4c: Invasive Plant Pathogen Abatement (SOD Prevention).(Cond. 14) BIO-11c: Biological Monitoring. (Cond. 22) BIO-11d: Monitoring Report. (Cond. 23) |
| Biological Resources | BIO-10: Avian and Bat Collisions with WTGs. Unknown numbers of special status and non-sensitive birds and bats could be at risk of dying through collisions with the WTGs over the duration of the Project. | BIO-15a: Siting. (Cond. 36) BIO-15b: Appropriate WTG and Project-Element Design. (Cond. 37) BIO-16: Monitoring and Adaptive Management Plan / Bird and Bat Conservation Strategy. (Cond. 38) BIO-16a: Before-After/Control-Impact Study. (Cond. 39) BIO-16b: Bird/Bat Mortality Study. (Cond. 40) BIO-16c: Remove Carrion Near Turbines. (Cond. 41) BIO-16d: Adaptive Management Plan. (Cond. 42) |

Aesthetic/Visual Resources. Visual impacts from the Project that the SEIR classifies as significant and unavoidable would result from the visibility of the WTGs, transmission line components, nighttime hazard lighting and changes in the landscape characteristics along two segments of San Miguelito Road.

The WTGs range from 427 to 492 feet tall and would be visible from several vantage points in the vicinity of the project (Impact VIS-1). Impacts would decrease with distance and vary according to the scenic quality and viewer sensitivity at different viewing locations. Most views of the WTGs from distances of less than 5 miles away would be largely blocked by intervening hills. However, WTGs on ridges in the southwestern part of the project area would be visible from Jalama Beach County Park, 4.5 miles away. These visual impacts would be significant, given the scenic quality and aesthetic expectations of park visitors (Impact VIS-2). The mandatory FAA flashing red hazard lighting would be visible at night (Impact VIS-8) and the synchronized flashing would also be a considerable contribution to the cumulative night-lighting impact.

For most of its length, construction and operation of the transmission line would result in adverse, but less-than-significant visual impacts. However, public views along two segments of San Miguelito Road (SEIR Figure 4.2-16A) and from some public roads in the southern portion of the City of Lompoc (SEIR Figure 4.2-16B) would be significantly affected by the transmission line (Impact VIS-5). San Miguelito Road is lightly traveled by the public, but sections are scenic as it traverses through an oak woodland and is considered of moderate-high visual sensitivity. Vehicular transport of Project components would require road widening and tree removal that could alter the landscape characteristics along portions of San Miguelito Road (Impact VIS-7). Portions of San Miguelito Road would be widened, embankments cut back, and a significant number of roadside native oak trees would be removed to enable the transport of the large WTG blades to the site. These activities would result in significant and unavoidable visual changes that would reduce the scenic quality of San Miguelito Road.

Figure 4.2-4B in the SEIR is representative of views along both road segments. Views toward the transmission line route from parts of south Lompoc are predominantly of an undeveloped, natural hilly landscape (see SEIR Figure 4.2-15B). The transmission line structures would introduce an industrial character to the area and the skylining of the structures would exacerbate their prominence and visibility. Given the moderate scenic quality and high viewer sensitivity for this area, visual impacts at this location would be significant and unavoidable (Class I).

Mitigation Measures. Mitigation measures VIS-1, VIS-2, and VIS-4 (Conditions 3, 4, and 5) would reduce visual impacts from construction activities and enhance appearance of accessory structures during operation. Recommended measures include storage of construction materials away from public roads, confining construction activities to WTG construction corridors, staging areas, project substation and O&M building locations. A Landscape and Lighting Plan would be required to reduce visual impacts of the project during its operational life. None of these measures would reduce the significant visual impacts of the WTGs. Mitigation measure VIS-5 (Condition 6) would ensure that the WTG hazard lighting would not cause impacts beyond those that are unavoidable due to FAA requirements.

Oak Tree Removal. Significant, unavoidable impacts to oak woodland and tanoak forest would result from construction of the Modified SWEP (Impact BIO-2a). Approximately 225 coast live oak and tanoak trees would be removed for construction of access roads, WTGs, and the transmission line for the Modified SWEP. Trees that do not need to be removed for construction may be directly affected by trenching or grading that could cut through root zones or compact soils around trees. In addition, trees with limbs overhanging access roads and turbine pads could be damaged by pruning to allow equipment and site access. Oak trees are very slow to regenerate, especially in areas of low annual rainfall. Even with tree protection and replacement, there is a temporal habitat loss that could take several decades, and possibly longer, to replace the habitat value and ecological functions that would be lost to project development. Some habitat components of mature woodlands, such as large tree cavities suitable for mammal dens or owl nests, may take even longer to replace. Therefore, impacts to woodland and forest would be significant and unavoidable (Class I).

Mitigation Measures. Mitigation measures BIO-1, BIO-2, BIO-4a through BIO-4c, BIO-11c and BIO-11d (Conditions 9, 10, 12, 13, 14, 22, and 23) are recommended to avoid or minimize impacts to woodland and forest habitats. These measures require development and implementation of a Worker Education and Awareness Program, minimizing the amount of

ground disturbance, clearly marking disturbance limits and environmentally sensitive habitats in the field, and biological monitoring and reporting. In addition, MM BIO-4a (Condition 12) addresses protection of trees adjacent to project activities, MM BIO-4b (Condition 13) requires replacement of trees that are removed, and MM BIO-4c (Condition 14) requires implementation of best practices to reduce the potential for spread of plant pathogens, including sudden oak death. Mitigation measures BIO-11c and BIO-11d (Conditions 22 and 23) require biological monitoring and reporting during project construction to ensure compliance with mitigation measures.

Avian and Bat Collisions with WTGs. Unknown numbers of special status and non-sensitive birds and bats could be at risk of collisions with the WTGs over the duration of the Project (Impact BIO-10). Bird and bat mortality from collisions with WTGs is difficult to predict and depends on a variety of factors including species composition on a site; behavior and flight characteristics of species present; migratory patterns; site characteristics including habitat, weather, proximity to water and other features that concentrate migrants; and wind farm features such as WTG type, location configuration and lighting. Due to the complexity of the multiple factors that contribute to collision risk, pre-construction risk assessments and surveys may not accurately predict actual mortality during operation. Therefore, ongoing operational monitoring and adaptive management are important components to minimize avian and bat fatalities (see Mitigation Measures below). Because unknown but potentially substantial numbers of protected birds and bats are at risk of collisions with the WTGs over the duration of the project, and currently there is no proven method to entirely prevent such collisions, this impact is considered significant and unavoidable (Class I).

Mitigation Measures. The SEIR identified seven mitigation measures to avoid or minimize the Project's impacts to birds and bats. MM BIO-15a (Condition 36) requires that the turbines be micro-sited so that each tower is located at least 500 feet from active raptor nesting sites. MM BIO-15b (Condition 37) requires design elements, such as active control technology that identifies large birds and automatically curtails WTG operation if birds are detected approaching or entering the Project site. Another design element is that the meteorological tower is built without guy wires to minimize bird collisions. Measure BIO-16 (Condition 38) requires preparation and implementation of a monitoring and adaptive management plan bird and bat conservation strategy. Additional requirements identified in MM BIO-16 are:

- MM BIO-16a, Before-After/Control Impact (BACI) Study (Condition 39) – Data collection and reporting on bird usage and behaviors on the site.
- MM BIO-16b, Bird/Bat Mortality Study (Condition 40) – Data collection and reporting to determine whether the mortality thresholds of the Adaptive Management Plan have been reached.
- MM BIO-16c, Remove Carrion Near Turbines (Condition 41) – Promptly remove carrion within 500 feet of each WTG to minimize attractants for avian feeders (vultures, hawks, eagles, condors).
- MM BIO-16 d, Adaptive Management Plan (Condition 42) – Actions to be taken if the number of bird or bat mortalities exceeds a defined threshold as described in Table 4.5-6 of the SEIR. Actions include increased frequency of removing carrion within 500 feet of each WTG, selective curtailment of turbine operation, etc.).

Please see Conditions 38 through 42 in Attachment B hereto for more details on the required Adaptive Management Plan.

6.1.2 Significant and Mitigable Impacts (Class II)

The EIR identifies 42 Class II impacts that would result from the SWEP. Most of these impacts are construction-related; a few are operational, such as potential noise from WTG operation (NOI-2). These significant impacts would be mitigated to less than significant levels with implementation of specified mitigation measures. Construction and operation of the PG&E upgrades would not result in significant impacts as PG&E would be required to adhere to the *Avoidance and Protection Measures* identified in the FSEIR (Section 2.5.5). Class II impacts and associated mitigation measures are summarized in Table 5 below. Additional details regarding potential impacts and mitigation measures are provided in the issue area discussions in the SEIR (Sections 4.2 through 4.18).

| Table 5: Class II Impacts (from SEIR Table S-1) | | |
|---|--|---|
| Issue Area | Impacts (SEIR number) | SEIR Mitigation Measures (with Recommended Condition numbers) |
| Aesthetics / Visual Resources | VIS-6: Transmission Line and Switchyard Visibility from State Route 1. Placement of the transmission line switchyard in the area of SR-1 introduces a new industrial facility that could be visible from SR-1. | VIS-4: Landscape and Lighting Plan. (Cond. 5) |
| Air Quality | AQ-1: Short-Construction Emissions. Construction emissions could result in a considerable net increase of pollutants that would violate air quality standards or contribute substantially to an existing or projected air quality violation. | AQ-1: Construction Equipment Emission Reduction Plan. (Cond. 7) AQ-2: Dust Control Plan. (Cond. 8) |
| Biological Resources | BIO-1a: Vegetation and Wildlife Habitat Impacts during Construction. Vegetation and wildlife habitat could be temporarily and permanently lost during construction. BIO-1b: Vegetation and Wildlife Habitat Impacts during O&M. Vegetation and wildlife habitat could be impacted during normal operations and maintenance. | BIO-1: Worker Education and Awareness Program. (Cond. 9) BIO-2: Ground Disturbance. (Cond. 10) BIO-3: Site Restoration and Revegetation Plan. (Cond. 11) BIO-8: Native Grassland Restoration. (Cond. 18) BIO-11b: Fencing. (Cond. 21) BIO-11c: Biological Monitoring. (Cond. 22) BIO-11d: Monitoring Report. (Cond. 23) |

| Table 5: Class II Impacts (from SEIR Table S-1) | | |
|--|--|---|
| Issue Area | Impacts (SEIR number) | SEIR Mitigation Measures (with Recommended Condition numbers) |
| | BIO-3: Wetlands, Seeps, and Springs, and Features Subject to Regulation by the USACE, Santa Barbara County, or CDFW. Direct loss of wetlands and seeps could occur at creek crossings, the laydown yard, water well, road improvement and access road locations, pole locations along the transmission line, and WTG pads. Additionally, soil erosion or spills could reduce water quality during construction. | BIO-1: Worker Education and Awareness Program. (Cond. 9) BIO-2: Ground Disturbance. (Cond. 10) BIO-3: Site Restoration and Revegetation Plan. (Cond. 11) BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. (Cond. 19) BIO-11c: Biological Monitoring. (Cond. 22) BIO-11d: Monitoring Report. (Cond. 23) |
| Biological Resources | BIO-5a: Construction Impacts to Gaviota Tarplant. Impacts to Gaviota tarplant and designated critical habitat could occur during construction. BIO-5b: O&M Impacts to Gaviota Tarplant. Occasional disturbance to small areas of Gaviota tarplant habitat could occur as a result of operations or maintenance activities involving clearing or vehicle operation in occupied habitat | BIO-1: Worker Education and Awareness Program. (Cond. 9) BIO-2: Ground Disturbance. (Cond. 10) BIO-3: Site Restoration and Revegetation Plan. (Cond. 11) BIO-5: Pre-construction Rare Plant Surveys and Restoration. (Cond. 15) BIO-6: Gaviota Tarplant Disturbance. (Cond. 16) BIO-11c: Biological Monitoring. (Cond. 22) BIO-11d: Monitoring Report. (Cond. 23) |
| | BIO-6: Other Special-Status Plants. A number of other special-status plant species may be present on site or in the transmission line corridor and could be lost during construction. | BIO-1: Worker Education and Awareness Program. (Cond. 9) BIO-2: Ground Disturbance. (Cond. 10) BIO-3: Site Restoration and Revegetation Plan. (Cond. 11) BIO-5: Pre-construction Rare Plant Surveys and Restoration. (Cond. 15) BIO-7: Kellogg's and Mesa Horkelia Habitats. (Cond. 17) BIO-11c: Biological Monitoring. (Cond. 22) BIO-11d: Monitoring Report. (Cond. 23) |
| | BIO-7: Common Wildlife. Individual animals could be injured or killed by vehicles, equipment, or large holes during construction. | BIO-1: Worker Education and Awareness Program. (Cond. 9) BIO-2: Ground Disturbance. (Cond. 10) BIO-11a: Pre-construction Wildlife Surveys. (Cond. 20) BIO-11b: Fencing. (Cond. 21) BIO-11c: Biological Monitoring. (Cond. 22) BIO-11d: Monitoring Report. (Cond. 23) |

| Table 5: Class II Impacts (from SEIR Table S-1) | | |
|--|--|---|
| Issue Area | Impacts (SEIR number) | SEIR Mitigation Measures (with Recommended Condition numbers) |
| | BIO-8: Nesting Birds. Nesting birds could potentially lose nests through destruction or abandonment. | BIO-1: Worker Education and Awareness Program. (Cond. 9) BIO-2: Ground Disturbance. (Cond. 10) BIO-11a: Pre-construction Wildlife Surveys. (Cond. 20) BIO-11b: Fencing. (Cond. 21) BIO-11c: Biological Monitoring. (Cond. 22) BIO-11d: Monitoring Report. (Cond. 23) BIO-12: Avoidance Measures for Nesting Birds. (Cond. 24) BIO-14e: Roosting Bats. (Cond. 30) |
| Biological Resources | BIO-9: Special-Status Wildlife. Direct and indirect impacts could occur to special-status wildlife species. | BIO-1: Worker Education and Awareness Program. (Cond. 9) BIO-2: Ground Disturbance. (Cond. 10) BIO-3: Site Restoration and Revegetation Plan. (Cond. 11) BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. (Cond. 19) BIO-11a: Pre-construction Wildlife Surveys. (Cond. 20) BIO-11b: Fencing. (Cond. 21) BIO-11c: Biological Monitoring. (Cond. 22) BIO-11d: Monitoring Report. (Cond. 23) BIO-13: Pre-construction Surveys and Conservation of El Segundo Blue Butterfly. (Cond. 25) BIO-14a: California Horned Lizard. (Cond. 26) BIO-14b: Northern California Legless Lizard. (Cond. 27) BIO-14c: San Diego Desert Woodrat. (Cond. 28) BIO-14d: American Badger. (Cond. 29) BIO-14e: Roosting Bats. (Cond. 30) BIO-14f: Vernal Pool Fairy Shrimp. (Cond. 31) BIO-14g: California Red-Legged Frog. (Cond. 32) BIO-14h: Western Spadefoot Toad. (Cond. 33) BIO-14i: California Condor. (Cond. 34) BIO-14j: Maternity Colony or Hibernaculum Surveys and Avoidance Measures for Sensitive Bats. (Cond. 35) |
| | BIO-11: Avian and Bat Collisions with Power Lines and Meteorological Tower. Birds and bats could collide with transmission and power collection poles, transmission and power collection lines, and the meteorological tower. | BIO-15b: Appropriate WTG and Project-Element Design. (Cond. 37) |

| Table 5: Class II Impacts (from SEIR Table S-1) | | |
|--|---|--|
| Issue Area | Impacts (SEIR number) | SEIR Mitigation Measures (with Recommended Condition numbers) |
| | BIO-14: Indirect Impacts (Vegetation). Invasive species carried from other work sites could establish on site and displace native plant species or interfere with revegetation; topsoil removal and equipment operation could reduce the ability of soils to support vegetation. | BIO-1: Worker Education and Awareness Program. (Cond. 9) BIO-2: Ground Disturbance. (Cond. 10) BIO-3: Site Restoration and Revegetation Plan. (Cond. 11) BIO-5: Pre-construction Rare Plant Surveys and Restoration. (Cond. 15) BIO-6: Gaviota Tarplant Disturbance. (Cond. 16) BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. (Cond. 19) BIO-11c: Biological Monitoring. (Cond. 22) BIO-11d: Monitoring Report. (Cond. 23) BIO-17: Weed Control Plan. (Cond. 43) |
| Archaeological and Tribal Cultural Resources | CULT-1: Known Prehistoric Archaeological Sites. Construction activities could result in significant impacts to 29 prehistoric archaeological sites. | CULT-6: Avoidance. (Cond. 44) CULT-7: Final Plan Notification. (Cond. 45) CULT-8: Temporary Fencing. (Cond. 46) CULT-9: Site Capping. (Cond. 47) CULT-10: Archaeological Evaluation, Data Recovery Excavation, Monitoring, and Reporting Plan. (Cond. 48) |
| | CULT-2: Unidentified Archaeological Resources. Impacts to unidentified subsurface archaeological resources may occur as a result of earth-disturbing activities. | CULT-6: Avoidance. (Cond. 44) CULT-7: Final Plan Notification. (Cond. 45) CULT-8: Temporary Fencing. (Cond. 46) CULT-9: Site Capping. (Cond. 47) CULT-10: Archaeological Evaluation, Data Recovery Excavation, Monitoring, and Reporting Plan. (Cond. 48) |
| | CULT-3: Unauthorized Artifact Collection. Impacts to known and unidentified archaeological resources may occur as a result of increased public access to archaeological sites via new or improved roads. | CULT-10: Archaeological Evaluation, Data Recovery Excavation, Monitoring, and Reporting Plan. (Cond. 48) |

| Table 5: Class II Impacts (from SEIR Table S-1) | | |
|--|--|--|
| Issue Area | Impacts (SEIR number) | SEIR Mitigation Measures (with Recommended Condition numbers) |
| Fire Hazards and Emergency Services | FPES-1: Increased Fire Risk (Construction). The Project could result in an increased risk of wildland fires that could spread to more developed areas. Fire risks include vehicle exhaust, sparks, welding, parking on dry grass, and fuel tanks. | FPES-1: Fire Protection Plan. (Cond. 49) FPES-2: Smoking and Open Fires. (Cond. 50) FPES-6: Red Flag Warning. (Cond. 54) |
| | FPES-2: Increase Fire Risk (Operations). Operation of the Project could increase baseline fire risks. | FPES-1: Fire Protection Plan. (Cond. 49) FPES-2: Smoking and Open Fires. (Cond. 50) FPES-3: Install Gravel around Substation. (Cond. 51) FPES-4: Access Roads. (Cond. 52) FPES-5: Flammable Fuel Buffers and Electrical Clearances. (Cond. 53) |
| | FPES-3: Fire Department Response Times. The Project could have the potential to increase demand for fire protection services. | FPES-1: Fire Protection Plan. (Cond. 49) FPES-2: Smoking and Open Fires. (Cond. 50) FPES-4: Access Roads. (Cond. 52) |
| | FPES-5: Interference with Fire Prevention Techniques. The Project could interfere with controlled burns in the Project area. | FPES-1: Fire Protection Plan. (Cond. 49) |
| Geology and Soils | GEO-2: Ground Shaking and Liquefaction. A major earthquake could result in ground shaking, liquefaction, or seismically induced landslides resulting in damage to structures or exposure of people to injury or death. | GEO-1: Seismic Design. (Cond. 55) GEO-2: Grading and Drainage Plan. (Cond. 56) |
| | GEO-3: Landslides. Construction activities could increase the potential for landslides and/or reactivate existing landslides. | GEO-2: Grading and Drainage Plan. (Cond. 56) |
| | GEO-4: Soil Erosion. Construction could accelerate or increase the potential for erosion from water and wind. | GEO-2: Grading and Drainage Plan. (Cond. 56) |
| | GEO-5: Expansive Soils. Project structures could be damaged by expansive soils. | GEO-3: Expansive Soils. (Cond. 57) |
| | GEO-7: Compressible and Collapsible Soil, Subsidence. Subsidence or compressible or collapsible soils could cause settlement damage to structures and roadways. | GEO-4: Foundation Support. (Cond. 58) |

| Table 5: Class II Impacts (from SEIR Table S-1) | | |
|--|---|--|
| Issue Area | Impacts (SEIR number) | SEIR Mitigation Measures (with Recommended Condition numbers) |
| Hydrology and Water Quality | WAT-4: Groundwater. The Project could substantially deplete groundwater supplies or interfere with groundwater recharge. | WAT-1: Construction Water Source. Also, standard regulatory requirements apply. (Cond. 63) |
| | WAT-5: Riparian Vegetation Removal. The Project could result in the removal or reduction of vegetation from the buffer zone of streams, creeks, or wetlands, which could affect water quality. | WAT-2: Minimize Watercourse Encroachment. (Cond. 64) MM BIO-3: Site Restoration and Revegetation Plan. (Cond. 11) MM BIO-9: Riparian Habitat Restoration. (Cond. 19) |
| Land Use and Planning | LU-1b: Tree Protection. The proposed Project is consistent with County Plans, Policies, and Development Standards concerning tree removal. | BIO-1: Worker Education and Awareness Program. (Cond. 9) BIO-2: Ground Disturbance. (Cond. 10) BIO-4a: Tree Protection Plan BIO-4b: Tree Replacement Plan BIO-4c: Invasive Plant Pathogen Abatement (SOD Prevention) BIO-11c: Biological Monitoring. (Cond. 22) BIO-11d: Monitoring Report. (Cond. 23) |
| | LU-4: Quality of Life – Traffic. Construction activities would result in increased traffic in relatively quiet neighborhoods. | TC-1: Traffic Management Plan. (construction) (Cond. 82) |
| Land Use and Planning | LU-5a: Quality of Life – Noise. Noise from Project construction could cause temporary impacts to quality of life of residences within and surrounding the Project area. | NOI-2: Construction Hours. (Cond. 69) NOI-3: Telephone Number for Noise Complaints. (Cond. 70) NOI-4: Noise Complaint Resolution Plan. (Cond. 71) NOI-5: Maintenance of Construction Equipment. (Cond. 72) NOI-6: Resident Notification. (Cond. 73) |
| Land Use and Planning | LU-5b: Quality of Life – Noise. Noise from WTG operation could potentially impact quality of life of nearby residences. | NOI-1: WTG Maintenance. (Cond. 68) NOI-3: Telephone Number for Noise Complaints. (Cond. 70) NOI-4: Noise Complaint Resolution Plan. (Cond. 71) NOI-7: Acoustical Analysis. (Cond. 74) NOI-8: Noise Monitoring and Control Plan. (Cond. 75) NOI-9: Maintenance Hours. (Cond. 76) |
| | LU-6: Coastal Resources. Possible unpermitted encroachment into the Coastal Zone, impacting coastal resources. | LU-1: Staking of Coastal Zone. (Cond. 65) |

| Table 5: Class II Impacts (from SEIR Table S-1) | | |
|--|---|--|
| Issue Area | Impacts (SEIR number) | SEIR Mitigation Measures (with Recommended Condition numbers) |
| | LU-7: Decommissioning and Reclamation Plan. Long-term impacts to land use following end of Project. | LU-2: Decommissioning & Reclamation Plan. (Cond. 66) LU-3: Financial Assurance for Decommissioning and Reclamation. (Cond. 67) |
| Noise | NOI-1: Short-term Construction Noise. Some types of construction equipment could generate short-term noise impacts to residences less than 1,600 feet from a construction area. | NOI-2: Construction Hours. (Cond. 69) NOI-3: Telephone Number for Noise Complaints. (Cond. 70) NOI-4: Noise Complaint Resolution Plan. (Cond. 71) NOI-5: Maintenance of Construction Equipment. (Cond. 72) NOI-6: Resident Notification. (Cond. 73) |
| | NOI-2: Long-term Wind Turbine Generator Noise. Adjacent residences could be exposed to substantial noise levels during Project operations. | NOI-1: WTG Maintenance. (Cond. 68) NOI-3: Telephone Number for Noise Complaints. (Cond. 70) NOI-4: Noise Complaint Resolution Plan. (Cond. 71) NOI-7: Acoustical Analysis. (Cond. 74) NOI-8: Noise Monitoring and Control Plan. (Cond. 75) NOI-9: Maintenance Hours. (Cond. 76) |
| Paleontological Resources | PALEO-1: Exposure and Potential Destruction of Significant Paleontological Resources. Ground-disturbing activities such as mechanical excavation, drilling, or trenching could affect paleontological resources. | PALEO-1: Pre-construction Workshop. (Cond. 77) PALEO-2: Implement Monitoring. (Cond. 78) PALEO-3: Discovery of Fossils. (Cond. 79) |
| | PALEO-2: Unauthorized Fossil Collection. Unauthorized collection of fossils by construction workers or operational personnel may occur. | PALEO-1: Pre-construction Workshop. (Cond. 77) PALEO-4: Pre-construction Pedestrian Survey. (Cond. 80) |
| Recreation | REC-1: Loss of Recreation. Project construction-related activities could interfere with recreational activities in the Project area. | REC-01: Community Signage and Communication with LVDC, LVBC, LPAS, and SBAS. (Cond. 81) |
| Transportation and Traffic | TC-1: LOS and V/C Ratio. Project-related construction traffic could temporarily affect traffic levels and LOS on Project area roadways. | TC-1: Traffic Management Plan. (Cond. 82) |
| Transportation and Traffic | TC-2: Roadway Safety. Long, heavy trucks used to deliver equipment during construction could present safety concerns and physical modifications to the roadway or nearby trees will be required. | TC-1: Traffic Management Plan. (Cond. 82) |

| Table 5: Class II Impacts (from SEIR Table S-1) | | |
|--|---|---|
| Issue Area | Impacts (SEIR number) | SEIR Mitigation Measures (with Recommended Condition numbers) |
| | TC-4: Road Blockages/Traffic Delays. During peak construction, several oversized trucks per day could slow traffic and necessitate temporary blockages of intersections. | TC-1: Traffic Management Plan. (Cond. 82) |
| | TC-5: Damage to Roadways. Trucks carrying heavy equipment could damage existing streets. | TC-3: Roadway Repairs. (Cond. 83) |
| Utilities and Service Systems | USS-1: Solid Waste Generation. The Project could potentially impact landfills with disposal of solid waste generated during construction. | USS-1: Source Reduction and Solid Waste Management Plan. (Cond. 84) |

6.1.3 Adverse but Less Than significant Impacts (Class III)

The SEIR identified 33 Class III impacts (adverse but not significant). These impacts do not require mitigation measures or adoption of CEQA findings to approve the Project. These Class III impacts are summarized in Table S-1 of the SEIR Summary section and Attachment C of this staff report. In addition, Section 6.5, below, discusses issue areas where less than significant or no significant impacts could occur as a result of the proposed Project.

6.1.4 Beneficial Impacts (Class IV)

The SEIR identified two Class IV impacts. First, the 98 MW project could generate approximately 288,000 megawatt-hours of clean, renewable wind power annually, enough power to supply about 43,000 homes with electricity annually and help meet statewide energy needs in an efficient, sustainable, and environmentally sound manner. The project would support both the California and U.S. Department of Energy goals of increasing use of alternative energy sources for electricity generation (Impact EEU-1). The project also would conform to California's Renewable Portfolio Standard (RPS) goals for electricity procurement at 33 percent by 2020, 50 percent by 2026, 60 percent by 2030, and the plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. Second, it would result in GHG emissions reductions in the power generation sector (Impact GHG-1), helping to achieve the new statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. The Project also conforms to the County ECAP Measure RE 4 that encourages the development of utility-scale renewable energy projects and the County's Energy Element Goal 5, which encourages use of alternative energies.

6.1.5 Cumulative Impacts

The SEIR assessed the incremental impact of the proposed Project and other reasonably foreseeable projects that could be developed in the future for each issue area. Section 4.0 of the SEIR describes the potential industrial, commercial, residential and other development projects anticipated in the area, including residential and commercial projects in the unincorporated

Lompoc areas and the City of Lompoc. No other large-scale wind energy projects are currently proposed in the County. The significant cumulative impacts identified in Sections 4.2 through 4.18 of the SEIR are summarized below. The Project's contribution to other adverse impacts would not be cumulatively considerable.

- Some cumulative projects in the southern portion of the City, including a mining project and four winery projects southeast of the City (see Section 3.3 Relevant Cumulative Projects 16 and 20) would combine with the visible impact (Class I Impact VIS-5) from the Project's transmission line descending the north slopes of the Lompoc Hills. Cumulative projects would be visible in the same field of view as the visible portion of the transmission line segment and switchyard. The Project's contribution to the cumulative impact would be considerable.
- The synchronized flashing of the red hazard lights on all of the WTGs across the dark ridgeline landscape and above the night-lighted urban landscape of the greater Lompoc Valley would attract a casual viewer's attention and would be a considerable contribution to the cumulative night lighting impact (Class I Impact VIS-8 [hazard lighting]).
- The Project's contribution to cumulative impacts to the loss of woodland and forest within the Lompoc Valley would be considerable (Class I Impact BIO-2a).
- The Project's contribution to cumulative impacts to vegetation and wildlife habitat would be considerable (Class II Impacts BIO-1a, b).
- The Project's contribution to cumulative impacts to jurisdictional water resources would be considerable (Class II Impact BIO-3).
- The Project's contribution to cumulative impacts to Gaviota tarplant and other special-status plants would be considerable (Class II Impacts BIO-5a, b and BIO-6).
- The Project's contribution to cumulative impacts to special-status wildlife and nesting birds would be considerable (Class II Impacts BIO-8 and BIO-9).

6.1.6 Mitigation Monitoring and Reporting

Santa Barbara County, as the CEQA Lead Agency, has the responsibility of ensuring that mitigation measures adopted as conditions of project approval are implemented as intended. As the Owner/Operator, Strauss Wind LLC would be responsible for implementing these measures, as well as other conditions imposed on the project by the County or other agencies in permits or in regulations administered by those agencies. The mitigation monitoring program is discussed in Chapter 9 of the FSEIR and summarized in Tables 9-1a through 9-1n of the FSEIR. Upon Project approval, a detailed Environmental Quality Assurance Program (EQAP) would be developed, pursuant to Conditions 93 and 96. The EQAP would describe compliance monitoring roles and responsibilities, and would be the mechanism whereby the County would implement the Mitigation Monitoring Program.

6.1.7 Project Alternatives

The SEIR evaluated nine alternatives that potentially could avoid or substantially lessen significant environmental effects associated with the originally proposed 2018 SWEP project as well as the No Project alternative. A screening process was used to identify potential alternatives

for further analysis. This screening process resulted in further analysis of four project configuration alternatives, including the No Project alternative. The reasoning for not analyzing five of the nine alternatives in more detail is because they had certain disadvantages compared to the other feasible alternatives. The potential alternatives considered but not carried forward in the EIR are discussed in SEIR Section 5.4 and listed below:

- 82.5 MW Wind Energy Project
- Segmented Wind Turbine Blades
- Helicopter Transport of Wind Turbine Blades
- Rail Delivery of Turbine Components
- Siting WTGs Below Ridgelines

The project configuration alternatives carried forward for analysis are:

- No Project Alternative
- Modified Project Layout, Including Elimination of WTGs E-7 and E-8
- Alternative Switchyard Location
- Alternative Surface Transport Route

These alternatives are summarized below. More detailed descriptions and analyses of the alternatives are provided in SEIR Chapter 5.0.

No Project Alternative

Under the No Project Alternative, the SWEP and associated transmission line would not be constructed, and the underlying land uses at the Project site would remain unchanged. PG&E would not interconnect an additional 98 MW of renewable generating capacity from wind energy development in the Lompoc area. However, PG&E and other electric utilities would continue to seek alternative locations for development of renewable energy sources to meet the State's mandated goal of 60 percent of electricity sales from renewable sources by 2030. The precise locations of future renewable energy development are currently unknown, but would most likely occur outside of the Lompoc area. Impacts to environmental and cultural resources and benefits of the Project that would result from its implementation would not occur under the No Project alternative.

Modified Project Layout with Elimination of WTGs E-7 and E-8

This alternative was identified to reduce the severity of the significant and unavoidable impacts to oak woodlands and to eliminate direct impacts to Coastal Zone resources by eliminating two 3.8 MW WTGs (E-7 and E-8) and their associated access roads. Most of the impacts associated with the 2018 SWEP would still occur, however grading along the eastern WTG string would be reduced and approximately 382 oak trees would not be removed. The site plan for this alternative is presented in SEIR Figure 5-2 and Attachment F, Exhibit A of this staff report. Changes from the 2018 SWEP would be:

- Elimination WTGs E-7 and E-8 and associated new roads and widening of existing roads from the eastern string;

- Construction of one new 1.79-MW WTG along the access road on the north string between proposed WTGs N-8 and N-9 (new WTG N-10);
- WTGs W-7 and N-3 upsized from 1.79 MW to 3.8 MW; and
- Construction of new access roads: one from the laydown area to WTG E-1 and one from WTG E-1 to WTG E-2 to eliminate direct impacts on Coastal Zone resources.

Impacts: Under this alternative the amount of grading would be reduced along the eastern WTG string, additional grading for new access roads would occur and all grading in the Coastal Zone would be eliminated. With implementation of this alternative, there would be 29 WTGs installed with a maximum electrical generating capacity of about 98 MW. In total, this alternative would include the construction of 23 3.8-MW WTGs and six 1.79-MW WTGs and construction of all other components of the Project, including the electrical collection lines, substation, O&M building, transmission line, and switchyard. Overall, impacts would be similar to the originally proposed 30-WTG project and no impact classifications would change from those identified in the SEIR. Adverse and unavoidable impacts due to oak tree removal would be substantially reduced, but removal of 225 oak trees would still be a Class I impact. This alternative was identified in the SEIR as the Environmentally Superior Alternative, after the No Project Alternative. The Applicant indicated support for this alternative in Comment 13-1 on the Draft SEIR. This Alternative, combined with the Alternative Surface Transport Route Alternative, is the subject of the FSEIR Revision Letter No. 1 (Attachment D).

Alternative Switchyard Location

This alternative was identified to reduce the severity of the significant but mitigable impact associated with views of the proposed switchyard from Highway 1 and to reduce the significant and unavoidable visual impact associated with the section of the transmission line along the ridge entering the proposed switchyard location.

This alternate location for the switchyard is in the hills above the south side of the City of Lompoc on the Imerys Mine property. This location for the switchyard would reduce the total length of the Project's 115-kV transmission line from 7.3 miles to 6.2 miles. The existing PG&E 115-kV transmission line would require 1.7 miles of reconductoring between the relocated switchyard and the Cabrillo Substation in Lompoc, rather than rather than 0.8 mile. This alternative is shown in SEIR Figure 5-3.

Impacts: This alternative would avoid the adverse visual impact that would occur at Key Observation Point (KOP) 2 (view of the switchyard by travelers along southbound Highway 1, just south of the City of Lompoc). Although this alternative would not eliminate or reduce the significant and unavoidable impacts expected to occur at KOP 4 (Jalama Beach) and KOP 11 (Upper San Miguelito Road), overall visual impacts would be less adverse under this alternative. Relocation of the switchyard would avoid potential impacts to cultural resource SBA-2465 by eliminating switchyard grading and two pole pads located within the resource. The alternative location does not contain cultural resources in or near the proposed impact areas; thus impacts to this site would be avoided. Overall, the severity of impacts to cultural resources would be about the same as for either the 2018 SWEP or the Modified SWEP. The County Fire Department has indicated that the alternative switchyard location has certain disadvantages compared to the switchyard location for the 2018 SWEP in that the alternative switchyard location is more remote

and would delay the Fire Department's ability to protect it from wildfire or to contain an incident at the switchyard. This Alternative has not been incorporated into the Modified SWEP due to the concerns about the potential increase in fire risks.

Alternative Surface Transport Route

This alternative was identified to further reduce the significant but mitigable impacts associated with traffic disruptions and temporary infrastructure dismantling in the City of Lompoc that would be required to transport the WTG blades through the City. The route would require one less turn from Highway 1 through to South I street and would reduce the length of transport within the City of Lompoc from approximately 2.67 miles to 1.9 miles, although the overall length of the transport route would increase slightly. SEIR Section 2.7.2 provides a more detailed description of the alternative route, which is shown in SEIR Figure 5-4 and Attachment F, Exhibit B of this staff report.

Impacts: This alternative would result in the same or similar significant impacts in all issue areas as the originally proposed 2018 SWEP. However, it would reduce the need for temporary removal of public infrastructure along streets in the City of Lompoc and reduce the short-term disruptions associated with blade transport through the city described in Impact USS-4. The overall change in impacts would be relatively small as the SWEP and the alternative would both result in significant but mitigable transportation/traffic impacts. The Applicant indicated support for this alternative, with minor modification, in comments on the Draft SEIR (see Applicant Comment 13-2 in FSEIR Chapter 8). This Alternative, in combination with the Modified Project Layout Alternative, is the subject of the FSEIR Revision Letter No. 1 (Attachment D).

Environmentally Superior Alternative (SEIR Section 5.6). The SEIR concludes that the environmentally superior alternative, other than the No Project alternative, is the Modified Layout with Elimination of WTGs E-7 and E-8, primarily due to its reduced disturbance of native vegetation, including the reduction in oak trees that would be removed. This alternative eliminates direct impacts in the Coastal Zone. Overall, this alternative reduces 18 impacts compared to the 2018 SWEP, including impacts associated with aesthetics, air quality, biological resources, land use, and vegetative waste disposal. In addition, this alternative would avoid a potential inconsistency with County plans, policies, and development standards regarding tree protection. The SEIR also notes that combining this alternative with the Alternative Surface Transport Route alternative would be the most effective in reducing adverse impacts.

6.2 Comprehensive Plan Consistency

The policy consistency analysis provided in Table 6 below is for the Modified SWEP ("Project") recommended for approval.

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|---|--|
| POLICY/GOAL | DISCUSSION |
| AGRICULTURAL ELEMENT | |
| Goal I. Santa Barbara County shall assure and enhance the continuation of agriculture as a major | Consistent. The Modified SWEP site would be located in an area characterized by grazing land as |

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|--|---|
| POLICY/GOAL | DISCUSSION |
| <p>viable production industry in Santa Barbara County. Agriculture shall be encouraged. Where conditions allow (taking into account environmental impacts), expansion and intensification shall be supported.</p> <p><i>LUE Community Goals - Lompoc Area:</i></p> <ul style="list-style-type: none"> • The unique character of the area should be protected and enhanced with particular emphasis on protection of agricultural lands, grazing lands, and natural amenities. • Commercial and industrial development that complements and expands the existing agricultural industry of the area should be encouraged. • Prime agricultural lands should be preserved for agricultural use only. Preservation of lesser grades of presently producing or potential agricultural land should be actively encouraged. <p>Goal III. Where it is necessary for agricultural lands to be converted to other uses, this use shall not interfere with remaining agricultural operations.</p> | <p>designated by the Department of Conservation. No temporary or permanent disturbance would occur to Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. Agricultural uses within the project site include cattle grazing and some dry farming. Grazing would continue during and after construction. While the project would result in permanent loss of grazing land due to the construction of pads for WTGs, this limited loss would not significantly impair or interfere with existing agricultural productivity or operations.</p> <p>All participating project properties are under Williamson Act Contracts. The Project would complement the existing agricultural uses at the site by providing financial support to these property owners, who in turn could use that funding to ensure the ongoing viability of their agricultural operations. The Project also would maintain existing roads and construct new roads in agricultural areas, which would allow property owners greater access to their land, which would also enhance existing agricultural operations. These actions would not only complement and enhance existing agricultural uses but also help ensure their longevity. Therefore, the project is consistent with these Goals.</p> |
| <p>Policy I.A. The integrity of agricultural operations shall not be violated by recreational or other non-compatible uses.</p> <p>Policy I.D. The use of the Williamson Act (Agricultural Preserve Program) shall be strongly encouraged and supported. ...</p> | <p>Consistent. The County Agricultural Preserve Advisory Committee reviewed the Modified SWEP on May 3, 2019 and determined by unanimous vote that the Project is consistent with the Uniform Rules, specifically Rules 2-9C (energy production structures) and 2-1 (compatible use) and that the Agricultural Preserve contracts (01-AP-006, 78-AP-019, 73-AP-029, 73-AP-027, 73-AP-026, 78-AP-004, 71-AP-077, and 69-AP-039) meet the ongoing eligibility requirements. The Modified SWEP would not interrupt or preclude existing agricultural operations. Therefore, the project is consistent with Policies I.A and I.D.</p> |
| CIRCULATION ELEMENT | |
| <p>B. Roadway Standards. The Policy capacities provided in this Element shall be used as guidelines for evaluating consistency with this section of this Element. A project's consistency with this section</p> | <p>Consistent. Service levels of area roadways potentially affected by operational Project traffic would experience minimal changes from existing conditions, although there would be a temporary</p> |

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|---|---|
| POLICY/GOAL | DISCUSSION |
| <p>shall be determined as follows:</p> <p>A project that would contribute Average Daily Traffic (ADT) to a roadway where the Estimated Future Volume does not exceed the policy capacity would be considered consistent with this section of this Element.</p> | <p>increase during the construction phase. Temporary traffic delays caused by construction traffic and transport of large loads could lead to potentially significant impacts. Implementation of MM TC-1 (Traffic Management Plan; Condition 82), which requires preparation of a traffic plan to address potential hazards associated with Project truck trips, would reduce temporary construction traffic impacts to a less-than-significant level. Project-related traffic volumes fall below County significance thresholds during the operational phase. Therefore, the Project is consistent with Roadway Standards.</p> |
| CONSERVATION ELEMENT | |
| <p>Archaeological Sites Conclusions and Recommendations.</p> <p>For specific project areas, the following steps should be taken:</p> <ul style="list-style-type: none"> - A systematic ground survey of the project area and alternative areas should be carried out by the archaeologist selected. Preliminary testing of sites within the designated construction area may be included. - A report should be submitted by the archaeologist to the planners and developers concerned with the project and to responsible government agencies. This report should include details on surface and sub-surface finds, evaluation of the area and the sites it may contain, and suggestions for further actions concerning archaeological resources. | <p>Consistent. Comprehensive cultural resources surveys including detailed Phase I and Phase II ground surveys were prepared for the Project and are described in SEIR Section 4.6, <i>Archaeological and Tribal Cultural Resources</i>. Implementation of the mitigation measures, which have been incorporated as Conditions of Approval, would mitigate impacts to less-than-significant levels. These measures are described under <i>Historical and Archaeological Sites Policies</i>, below. The Project is consistent with these Archaeological Recommendations.</p> |
| Oak Tree Protection Supplement of the Conservation Element | |
| <p>Oak Tree Protection Goal. Santa Barbara County shall promote the conservation and regeneration of oak woodlands in the County over the long term, and, where feasible, shall work to increase the native oak population and extent of woodland acreage. The highest priority for conservation, protection, and regeneration shall be for valley oak trees, valley oak woodlands, and valley oak savanna.</p> <p>Oak Tree Protection Policy 1. Native oak trees, native oak woodlands and native oak savannas shall be protected to the maximum extent feasible in the County's rural and/or agricultural lands.</p> | <p>Consistent. The Modified SWEP Project would result in the removal of 225 oak trees compared to 607 for the 2018 SWEP. The Project would not cause impacts to valley oaks, but would cause significant and unavoidable impacts to coast live oak woodland and forests. Coast live oaks and tanoaks would be removed during construction of some WTGs, access roads, some modifications of San Miguelito Road, and installation of transmission line poles. These impacts would be significant and unavoidable. The impacts would be mitigated to the maximum extent feasible by implementation of several mitigation measures,</p> |

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|--|---|
| POLICY/GOAL | DISCUSSION |
| <p>Regeneration of oak trees shall be encouraged. Because of the limited range and increasing scarcity of valley oak trees, valley oak woodlands and valley oak savanna, special priority shall be given to their protection and regeneration.</p> <p>Development Standard 1: Protection of all species of mature oak trees. All development shall avoid removal of or damage to mature oak trees, to the maximum extent feasible. Mature oak trees are considered to be live oak trees six inches or greater diameter at breast height and blue oak trees four inches or greater diameter at breast height, or live and blue oaks six feet or greater in height. Native oak trees that cannot be avoided shall be replanted on site. When replanting oak trees on site is not feasible, replanting shall occur on receiver sites known to be capable of supporting the particular oak tree species, and in areas contiguous with existing woodlands or savannas where the removed species occurs. Replanting shall conform to the County's Standard Conditions and Mitigation Measures. (This development standard applies to oak trees other than valley oaks. Valley oak trees are addressed in separate Development Standards.)</p> | <p>including a Tree Protection Plan (MM BIO-4a, Condition 12) to protect existing native trees and minimize effects of grading and construction, and a Tree Replacement Plan (MM BIO-4b, Condition 13) to mitigate for authorized or unexpected loss of native trees. The reduction of trees removed from the original proposal of 607 to 225 for the Modified SWEP and the implementation of required mitigation measures constitute the extent of feasible mitigation for these impacts. Oak tree impacts associated with San Miguelito Road and with the transmission line have been studied in depth and no further reductions in these areas are feasible. Therefore, the Project is consistent with this Goal, Oak Tree Policy 1, and Oak Tree Development Standard 1.</p> |
| ENERGY ELEMENT | |
| <p>Goal 4: Water Use and Solid Waste. Increase the efficiency of water and resource use to reduce energy consumption associated with various phases of using resources (pumping, distribution, treatment, heating, etc.)</p> | <p>Consistent. The proposed project is projected to require approximately 8,832 of water trucks for the purposes of dust control and the development of WTG foundations. Use of groundwater for construction would reduce energy (i.e., fuel) consumption for construction as it would require fewer and shorter truck trips to deliver water to construction sites compared to trucking water from the Lompoc Regional Water Reclamation Plant. Operational water needs would be supplied by groundwater from onsite well(s).</p> <p>Construction debris would be recycled to the extent feasible, as required by Condition 84 (MM USS-1, Source Reduction and Solid Waste Management Plan). Implementation of this measure would ensure that a minimum of 65 percent of construction waste generated from the Project is recycled. Large rocks excavated during construction would be crushed and reused onsite as backfill or roadway material where appropriate.</p> |

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|--|---|
| POLICY/GOAL | DISCUSSION |
| | Therefore, the Project is consistent with Goal 4. |
| <p>Goal 5: Alternative Energy. Encourage the use of alternative energy for environmental and economic benefits, and encourage opportunities for businesses that develop or market alternative energy technologies.</p> <p>Policy 5.1: Environmental Analysis. In the consideration of alternative energy, the County shall consider the full life-cycle environmental effects and embedded energy requirements to provide such alternative energy. The County shall encourage the use of those alternatives determined to present sufficient environmental benefits.</p> | <p>Consistent. The County's Land Use and Development Code (LUDC) provides a permit path for wind energy projects which establishes permit procedures and development standards for such projects. The SWEP is a wind energy project, which is considered an alternative energy source for producing electricity from a renewable source. The amount of electricity generated by the Project is estimated to be up to 98.14 MW per year, enough to provide power to about 43,000 homes. Although the electricity generated by the Project would be delivered to consumers outside of the County, it would support increased use of alternative energy state-wide.</p> <p>Although a full life-cycle analysis has not been done for this specific project, studies for other wind energy projects show that wind projects have a high net energy payback and low greenhouse gas emissions compared to other energy sources.</p> <p>Therefore, the Project supports Goal 5 and is consistent with Policy 5.1.</p> |
| LAND USE ELEMENT | |
| Land Use Development Policies | |
| <p>Policy 4. Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.</p> | <p>Consistent. Adequate services and resources would be available for construction and operation of the Project as described in SEIR Section 4.18.4. Water for construction (including the concrete batch plant and dust control) would be supplied by either new on-site well(s) and/or the City of Lompoc. For the onsite wells, if drawdown in the aquifer reaches 14 feet in the required monitoring well (Condition 63/MM WAT-1), the applicant would be required to cease using the onsite wells and begin trucking in supplemental reclaimed water from the City of Lompoc. The City has issued a "Can and Will Serve" letter for provision of up to 20,000 gallons per day of recycled water for the Project.</p> <p>On-site wells would be used for O&M facility operations which would require less than 250 gallons per day. This daily volume would not substantially deplete groundwater supplies or interfere with groundwater recharge.</p> |

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|--|--|
| POLICY/GOAL | DISCUSSION |
| | <p>Effluent from the O&M facility would be disposed of through a leach line system to be installed near the O&M facility building and would not require treatment by the regional wastewater treatment plant.</p> <p>The Project substation, the transmission line, and the switchyard would be constructed and maintained by the Applicant. In addition, the Applicant would enter into an encroachment permit and road use agreement (Condition 83/MM TC-3) with Santa Barbara County Public Works Department to ensure that any damage to San Miguelito Road and other County roadways attributable to Project construction traffic is mitigated through repair or restoration to original condition.</p> <p>Access roads would be constructed as part of the Project to provide access to the Project site and transmission line. The Applicant is responsible for all road work and improvements necessary to transport large Project components to the work site, including through the City of Lompoc (through City's own transportation agreements and encroachment permits with the Applicant).</p> <p>The Applicant would be responsible for providing electricity for the Modified SWEP. Power lines are already present in the Project area, and adequate power is available.</p> <p>Based on the foregoing, the Project is consistent with Land Use Development Policy 4.</p> |
| Hillside and Watershed Protection Policies | |
| <p>Policy 1. Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.</p> | <p>Consistent. The Project would include cut and fill operations only as required to construct Project components. Total earthwork associated with the Project is estimated to be 948,179 cubic yards of cut and 950,811 cubic yards of fill, which would be balanced onsite. Final grading plans would be prepared for, and reviewed by, P&D grading and building staff prior to issuance of grading permits.</p> <p>Due to the site topography and Project design, many of the WTGs and roads require locations on or near steep slopes. Upon completion of construction, access roads would be retained at</p> |

Table 6. Modified SWEP Consistency with Comprehensive Plan Policies

| POLICY/GOAL | DISCUSSION |
|---|---|
| | <p>their width of 22-40 feet; cut and fill areas would be revegetated. Adherence to Conditions of Approval 4 (MM VIS-2), which confines construction activities to certain areas, 5 (MM VIS-4), which requires cut shows to be revegetated, 56 (MM GEO-2) and 57 (MM GEO-3), which require grading plans and soil analysis, would minimize impacts from cut and fill. Therefore, the Project is consistent with Hillside and Watershed Protection Policy 1.</p> |
| <p>Policy 2. All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.</p> <p>Environmental Resources Management Element (ERME)</p> <p>The ERME identifies environmental factors in areas mapped with slopes 30 percent and greater. Although steep slopes are not always hazardous in themselves, landslides, erosion and other geologic hazards are prevalent in these areas. Even if landslide and slope stability problems are solved by engineering design, other problems can ensue, resulting in damage to a project site itself, as well as to sites at lower elevations. In addition, scarring of the terrain due to grading is discussed. The ERME states that development on lands with “Slopes 20 to 30 Percent” should also be minimized because they are often subject to geologic problems, comprise portions of watersheds, or form the scenic backdrop of urban communities.</p> | <p>Consistent. Natural features, landforms and native vegetation would be preserved to the maximum extent feasible through the minimization of grading to only those areas necessary to developing the project. Areas affected by grading activities include access roads, both San Miguelito and onsite roads, WTG pads, the electrical switchyard, the O&M building and roads and pole locations associated with the transmission line. Grading associated with these project features has been carefully designed to minimize impacts to existing site conditions and natural landforms. As an example, the SEIR notes that implementation of the Modified Layout Alternative would substantially reduce the number of oak trees removed for access roads and WTG sites compared to the originally proposed SWEP (225 vs. 607). Areas of the site not suited to development because of known hazards such as poor soils, erosion and landslides have been avoided. Development on slopes greater than 30% has been avoided to the extent feasible by locating WTGs and related access roads along the site’s ridgelines rather than at lower elevations on steeper slopes. Therefore, the Project is consistent with Hillside and Watershed Protection Policy 2.</p> <p>The Project is designed and conditioned to mitigate impacts related to development on or near steep slopes, scarring of terrain due to grading, and intrusion into the scenic backdrop nearby urban areas (i.e., south Lompoc), as discussed in the ERME.</p> |
| <p>Policy 3. For necessary grading operations on hillsides, the smallest practical area of land shall be exposed at any one time during development and the length of exposure shall be kept to the shortest</p> | <p>Consistent. The Project would include Condition 56/MM GEO-2 (Grading and Drainage Plan), which would limit grading to the dry season, to the extent practicable; and if grading needed to be done</p> |

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|---|--|
| POLICY/GOAL | DISCUSSION |
| <p>practicable amount of time. The clearing of land should be avoided during the winter rainy season and all measures for removing sediments and stabilizing slopes should be in place before the beginning of the rainy season.</p> <p>Policy 5. Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized as rapidly as possible with planting of native grasses and shrubs, appropriate non-native plants, or with accepted landscaping practices.</p> | <p>outside of the dry season, the Applicant would coordinate grading work with the County and follow all applicable guidelines, including implementing erosion control measures to control runoff and erosion. Condition 10/MM BIO-2 also requires that the amount of disturbed area associated with grading and construction be minimized.</p> <p>Condition 56 and Condition 11 (MM BIO-3) require, among other things, stabilizing any disturbed area that would not be covered with base or paving within 14 days after completion of earth-disturbing activities by use of soil coating mulch, dust palliatives, compaction, reseeding, or other approved methods; reseeding all temporarily disturbed areas with an appropriate mix of native plant species as soon as possible after construction is completed to accelerate the revegetation of these areas; and reseeding all exposed graded surfaces with native ground cover to minimize erosion within 60 days of the completion of grading.</p> <p>Based on the foregoing, the Project is consistent with Hillside and Watershed Policies 3 and 5.</p> |
| <p>Policy 4. Sediment basins (including debris basins, desilting basins, or silt traps) shall be installed on the project site in conjunction with the initial grading operations and maintained through the development process to remove sediment from runoff waters. All sediment shall be retained on site unless removed to an appropriate dumping location.</p> <p>Policy 6. Provisions shall be made to conduct surface water to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development. Water runoff shall be retained onsite whenever possible to facilitate groundwater recharge.</p> <p>Policy 7. Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be</p> | <p>Consistent. The Project would include the implementation of measures to minimize runoff and erosion, such as submitting a final Grading and Drainage Plan (Condition 56 /MM GEO-2 and Best Management Practices (Condition 19/MM BIO-9) including using diversion structures and spot grading to reduce siltation into adjacent streams/drainages during grading and construction activities and ensuring that wetland areas within 50 feet of ground disturbance would be protected from siltation by imposition of silt fence, straw bales (composed of certified weed free straw), or other barriers placed prior to ground disturbance. Moreover, Project construction would be done in accordance with the Central Coast Regional Quality Control Board's General Construction Stormwater permit (requirements include preparation of a Stormwater Pollution Prevention Plan (SWPPP; Condition 1).</p> <p>Drainage structures, including water bars, berms, V-ditches and culverts would be installed to direct drainage to appropriate water courses and prevent</p> |

Table 6. Modified SWEP Consistency with Comprehensive Plan Policies

| POLICY/GOAL | DISCUSSION |
|--|---|
| discharged into or alongside coastal streams or wetlands either during or after construction. | <p>erosion. Construction work would be performed under the approved Grading and Drainage Plan (Condition 56) and the required SWPPP.</p> <p>The Project would include the measures described above to protect the water quality of streams, wetlands and the groundwater basin from discharges of pollutants during all phases of the Project. Based on the foregoing, the Project is consistent with Hillside and Watershed Protection Policies 4, 6, and 7.</p> |
| <p><i>LUE Community Goals – Lompoc Area</i></p> <ul style="list-style-type: none"> • Changes in natural or re-established topography, vegetation, biological communities should be minimized in an attempt to avoid the destruction of natural habitats. • Development, construction, and roads cut in steep areas should be limited to ensure safety and protection of the terrain, as well as environmental and scenic values. • Pollution of streams, sloughs, drainage channels, underground water basins, estuaries, the ocean, and areas adjacent to such waters should be minimized. | <p>Consistent. Due to the nature of the Project and technical feasibility issues, some Project components would be located on or near steep areas. The Project would not include more access roads than necessary. Project design and required mitigation measures (grading and erosion control plan, SWPPP, revegetation, and others) would minimize impacts to land, streams, and biological resources. The Project would result in significant impacts to vegetation and wildlife, but mitigation measures have been identified that would reduce impacts to these biological resources to the maximum extent feasible.</p> <p>Scenic values would be protected to a great extent by the Project siting as there are limited public views of the site. The site is surrounded on two sides by undeveloped portions of VAFB and intervening topography on and around the site screen and partially screen views. Although the Project was sited strategically to minimize its visibility from the surrounding area, it would result in potentially significant visual impacts, some of which would be mitigated to less-than-significant levels; impacts to views from Jalama Beach and the immediate Project vicinity, and impacts from FAA-required obstruction lighting, would be significant and unavoidable. The location of WTGs and power poles on or near steep slopes is necessitated by technical requirements (see discussions under Land Use Element: Hillside and Watershed Protection Policies above and Visual Resources Policies below). The Project also would support continued use of the property for agriculture and could reduce pressure for residential expansion into the area. Therefore, the Project is consistent with these</p> |

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|---|--|
| POLICY/GOAL | DISCUSSION |
| | Goals. |
| <i>Streams and Creeks Policies</i> | |
| <p>Policy 1. All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.</p> | <p>Consistent. As discussed in SEIR Chapter 2.0 and summarized in SEIR Table 2-6 (Summary of Road Crossings and Culvert Sizes), the Project may include up to eight watercourse crossings involving improvements or upgrades to access roads or culverts. Implementation of Best Management Practices (Condition 19), Grading and Drainage Plan (Condition 56), the SWPPP (Condition 1), and compliance with Conditions 11 and 64 (MMs BIO-3 and WAT-2, respectively) would minimize impacts to watercourses. The Applicant would be required to coordinate with the Santa Barbara County Flood Control District regarding plan approval for stream crossings, as well as comply with possible CDFW requirements for a Streambed Alteration Agreement. Therefore, the Project is consistent with this Policy.</p> |
| <i>Historical and Archaeological Sites Policies</i> | |
| <p>Policy 2. When developments are proposed for parcels where archaeological or other cultural sites are located, project design shall be required which avoids impacts to such cultural sites if possible.</p> <p>Policy 3. When sufficient planning flexibility does not permit avoiding construction on archaeological or other types of cultural sites, adequate mitigation shall be required. Mitigation shall be designed in accord with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission.</p> <p>Policy 4. Off-road vehicle use, unauthorized collection of artifacts, and other activities other than development which could destroy or damage archaeological or cultural sites shall be prohibited.</p> <p>Policy 5. Native Americans shall be consulted when development proposals are submitted which impact significant archaeological or cultural sites.</p> <p><i>LUE Community Goal – Lompoc Area</i> Encouragement should be given to the preservation of significant archeological resources and sites reflecting the County’s Indian, Mexican, Spanish, and Early California cultural historical heritage</p> | <p>Consistent. Extended Phase 1 and 2 studies were conducted in 2010, 2011 and 2019, as described in Section 4.6.1 of the SEIR. Known archaeological sites exist within the Project boundaries and known Sacred Sites exist nearby. Required mitigation measures include avoiding known resources when feasible (Condition 44, MM CULT-6); noting areas of known cultural resources as “unbuildable” on final plans (Condition 45, MM CULT-7); installing temporary fencing around known resources (Condition 46, MM CULT-8); and implementation of an Archaeological Data Recovery Excavation, Monitoring, and Reporting Plan as described in Conditions 47 and 48 (MMs CULT-9 and -10) that includes conducting contractor/construction personnel pre-construction briefings (Worker Environmental Awareness Program) and having a County-approved archaeologist and Native American monitor ground disturbances in all areas containing archaeological materials.</p> <p>The presence of SWEP operational personnel onsite and Project security measures would reduce unauthorized activities. Implementation of the measures described above would deter authorized</p> |

Table 6. Modified SWEP Consistency with Comprehensive Plan Policies

| POLICY/GOAL | DISCUSSION |
|---|---|
| now in both public and private ownerships. | <p>artifact collection.</p> <p>Native American groups and individuals and the NAHC were notified of the Project and AB 52 consultation was initiated with the Barbareño/Ventureño Band of Chumash Mission Indians in April 2018 (consultation was not requested). Four site visits were conducted with representatives of the Santa Ynez Band of Chumash Indians (SYBCI) and other interested parties, including VAFB and the Applicant: one in 2018 and three in 2019. County staff met with representatives of the SYBCI in 2019 to discuss project cultural impacts.</p> <p>Based on the foregoing, the Project is consistent with Historical and Archaeological Policies 2, 3, 4, and 5 and the LUE Community Goal.</p> |
| Visual Resource Policies | |
| <p>Policy 1. All commercial, industrial, and planned developments shall be required to submit a landscaping plan to the County for approval.</p> | <p>Consistent. A Landscape and Lighting Plan would be implemented (Condition 5/MM VIS-4). The plan includes, among other things, revegetating cut and fill slopes and graded areas visible to the public. A site restoration and revegetation plan would also be implemented (Condition 11/MM BIO-3). The plan includes reseeding of disturbed areas with suitable native vegetation. The Project substation and switchyard footprints would be surfaced with gravel, as required for safety. The O&M facility area would be landscaped with a Hollister Seed mix approved by the County Central Board of Architectural Review (CBAR). Therefore, the Project is consistent with this Policy.</p> |
| <p>Policy 2. In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.</p> | <p>Consistent. The WTGs and transmission line poles associated with the Project would be visible from public viewing places and would result in potentially significant impacts to views from Jalama Beach, San Miguelito Road, a residential area in southern Lompoc, and in the immediate Project vicinity. In addition, FAA-required obstruction lighting of the WTGs would be visible from the Lompoc Valley and Jalama Beach at night, resulting in significant and unavoidable visual impacts. Conditions 3, 4, 5, and 6 (MMs VIS-1, VIS-2, VIS-4, and VIS-5, respectively) require confining construction activities and</p> |

Table 6. Modified SWEP Consistency with Comprehensive Plan Policies

| POLICY/GOAL | DISCUSSION |
|---|--|
| | <p>material storage, implementing a landscaping and lighting plan and requesting reduced FAA lighting. These Conditions would reduce visual impacts to less-than-significant levels with the exception of views from Jalama Beach and in the immediate Project vicinity, where impacts would be significant and unavoidable.</p> <p>The height, scale, location and design of the WTGs and transmission line poles are dictated by technical requirements such as locations that maximize capture of the site's wind resource. WTG locations were selected along the site's ridgelines rather than at lower elevations in order to ensure the greatest power generating potential. The wind is strongest above the ridges; hence in order to maximize capture of the wind resource, the WTGs must be located on or very near the ridges. Shifting the WTGs off the ridge tops would reduce their power generating potential and also would place them on steeper slopes, which would make construction difficult and increase grading-related and ground disturbing environmental impacts, particularly to biological and cultural resources. The Project is consistent with this Policy because the impacts would be mitigated to the maximum extent feasible with implementation of the adopted mitigation measures.</p> |
| <p>Policy 5. Utilities, including television, shall be placed underground in new developments in accordance with the rules and regulations of the California Public Utilities Commission, except where cost of undergrounding would be so high as to deny service.</p> | <p>Consistent. The Project is a utility-scale wind energy electrical generation development as opposed to a new residential or commercial development requiring electrical service. Electricity for the Project would be supplied to the site via existing power lines. Each string of WTGs would be interconnected via 34.5-kV, electrically insulated, collector cables and communication cables. These cables would be installed underground, except for one 0.3-mile segment that would span a steep canyon, where undergrounding would cause adverse impacts. A collector line would be underbuilt on the same poles as the transmission line in a 0.5- mile stretch near the Project substation.</p> <p>The Project's 115-kV transmission line would be constructed aboveground, consistent with accepted industry standards, protective measures and</p> |

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|---|---|
| POLICY/GOAL | DISCUSSION |
| | <p>established industry guidelines, and in accordance with the rules and regulations of the CPUC. Undergrounding of portions of the transmission line was considered for the 2009 Lompoc Wind Energy Project at the same site, but was discarded as infeasible due to technical difficulties associated with steep slopes, impacts to biological, geological, and cultural resources, and high costs. These factors apply to the Modified SWEP, as well. Based on the foregoing, the Project is consistent with this Policy.</p> |
| <i>Land Use Element Area/Community Goals Applicable to the Lompoc Area</i> | |
| <p><u>Land Use</u></p> <p>The natural backdrop of the area should be preserved through strict controls on hillside development. Hillside grading over 30 percent on residential and commercial land should be severely restricted.</p> | <p>Consistent. The Project is located on agricultural land and was sited strategically to minimize its visibility from the surrounding area and grading on steep slopes. However, it would result in potentially significant visual impacts, some of which would be mitigated to less-than-significant levels; impacts to views from Jalama Beach and the immediate Project vicinity, and impacts from FAA-required obstruction lighting, would be significant and unavoidable. The location of WTGs and transmission line poles on or near steep slopes is necessitated by technical requirements (see discussions under Land Use Element: Hillside and Watershed Protection Policies and Visual Resources Policies, above). Therefore, the Project is consistent with this Goal.</p> |
| <p><u>Circulation</u></p> <p>Improvements to or alterations of existing roadways must minimize environmental and visual impact.</p> | <p>Consistent. The Project would include new access roads and the widening of existing roads on private property at the SWEP site and several locations along the transmission line route. The road improvements would be consistent with other agricultural roads in the Project area. All grading would be subject to a final, approved grading and erosion control plan to minimize erosion and ensure adequate slope stabilization (Condition 56/MM GEO-2). Cut and fill areas would be revegetated following the roadwork. All identified potentially significant impacts due to access road construction would be mitigated to the greatest extent feasible. Grading and removal of trees at certain tight curves along San Miguelito Road are necessary to enable transport of large WTG blades to the Project site. Loss of oak trees at the project</p> |

Table 6. Modified SWEP Consistency with Comprehensive Plan Policies

| POLICY/GOAL | DISCUSSION |
|---|--|
| | <p>site, along the transmission line route, and along San Miguelito Road would be a significant and unavoidable impact; this is the only significant and unavoidable impact identified for Project road construction or alterations. The impact would be minimized with implementation of a Tree Protection Plan (Condition 12/MM BIO-4a), a Tree Replacement Plan (Condition 13/MM BIO-4b), and other adopted mitigation measures. The visual impacts of tree removal along San Miguelito Road are considered significant and unavoidable and would be mitigated to the extent feasible with implementation of adopted mitigation measures (Conditions 3, 4, 5, 6/MMs VIS-1, VIS-2, VIS-4, and VIS-5. Therefore, the Project is consistent with this Goal.</p> |
| <p>Environment Good air quality should be maintained as one of our greatest assets.</p> | <p>Consistent. The Project would include mitigation measures to minimize air quality impacts during construction. During operations, the Project would benefit air quality by increasing the amount of power generated by renewable sources. Therefore, the Project is consistent with this Goal.</p> |
| NOISE ELEMENT | |
| <p>Policy 1. In the planning of land use, 65 dB Day-Night Average Sound Level should be regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in project designs.</p> | <p>Consistent. Temporary construction noise would not exceed 65 dBA (DN) at residences not participating in the project and would exceed that threshold at only one participating property. Implementation of required mitigation measures would minimize temporary exceedances. Noise from WTG operation would be less than 50 dB (DN) at non-participating properties and less than 60 dB (DN) at participating properties. Implementation of required mitigation measures would ensure operational noise thresholds are not exceeded. (Conditions 68, 69, 72, 74, 75, and 76; MMs NOI-1, NOI-2, NOI-5, NOI-7, NOI-8, and NOI-9, respectively) Conditions 70, 71, and 73 (MMs NOI-3, NOI-4, and NOI-6) require establishment of a noise complaint reporting and resolution process and resident notification of upcoming construction activities and potentially increased noise levels. Therefore, the Project is consistent with this Policy.</p> |

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|---|--|
| POLICY/GOAL | DISCUSSION |
| <i>SCENIC HIGHWAYS ELEMENT</i> | |
| Goal A. To enhance and preserve the valuable scenic resources located along roadways within the County. | Consistent. The Project SEIR Section 4.2.2.2 provides a detailed discussion of the state's Scenic Highway designation and policies. Highway 1 is a designated Scenic Highway south of the southern city limit of Lompoc. WTGs would be glimpsed in the distance from some vantage points for northbound travelers on Highway 1, but the impacts would not be significant due to the distance. The Project is consistent with Goal A. |
| <i>SEISMIC SAFETY AND SAFETY ELEMENT</i> | |
| Section V of the Seismic Safety and Safety Element includes Land Use Planning Objectives that are designed to provide for appropriate planning in areas with identified, varying degrees of geologic, soil and seismic problems in order to minimize or avoid associated hazards resulting from development. Section V of the Element also includes a discussion of the importance of the Grading and Building Codes and the importance of obtaining a detailed geologic and soil investigation for sites under consideration for development. | Consistent. The facilities would be designed and built to required Uniform Building Code Seismic Zone 4 standards. Project design safety features include a fail-safe rotor braking system, vibration, temperature, and fire detection systems in the nacelle and tower, and a lightning protection system. Operational parameters would be transmitted to the central computer through a Supervisory Control and Data Acquisition (SCADA) system. The SCADA system would be monitored from the O&M control room and/or remote locations. The Project is consistent with Section V objectives. |
| With regard to fire hazards, Section VI of the Seismic Safety and Safety Element provides Control Measures designed to reduce fire hazards within the County and identifies that short of prohibiting all land development in areas of extreme fire hazard, the most reasonable solution is to require that all development proposals be accompanied by a plan showing the measures that will be taken to meet County regulations to minimize fire hazard and should address access to the site, water supply, buffer strips and firebreaks around structures, and a contingency plan covering human activities during periods of critical fire weather. | Consistent. The Project would include measures to minimize fire risk, including onsite storage of water for firefighting, improving site access, requiring vegetation clearances along roadways and around project buildings and WTGs, and complying with all Fire Department requirements such as the submittal of a fire protection plan, and participation in the Red Flag Warning program with local fire agencies and the National Weather Service. In addition, the Project is conditioned to annually maintain a 10-foot flammable fuel buffer area around the base of each of the wooden transmission line poles and a 15-foot clearance between the transmission line conductors and vegetation (Condition 53/MM FPES-5). The Project is consistent with these Control Measures of Section VI. |
| Fire Policy 4. To reduce the potential for fire damage, the County shall continue to require consistency with County Fire Department | Consistent. The project site is located within a Very High Fire Hazard Severity Zone. Adherence to County codes and requirements during |

| Table 6. Modified SWEP Consistency with Comprehensive Plan Policies | |
|--|--|
| POLICY/GOAL | DISCUSSION |
| <p>Development Standards pursuant to the California Fire Code, Public Resource Code §4291, and Government Code §51175-51188.</p> <p>Fire Policy 5. The County shall continue to require defensible space clearance around all structures in unincorporated Local Responsibility Areas pursuant to Public Resource Code §4291, and Government Code §51175-51188.</p> | <p>construction reduces the potential for significant fire hazards. The Project will minimize fire hazard impacts with implementation of a Fire Protection Plan (Condition 49/MM FPES-1), prohibiting smoking and open fires on site (Condition 50/MM FPES-2), and installing gravel around the substation and switchyard (Condition 51/MM FPES-3). The project is also conditioned to ensure that access roads are maintained and passable by emergency vehicles and vegetative buffers and clearances are maintained around transmission poles/lines (Conditions 52/MM FPES-4 and 53/MM FPES-5). Stopping work during Red Flag conditions (Condition 54/MM FPES-6) would further minimize impacts to fire hazards.</p> |

6.3 LAND USE and DEVELOPMENT CODE COMPLIANCE

6.3.1 Compliance with Land Use and Development Code Requirements

The following table identifies relevant Land Use and Development Code (LUDC) requirements and an assessment of how the recommended Modified SWEP complies with those requirements. As discussed below, and with implementation of the conditions of approval, the construction and operation of the Modified SWEP would comply with the applicable requirements of the County's LUDC.

| Table 7. Modified SWEP Compliance with LUDC Requirements | |
|--|--|
| REQUIREMENT | DISCUSSION |
| <p>Chapter 35.30.090.E.3.d: Wind turbines allowed in compliance with Chapter 35.57 (Wind Energy Systems) may exceed applicable height limits where compliance would render operations technically infeasible.</p> | <p>In compliance. Project WTGs would be up to 492 feet in height and the meteorological tower would be an unguyed lattice structure, up to 295 feet in height. Heights for the WTGs are necessary to capture the wind resources; height for the meteorological tower is necessary to record weather data to determine the most efficient operational strategy for the WTGs. Chapter 35.30.090 identifies exceptions to the 35-foot height limit specified for agricultural zones AG-I and AG-II in Chapter 35.21.050, Table 2-3. LUDC Chapter 35.50.090.E.3.d specifically allows exceedance of height limits for wind turbine development that is permitted under LUDC Chapter 35.57 where compliance with the general height limit in agricultural zones is not feasible.</p> |

| Table 7. Modified SWEP Compliance with LUDC Requirements | |
|--|--|
| REQUIREMENT | DISCUSSION |
| | The exceedances of applicable height limits for the WTGs and meteorological tower are necessary to render the project technically feasible. Refer also to the discussion under Chapter 35.57 that follows. |
| <p>Chapter 35.57 Wind Energy Systems 35.57.050 Development Standards. Wind turbine generators and wind energy conversion systems are subject to the following development standards:</p> <p><u>A. Setbacks</u> Wind turbines shall comply with all setback requirements of the applicable zone.</p> | <p>In compliance. The Project complies with setback requirements for the AG-II-100 zone district for all portions of the WTG areas adjacent to private, non-participating properties. Project related buildings including the O&M building would be set back at least 50 feet from the centerline and 20 feet from the right-of-way of any public street. The Applicant has requested variances to allow the base of 10 WTGs to be setback not less than 230 feet from the property line adjoining Vandenberg Air Force Base and to allow the base of five wind turbine towers a reduction of setback requirements from internal contiguous participating property lines to 194 feet on property zoned AG-II-100, in compliance with Sections 35.82.200 and 35.57.050 of the County Land Use Development Code. The reason for the variance request is that the property lines follow a ridge line or ridge top and observation of the required setbacks would prohibit the placement of WTGs along these ridgelines or ridge tops. However, it is necessary to site the WTGs on or close to these ridgelines/ridgetop in order to best exploit the wind resource. Approval of these setback variances pursuant to LUDC Section 35.82.200 would require that all other setbacks, e.g., setbacks from non-participating property lines and structures, and fire setbacks, are met. See also <u>G. Horizontal Access Wind Turbine Setbacks</u>, below.</p> |
| <p><u>B. Access Control.</u> Towers shall be constructed to provide one of the following means of access control or other appropriate method of access:</p> <ul style="list-style-type: none"> • Tower-climbing apparatus located no closer than 12 feet from the ground • A locked anti-climb device installed on the tower • A locked, protective fence at least 6 feet in height that encloses the tower | <p>In compliance. Towers would be accessed for service from within each tower and access to the tower would be limited to authorized personnel via a locked door at the base of the tower. No external tower climbing apparatus would be included in the project. Due to the remote nature of this Project and the limited number of people present in the area, the locked tower access meets these requirements.</p> |
| <p><u>C. Tower Structures</u> Wind energy system tower structures shall be designed and constructed to be in compliance with</p> | <p>In compliance. The tower structures would be designed and constructed in compliance with the pertinent provisions of these codes. The Project</p> |

Table 7. Modified SWEP Compliance with LUDC Requirements

| REQUIREMENT | DISCUSSION |
|---|--|
| <p>pertinent provisions of the Uniform Building Code and National Electric Code.</p> | <p>WTGs are designed to meet the following North American Codes & Standards: National Electric Code (NEC) (Electric components are third party listed to appropriate US Standards); Occupational Safety & Health Administration (OSHA) guidelines; and 29 CFR part 1910 – General Industry.</p> |
| <p><u>D. Overspeed Controls</u> Wind energy systems shall be equipped with manual and automatic overspeed controls. The conformance of rotor and overspeed control design and fabrication with good engineering practices shall be certified by the manufacturer.</p> | <p>In compliance. The SWEP wind energy system would be equipped with the appropriate speed controls, certified by the manufacturer to comply with good engineering practices. Each WTG is designed with a fail-safe system to stop the rotor from going into overspeed. Brake pads on the disc brake system would be spring-loaded against the disc, and power would be required to keep the pads away from the disc. If power were lost, the brakes would immediately be mechanically activated. If power were lost, the braking system would be immediately activated. If an emergency stop were executed, remote restarting would not be possible. The WTG would need to be inspected in person and the stop-fault reset manually before automatic reactivation, as described in the SEIR Section 2.5.1, under “Design Safety Features.”</p> |
| <p><u>E. Height</u> To prevent harmful wind turbulence from existing structures, the minimum height of the lowest part of any horizontal axis wind turbine blade shall be at least 30 feet above the highest structure or tree within a 250 foot radius. Modification of this standard may be allowed when the applicant demonstrates that a lower height will not jeopardize the safety of the wind turbine structure.</p> | <p>In compliance. All WTGs would be located more than 250 feet from any structure. There are four existing trees within 250 feet of WTG N-5 that would be removed because they encroach within the WTG pad site. All other vegetation that does not encroach into the 30-foot required clearance area would remain. In addition, a mechanical loads analysis (MLA) was performed in order to determine the suitability of the wind turbines. The MLA evaluated all proposed locations, analyzed turbulence and other wind conditions, terrain and terrain complexity, and proximity to other structures and trees, considering both fatigue and extreme loads to the turbine structure. The MLA results conclude that all turbine locations are suitable for the project.</p> |
| <p><u>F. Guy Wires</u> Anchor points for any guy wires for a system tower shall be located within the property that the system</p> | <p>In compliance. Guy wires are not proposed for the SWEP towers or permanent meteorological tower (Condition 1, Project Description).</p> |

Table 7. Modified SWEP Compliance with LUDC Requirements

| REQUIREMENT | DISCUSSION |
|--|--|
| <p>is located on and not on or across any aboveground electric transmission or distribution lines. The point of attachment for the guy wires shall be enclosed by a fence 6 feet high or sheathed in bright orange or yellow covering from 3 to 8 feet above the ground.</p> | |
| <p><u>G. Horizontal Access Wind Turbine Setbacks</u> Horizontal axis wind turbines shall be placed at a distance of at least two times the total tower height from any occupied structure. Additionally, the base of the tower shall be setback from all property lines a minimum distance equal to the height of the system, including the wind turbine, provided that it also complies with any applicable fire setback requirements in compliance with Public Resources Code Section 4290.</p> | <p>In compliance. The Project complies with setback requirements for all portions of the WTG area adjacent to private property. The Applicant has requested a variance to (1) allow the base of 10 wind turbine towers to be setback not less than 230 feet from property lines adjoining Vandenberg Air Force Base; and (2) allow the base of five wind turbine towers a reduction of setback requirements from internal contiguous participating property lines to 194 feet on property zoned AG-II-100, in compliance with Sections 35.82.200 and 35.57.050 of the County Land Use and Development Code. The reason for the variance request is that the property lines follow a ridge line or ridge top and observation of the required setbacks would prohibit the placement of WTGs along these ridgelines or ridge tops. However, it is necessary to site the WTGs on or close to these ridgelines/ridgetop in order to best exploit the wind resource. Approval of these setback variances pursuant to LUDC Section 35.82.200 would require that all other setbacks, e.g., setbacks from non-participating property lines and structures, and fire setbacks, are met. The proposed setbacks are shown on the Site Plan included as Planning Commission Exhibit A in Attachment F to the November 12, 2019 staff report. See also Section 6.3.2, below, for more detail about the variance request. With the approval of the requested variance, the Project would be in compliance with this requirement.</p> |
| <p><u>I. Electromagnetic Interference</u> The system shall be operated such that no electromagnetic interference is caused. If it is demonstrated that a system is causing harmful interference, the system operator shall promptly mitigate the harmful interference or cease operations of the system.</p> | <p>In compliance. Proximity to VAFB communication facilities was addressed during Project development in consultation with VAFB. No electromagnetic interference is identified with Project design at the wind turbine site. The Applicant would construct the transmission line consistent with accepted industry standards, protective measures, and established industry guidelines. These include the recommended</p> |

Table 7. Modified SWEP Compliance with LUDC Requirements

| REQUIREMENT | DISCUSSION |
|---|--|
| | practices and procedures of the IEEE, standards for overhead line construction consistent with CPUC General Order 95 (GO95), avian protection measures consistent with the 2012 Avian Power Line Interaction Committee Guidelines, electric magnetic field design guidelines accepted for transmission design in California, and other applicable rules and standards. As indicated in the County's Environmental Thresholds and Guidelines Manual, there is no scientific consensus that EMF exposure poses a health risk, which is why there are no standards or guidelines to govern the public's exposure to EMFs. EMF exposure to residents from the SWEP is not considered significant. |
| <p><u>J. Color and Non-reflective Surfaces</u> The system's tower and blades shall be painted a non-reflective, unobtrusive color that blends the system and its components into the surrounding landscape to the greatest extent possible and incorporate non-reflective surfaces to minimize any visual disruption.</p> | <p>In compliance. The non-reflective, neutral gray finish of the WTGs is consistent with FAA regulations and complies with this requirement.</p> |
| <p><u>K. Visual Impact</u> The system shall be designed and located in such a manner to minimize adverse visual impacts from public viewing areas (e.g., public parks, roads, trails). To the greatest extent feasible, the wind energy system:</p> <ul style="list-style-type: none"> – Shall not project above the top of ridgelines. – If visible from public viewing areas, shall use natural landforms and existing vegetation for screening. – Shall not cause a significantly adverse visual impact to a scenic vista from a County or state designated scenic corridor. – Shall be screened to the maximum extent feasible by natural vegetation or other means to minimize potentially significant adverse visual impacts on neighboring residential areas. | <p>In compliance. The relatively remote location of the Project site and intervening topography provide some screening of the WTGs from many public viewing locations. The wind resource distribution along the coastal ridges at the Project site dictates the locations of WTGs, making it infeasible to use visual screening to mitigate visual impacts. The WTGs in the westernmost array would create significant and unavoidable impacts to viewers at Jalama Beach County Park, which is approximately 4.5 miles from the project site. However, the non-reflective, neutral gray finish of the WTGs would minimize contrast with the sky, and hazard lighting would be kept to the minimum required by the FAA. The project switchyard would be briefly viewed from State Highway 1, which is a scenic corridor; however, the impact was considered significant but mitigable with implementation of Condition 5 (MM VIS-4), which requires applying appropriate colorants to reduce the visual contrast between lighter-colored exposed rock and soils and vegetative screening to screen a substantial portion of the switchyard. The project was sited and</p> |

Table 7. Modified SWEP Compliance with LUDC Requirements

| REQUIREMENT | DISCUSSION |
|---|---|
| | designed to observe these development standards to the maximum extent feasible. |
| <p><u>L. Exterior Lighting</u> Exterior lighting on any structure associated with the system shall not be allowed except that which is specifically required by the FAA.</p> | <p>In compliance. The WTGs would only have lighting as specifically required by the FAA. Exterior lighting at the substation and switchyard would be manually turned on. A landscape and lighting plan would be required for other project facilities, such as the O&M building, and would be reviewed and approved by the CBAR prior to issuance of a Zoning Clearance per Condition 5 (MM VIS-4).</p> |
| <p><u>M. Underground Electrical Wires</u> Onsite electrical wires associated with the system shall be installed underground except for “tie-ins” to a public utility company and public utility company transmission poles, towers and lines. This standard may be modified by the review authority if the project terrain is determined to be unsuitable due to reasons of excessive grading, biological impacts or similar factors.</p> | <p>In compliance. The Project includes installation of underground communication cables/internal power lines, except in those cases where placing the lines aboveground would minimize environmental impacts.</p> <p>The proposed 115-kV transmission line would be constructed aboveground, consistent with accepted industry standards, protective measures, and established industry guidelines. Undergrounding of portions of the transmission line was considered in project alternatives in the LWEP EIR, but was discarded as infeasible due to technical difficulties associated with steep slopes, and impacts to biological, geological, and cultural resources, and high costs; the same conditions and circumstances are true for the Modified SWEP.</p> |
| <p><u>N. Signage</u> At least one sign shall be posted on the tower at a height of 5 feet warning of electrical shock or high voltage and harm from revolving machinery. No brand names, logo or advertising shall be placed or painted on the tower, rotor, generator or tail vane where it would be visible from the ground, except that a system or tower’s manufacturer’s logo may be displayed on a system generator housing in an unobtrusive manner.</p> | <p>In compliance. Safety signage would be posted where necessary around WTGs, transformers, and other high-voltage facilities, and along roads, in conformance with applicable State and Federal regulations. Commercial signage, if any, would be reviewed and approved by the CBAR under a separate permit.</p> |
| <p><u>O. Access Roads</u> Construction of onsite access roadways shall be minimized. Temporary access roads utilized for initial installation shall be regraded and revegetated to the pre-existing natural condition after completion of installation.</p> | <p>In compliance. Access roads would follow existing roads to the extent feasible. Construction would involve widening existing roads, and construction of new roads would be minimized. Areas along the access roads disturbed by construction would be restored and revegetated. The access roads would be permanent, not</p> |

| Table 7. Modified SWEP Compliance with LUDC Requirements | |
|---|--|
| REQUIREMENT | DISCUSSION |
| | temporary, and would not be narrowed to their original widths after construction. This would allow transport of cranes and large replacement parts (including WTG blades) during operations without disturbing newly revegetated along access roads. |

6.3 Variance Request

The Applicant has requested approval of a Variance to (1) allow the base of 10 wind turbine towers to be setback not less than 230 feet from property lines adjoining Vandenberg Air Force Base; and (2) allow the base of five wind turbine towers a reduction of setback requirements from internal contiguous participating property lines to 194 feet on property zoned AG-II-100, in compliance with Sections 35.82.200 and 35.57.050 of the County Land Use and Development Code (see Table 8 below).

County Land Use and Development Code (LUDC) Section 35.57.050.G requires WTGs to be set back from property lines a distance equal to the full WTG system height, including blades. For the proposed project, the required setback pursuant to this standard would be up to 492 feet. LUDC Section 35.82.200(A) states the purpose and intent of variances is to allow variances from the strict application of the provisions of this Development Code where, because of exceptional conditions (e.g., the location, shape, size, surroundings, or topography, or other extraordinary situation or condition of the subject property), the literal enforcement of this Development Code would impose practical difficulties or would cause undue hardship unnecessary to carry out the intent and purpose of this Development Code.

The requested Variance would allow 15 of the Modified SWEP's 29 WTGs to be located within setbacks otherwise required by the LUDC. The reason for the variance request is that in some cases the property lines follow a ridgeline or ridge top and observation of the required setbacks would prohibit the placement of WTGs along these ridgelines/ridge tops. However, it is necessary to site the WTGs on or close to these ridgelines/ridge tops in order to best exploit the wind resource. The Applicant needs to most effectively capture the wind resources on the site for the Project to be feasible.

Shifting WTGs almost 400 feet away from the ridgelines to comply with the development standard would fail to capture the maximum wind energy and would place the WTGs on steeper slopes, creating engineering difficulties and unnecessary environmental impacts. Thus, this Variance plays an important role for the project in enabling advantageous ridgeline siting of WTGs, which would increase power generation, reduce costs, and minimize adverse impacts.

(1) The VAFB setback reduction to 230 feet would allow the base of the towers of 10 WTGs to be located 230 feet away from exterior property lines located on the south and west sides of the Project site that are shared with VAFB. Section 35.57.050 requires that the base of WTGs be set back from all property lines a minimum distance equal to the height of the system (up to 492

feet). The Variance would reduce the setback required by Section 35.57.050 to 230 feet (see Table 8), but no portion of a WTG would cross over the property line shared with VAFB. VAFB has the right to locate facilities immediately adjacent to their property boundary shared with participating Project properties as they are not subject to provisions of the County's Zoning Ordinance. The granting of the Variance would not constitute a special privilege inconsistent with other properties in the area because only VAFB would share the property line, and VAFB does not have a setback to the property line.

(2) The Variance also would allow the base of five wind turbine towers a reduction of setback requirements from internal contiguous participating property lines to 194 feet on property zoned AG-II-100, in compliance with Sections 35.82.200 and 35.57.050 of the County Land Use Development Code. WTGs would still be setback a distance of at least two times the total tower height (984 feet) from any occupied structure. In addition, the Applicant would be required to maintain a setback equivalent to the total WTG height (492 feet) from all external property boundaries per Section 35.57.050.G.

Neighboring participating properties under identical zone classification have ridgelines outside of setbacks that will be used to capture the maximum wind energy resource for the project. Therefore, granting the Variance would allow deployment of the WTGs on the affected properties comparable to the privileges enjoyed by other participating property in the vicinity and under identical zone classification with ridgelines outside the applicable setback requirement.

Approval of the Variance would not affect private properties that are not project participants and would not result in safety hazards or adverse environmental impacts. It also would not affect VAFB uses, because the VAFB property along the project perimeter is undeveloped. The Applicant and VAFB have entered into an Evacuation & Mitigation Agreement that is dated May 5, 2015. In that Agreement, Section 2.B.4 states "The Government shall not object to CWE's [Strauss] request for a variance to place some of the turbines within 1,000 feet of VAFB boundary, as Government is authorized to do pursuant to CA Gov Code 65944 and the Santa Barbara Land Use & Development Code, so long as CWE [Strauss] complies with the terms of this Agreement."

Table 8: Variance Setbacks

| WTG | APN | County Setback Requirement from External and Interior Property Lines* [feet] | Requested Variance distance to nearest property boundary ** [feet] |
|--|-------------|---|---|
| Variance 1 (External Property Boundaries with VAFB) | | | |
| N-09 | 083-080-004 | 426.5 | 236.9 |
| W-01 | 083-090-004 | 492.1 | 382.5 |
| W-02 | 083-090-004 | 492.1 | 229.8 |

| WTG | APN | County Setback Requirement from External and Interior Property Lines* [feet] | Requested Variance distance to nearest property boundary ** [feet] |
|--|-------------|---|---|
| W-04 | 083-090-004 | 492.1 | 280.5 |
| W-05 | 083-090-003 | 492.1 | 229.8 |
| W-09 | 083-090-003 | 492.1 | 229.8 |
| W-10 | 083-090-002 | 492.1 | 229.8 |
| W-11 | 083-090-002 | 492.1 | 229.8 |
| W-12 | 083-090-002 | 492.1 | 229.8 |
| W-13 | 083-090-002 | 492.1 | 280.5 |
| Variance 2 (Internal Property Boundaries) | | | |
| N-01 | 083-100-007 | 492.1 | 322.8 |
| W-03 | 083-090-004 | 492.1 | 485.9 |
| W-06 | 083-090-003 | 492.1 | 270.3 |
| W-08 | 083-090-002 | 492.1 | 193.9 |
| E-05 | 083-100-008 | 492.1 | 350.4 |

* Per LUDC Sec. 35.57.050 – The base of the tower shall be setback from all property lines a minimum distance equal to the height of the system. For SWEP the total height of the 1.79 MW WTG is 426.5 feet and the total height of the 3.8 MW WTG is 492.1 feet, resulting in two different setback requirements.

** Subject to micrositeing at time of construction.

6.4 Subdivision/Development Review Committee

The proposed SWEP was reviewed by the Subdivision/Development Review Committee on December 14, 2017. Condition letters provided by the APCD, Fire Department, and Environmental Health Services are included in Condition 94 in Attachment B.

6.5 Design Review

The Central Board of Architectural Review (CBAR) conceptually reviewed the SWEP at six separate meetings: September 14, 2018, October 30, 2018, November 9, 2018, December 14, 2018, June 14, 2019 and September 13, 2019. CBAR provided comments to the Applicant

regarding light fixtures, grading, landscaping, seed mixes and architectural and driveway design for the O&M building for the Modified SWEP. The Modified SWEP is scheduled to go before the CBAR on December 13, 2019 for preliminary/final review, if it is approved by the Planning Commission.

6.5 Agricultural Preserve Advisory Committee

The SWEP project was considered by the Agricultural Preserve Advisory Committee at two meetings, the first on September 7, 2018 and the second on May 3, 2019. At the May 3rd meeting the APAC found, by a 5-0 vote that the Project is consistent with the Uniform Rules, specifically Rule 2-9C and 2-1 and determined that the contracts: 01-AP-006, 78-AP-019, 73-AP-029, 73-AP-027, 78-AP-004, 71-AP-077 & 69-AP-039 meet the ongoing eligibility requirements.

6.6 Development Impact Mitigation Fees

A series of ordinances and resolutions adopted by the County Board of Supervisors require the payment various development impact mitigation fees. This project is subject to the fees as shown in the following table. The amounts shown are estimates only. The actual amounts will be calculated in accordance with the fee resolutions in effect when the fees are paid.

The developer of a project that is required to pay development impact mitigation fees may appeal to the Board of Supervisors for a reduction, adjustment or waiver of any of those fees based on the absence of a reasonable relationship between the impacts of the proposed project and the fee category for which fees have been assessed. The appeal must be in writing and must state the factual basis on which the particular fee or fees should be reduced, adjusted or waived. The appeal must be submitted to the director(s) of the relevant departments within 15 calendar days following the determination of the fee amount(s). For a discretionary project, the date of determination of fee amounts is the date on which the decision-maker adopts the conditions of approval and approves the project.

| Estimated Countywide Development Impact Mitigation Fees | | | |
|--|--|----------------------|-------------------|
| Fee Program | Base Fee (per unit or 1,000 sf) | Estimated Fee | Fee due at |
| Transportation | 7 PHT x \$632/PHT | \$4,424.00 | Final Occupancy |
| Fire (\$0.20/sf.) | 5,000 sf. x \$0.71/sf. | \$3,550.00 | Final Inspection |

7.0 APPEALS PROCEDURE

The action of the Planning Commission may be appealed to the Board of Supervisors within 10 calendar days of said action. The appeal fee to the Board of Supervisors is \$685.06.

8.0 ATTACHMENTS

- A. Findings for Approval
- B. Conditions of Approval
- C. Proposed Final Supplemental EIR and SEIR Summary
<https://cosantabarbara.app.box.com/s/o9fp2865sykaqn98s0702plaa96xj7t5/folder/73430397660>
- D. Proposed Modification to Final SEIR - FSEIR Revision Letter No. 1
- E. Assessor Parcel Maps
- F. Exhibits (A - Site Plan and B - Surface Transport Route)

ATTACHMENT A

FINDINGS FOR APPROVAL

ATTACHMENT A

Findings for Approval

1.0 CEQA FINDINGS *(Pursuant To Public Resources Code Section 21081 and the California Environmental Quality Act Guidelines Sections 15090 and 15091)*

1.1 CONSIDERATION OF THE ENVIRONMENTAL IMPACT REPORT

The Final Supplemental Environmental Impact Report (FSEIR, 18EIR-00000-00001/SCH#2018071002) to the Lompoc Wind Energy Project EIR (06EIR-00000-00004/SCH#200671008) dated October 2019, including the FSEIR Alternatives Revision Letter No. 1 dated November 12, 2019, was presented to the County Planning Commission and all voting members of the Planning Commission have reviewed and considered the information contained in the Final SEIR (18EIR-00000-00001), its appendices, and the November 12, 2019 FSEIR Alternatives Revision Letter No. 1, as well as relevant information from the LWEP EIR prior to approving the project. In addition, all voting members of the County Planning Commission have reviewed and considered testimony and additional information presented at or prior to the public hearing on November 20, 2019. The Final SEIR reflects the independent judgment and analysis of the County Planning Commission and is adequate for this proposal.

1.2 FULL DISCLOSURE

The County Planning Commission finds and certifies that the Final SEIR (18EIR-00000-00001) to 06EIR-00000-00004 constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA. The County Planning Commission further finds and certifies that the Final SEIR has been completed in compliance with CEQA.

1.3 LOCATION OF RECORD OF PROCEEDINGS

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the County Planning and Development Department located at 123 East Anapamu Street, Santa Barbara, CA 93101.

1.4 FINDINGS THAT CERTAIN UNAVOIDABLE IMPACTS ARE MITIGATED TO THE MAXIMUM EXTENT FEASIBLE

The Final SEIR (18EIR-00000-00001) for the Strauss Wind Energy Project (SWEP), along with the Final SEIR and Revision Letter No. 1, identified seven significant, adverse environmental impacts for the Modified SWEP which cannot be fully mitigated and are therefore considered unavoidable (Class I). The Final SEIR and Revision Letter No. 1 identified Class I impacts due: to visual intrusion of the construction and operation of the 427-ft and 492-ft high wind turbine generators (WTGs) as seen from public viewing areas; likely bird and bat mortality resulting from collisions with the operating WTGs; and removal of approximately 225 oak trees. To the extent the impacts remain significant and unavoidable with mitigation, such impacts are acceptable when weighed against the overriding social, technical, economic, legal, and other considerations set forth in the Statement of Overriding Considerations included in Finding 1.8, below. For each of the Class I impacts identified in the Final SEIR (18EIR-00000-00001), feasible changes or

alterations have been required in, or incorporated into, the approved project which avoid or substantially lessen the significant environmental effect, as discussed below:

1.4.1 Impacts to Birds and Bats

Unknown numbers of special status and non-sensitive birds and bats could be at risk of mortality through collisions with the WTGs over the duration of the Project (Impact BIO-10). Bird and bat mortality from collisions with WTGs is difficult to predict and depends on a variety of factors including species composition on a site; behavior and flight characteristics of species present; migratory patterns; site characteristics including habitat, weather, proximity to water and other features that concentrate migrants; and wind farm features such as WTG type, location configuration and lighting. Due to the complexity of the multiple factors that contribute to collision risk, pre-construction risk assessments and surveys may not accurately predict actual mortality during operation. Therefore, required active control technology prior to and during operation and an ongoing adaptive management plan (described below under Mitigation Measures) are more likely to successfully lessen the impacts to bird and bats strikes than conducting additional studies that may be too speculative. Because unknown but potentially substantial numbers of protected birds and bats are at risk of collisions with the WTGs over the duration of the project, and currently there is no proven method to entirely prevent such collisions, this impact is considered significant and unavoidable (Class I).

Mitigation Measures. Seven measures have been adopted as conditions of approval. Condition 36 (MM BIO-15a) requires that the turbines be micro-sited so that each tower is located at least 500 feet from active raptor nesting sites. Condition 37 (MM BIO-15b) requires design elements, including active control technology systems, which identify large soaring birds, such as Golden eagle and California Condor, and automatically curtails WTG operation if birds are detected approaching or entering the Project site. This technology is fairly new but data up to this point has suggested it could be an important method to reducing collision risk for large birds. Condition 38 (MM BIO-16) requires preparation and implementation of a monitoring and adaptive management plan bird and bat conservation strategy. Condition 39 (MM BIO-16a) requires data collection and reporting on bird usage and behaviors on the site. Condition 40 (MM BIO-16b) requires data collection and reporting to determine whether the mortality thresholds of the Adaptive Management Plan have been reached. Condition 41 (MM BIO-16c) requires that carrion within 500 feet of each WTG be promptly removed to minimize attractants for avian feeders and Condition 42 (MM BIO-16d) requires an Adaptive Management Plan which identifies actions to be taken if the number of bird or bat mortalities exceeds a defined threshold as described in the SEIR. Actions to reduce mortality would include increase frequency of removing carrion within 500 feet of each WTG and selective curtailment of turbine operation.

1.4.2. Impacts to Aesthetic/Visual Resources

The SEIR found that construction and operation of the project has the potential to degrade the visual character of the area in the vicinity of project elements and also degrade landscape characteristics along portions of San Miguelito Road which is a rural area characterized by open spaces and scenic views. Vehicular transport of Project

components will require road widening and tree removal that would alter the landscape characteristics along portions of San Miguelito Road. Two segments of San Miguelito Road will experience significant and unavoidable visual impacts from views of the transmission line, as will viewers on some public roads and residential areas in the southern portion of the City of Lompoc. The transmission line structures will introduce an industrial character to the southern Lompoc area and the sky-lining of the transmission line structures will exacerbate their prominence and visibility. The WTGs will be visible during construction and operations from San Miguelito Road, near its intersection with Sudden Road and near its western terminus at the Vandenberg Air Force Base (VAFB) property line. The western-most WTGs will be visible from Jalama Beach County Park. The WTGs will be lighted for safety, as required by the Federal Aviation Administration (FAA) and the visibility of numerous synchronized flashing red hazard lights along ridgelines in the context of the dark nighttime coastal landscape will result in a significant and unavoidable visual impact at Jalama Beach County Park and from other locations in the northern Lompoc Valley, including portions of Harris Grade Road, Highway 1, Mission Hills, and Vandenberg Village. Portions of San Miguelito Road will be widened, embankments cut back, and a significant number of roadside native oak trees will be removed to enable the transport of the large WTG blades to the site. These activities will result in significant and unavoidable visual changes that will reduce the scenic quality of San Miguelito Road which is considered to be of moderate to high quality due to its recreational and sight-seeing value.

Mitigation Measures. Conditions 3 and 4 (MM VIS-1 and MM VIS-2) require that construction materials and excavated materials be stored away from San Miguelito Road and confined within specific areas to reduce impacts on mountain views. Condition 5 (MM VIS-4) requires implementation of a County-approved Landscape and Lighting Plan that requires landscaping and revegetation treatments to reduce the visibility of cut slopes and graded areas along the transmission line route and along Miguelito Road, and measures to minimize the attraction of birds to facility lighting. Condition 6 (MM VIS-5) requires the Owner/Operator to request the FAA for a reduced FAA hazard lighting plan, and if approved by the FAA, implement the reduced lighting plan. Conditions 93 (EQAP) and 96 (Mitigation Monitoring) require on-site independent environmental monitoring and reporting to the County throughout construction and operations. Implementation of these measures will reduce impacts to the maximum extent feasible, but will not fully eliminate the potential for significant visual impacts to occur as a result of the Project. No other measures are known which will further reduce the impact.

1.4.3 Impacts to Oak Trees

The SEIR found that significant, unavoidable impacts to oak woodland and tanoak forest will result from construction of the Project (Impact BIO-2a). Approximately 225 oak coast live oak and tanoak trees will be removed for construction of access roads, WTGs, and the transmission line for the Modified SWEP. Trees that do not need to be removed for construction may be directly affected by trenching or grading that could cut through root zones or compact soils around trees. In addition, trees with limbs overhanging access roads and turbine pads could be damaged by pruning to allow equipment and site access. Oak trees are very slow to regenerate, especially in areas of low annual rainfall. Even

with tree protection and replacement, there is a temporal habitat loss that could take several decades, and possibly longer, to replace the habitat value and ecological functions that will be lost to project development. Some habitat components of mature woodlands, such as large tree cavities suitable for mammal dens or owl nests, may take even longer to replace. Therefore, impacts to woodland and forest will be significant and unavoidable.

Mitigation Measures. Mitigation measures BIO-1, BIO-2, BIO-4a through BIO-4c, BIO-11c and BIO-11d have been adopted as Conditions of approval 9, 10, 12, 13, 14, 22, and 23 to avoid or minimize impacts to woodland and forest habitats. Mitigation measures BIO-1 and BIO-2 (Conditions 9 and 10) require development and implementation of a Worker Education and Awareness Program, minimizing the amount of ground disturbance, clearly marking disturbance limits and environmentally sensitive habitats in the field, and biological monitoring and reporting. In addition, MM BIO-4a (Condition 12) addresses protection of trees adjacent to project activities, MM BIO-4b (Condition 13) requires replacement of trees that are removed, and MM BIO-4c (Condition 14) requires implementation of best practices to reduce the potential for spread of plant pathogens, including sudden oak death. Mitigation measures BIO-11c and BIO-11d (Conditions 22 and 23) require biological monitoring and reporting during project construction to ensure compliance with mitigation measures.

The Planning Commission finds that mitigation measures VIS-1, VIS-2, VIS-4, VIS-5 and BIO-1, BIO-2, BIO-4a, BIO-4b, BIO-4c, BIO-11c, BIO-11d, BIO-15a, BIO-15b, BIO-16, BIO-16a, BIO-16b, BIO-16c, and BIO-16d, which have been adopted as Conditions of approval 3, 4, 5, 6, 9, 10, 12, 13, 14, 22, 23, 36, 37, 38, 39, 40, 41, 42, and Conditions 93 (EQAP) and 96 (Mitigation Monitoring), as discussed above, will mitigate significant, unavoidable impacts of the Project to the maximum extent feasible and that there are no other feasible mitigation measures that could be required that will further reduce these significant impacts.

1.5 FINDINGS THAT CERTAIN IMPACTS ARE MITIGATED TO INSIGNIFICANCE BY CONDITIONS OF APPROVAL

The Final SEIR (18EIR-00000-00001) identified several issue areas for which the project is considered to cause or contribute to significant, but mitigable environmental impacts (Class II). For each of these Class II impacts identified by the Final SEIR (18EIR-00000-00001), feasible changes or alterations have been required in the form of mitigation measures, or incorporated into, the project which avoid or substantially lessen the significant environmental effect, as summarized below. The impacts and mitigation measures are more fully described in the respective resource area discussions in the Final SEIR and the full text of each condition of approval is provided in Attachment B to the November 12, 2019 Planning Commission staff report.

1.5.1 Aesthetic/Visual Resources

The SEIR concludes that introduction of the new transmission line switchyard near Highway 1 and the southern boundary of the Lompoc city limits will introduce a visually

prominent industrial feature and color and line contrast with existing vegetation in close proximity to that portion of Highway 1 that is a designated Scenic Highway, a potentially significant impact (Impact VIS-6). Implementation of an approved Landscape and Lighting Plan (MM VIS-4) Condition 5 will reduce this impact to a less-than significant level by reducing the visibility of the switchyard pad and complex structural elements through installation and maintenance of landscape screening and applying colorants to reduce the lighter colored rock, soils, or gravel with darker vegetation. This mitigation measure has been adopted as Condition 5. With implementation of the adopted mitigation measures, this potential impact to visual resources will be less than significant.

1.5.2 Air Quality – Construction Emissions

The SEIR found that if not mitigated, construction emissions of NO_x and PM₁₀ will exceed County significance thresholds (Impact AQ-1). Mitigation measure AQ-1 requires use of Tier 3 or better engines, use of electric equipment and alternative-fuel vehicles where feasible, and other measures to minimize engine and vehicle NO_x emissions. Mitigation measure AQ-2 requires implementation of dust (PM₁₀) control measures during construction, including dust monitoring, water application, and wheel washing to prevent tracking of mud onto public roads, among other actions. These mitigation measures have been adopted as Conditions 7 and 8. With implementation of the adopted mitigation measures, these potential impacts to air quality will be less than significant.

1.5.3 Biological Resources

The SEIR identified several Class II impacts to biological resources. These impacts and mitigation measures are summarized below and in Table 5 of the November 12, 2019 Planning Commission staff report. Full descriptions of these impacts and mitigation measures are provided in Section 4.5 of the SEIR. Each of these mitigation measures has been adopted as a condition of approval, as noted below. With implementation of these mitigation measures, these potential impacts to biological resources will be less than significant.

Class II Biological Impact

BIO-1a: Vegetation and Wildlife Habitat

Impacts during Construction. Vegetation and wildlife habitat could be temporarily and permanently lost during construction.

BIO-1b: Vegetation and Wildlife Habitat

Impacts during O&M. Vegetation and wildlife habitat could be impacted during normal operations and maintenance.

Mitigation Measure (Condition Number)

BIO-1: Worker Education and Awareness Program. (Cond. 9)

BIO-2: Ground Disturbance. (Cond. 10)

BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)

BIO-8: Native Grassland Restoration. (Cond. 18)

BIO-11b: Fencing. (Cond. 21)

BIO-11c: Biological Monitoring. (Cond. 22)

BIO-11d: Monitoring Report. (Cond. 23)

Class II Biological Impact

BIO-3: Wetlands, Seeps, and Springs, and Features Subject to Regulation by the USACE, Santa Barbara County, or CDFW.

Direct loss of wetlands and seeps could occur at creek crossings, the laydown yard, water well, road improvement and access road locations, pole locations along the transmission line, and WTG pads. Additionally, soil erosion or spills could reduce water quality during construction.

BIO-5a: Construction Impacts to Gaviota Tarplant. Impacts to Gaviota tarplant and designated critical habitat could occur during construction.

BIO-5b: O&M Impacts to Gaviota Tarplant. Occasional disturbance to small areas of Gaviota tarplant habitat could occur as a result of operations or maintenance activities involving clearing or vehicle operation in occupied habitat.

BIO-6: Other Special-Status Plants. A number of other special-status plant species may be present on site or in the transmission line corridor and could be lost during construction.

BIO-7: Common Wildlife. Individual animals could be injured or killed by vehicles, equipment, or large holes during construction.

Mitigation Measure (Condition Number)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)
BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. (Cond. 19)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)
BIO-5: Pre-construction Rare Plant Surveys and Restoration. (Cond. 15)
BIO-6: Gaviota Tarplant Disturbance. (Cond. 16)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)
BIO-5: Pre-construction Rare Plant Surveys and Restoration. (Cond. 15)
BIO-7: Kellogg's and Mesa Horkelia Habitats. (Cond. 17)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-11a: Pre-construction Wildlife Surveys. (Cond. 20)
BIO-11b: Fencing. (Cond. 21)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)

Class II Biological Impact

BIO-8: Nesting Birds. Nesting birds could potentially lose nests through destruction or abandonment.

BIO-9: Special-Status Wildlife. Direct and indirect impacts could occur to special-status wildlife species.

BIO-11: Avian and Bat Collisions with Power Lines and Meteorological Tower. Birds and bats could collide with transmission and power collection poles, transmission and power collection lines, and the meteorological tower.

Mitigation Measure (Condition Number)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-11a: Pre-construction Wildlife Surveys. (Cond. 20)
BIO-11b: Fencing. (Cond. 21)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)
BIO-12: Avoidance Measures for Nesting Birds. (Cond. 24)
BIO-14e: Roosting Bats. (Cond. 30)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)
BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. (Cond. 19)
BIO-11a: Pre-construction Wildlife Surveys. (Cond. 20)
BIO-11b: Fencing. (Cond. 21)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)
BIO-13: Pre-construction Surveys and Conservation of El Segundo Blue Butterfly. (Cond. 25)
BIO-14a: California Horned Lizard. (Cond. 26)
BIO-14b: Northern California Legless Lizard. (Cond. 27)
BIO-14c: San Diego Desert Woodrat. (Cond. 28)
BIO-14d: American Badger. (Cond. 29)
BIO-14e: Roosting Bats. (Cond. 30)
BIO-14f: Vernal Pool Fairy Shrimp. (Cond. 31)
BIO-14g: California Red-Legged Frog. (Cond. 32)
BIO-14h: Western Spadefoot Toad. (Cond. 33)
BIO-14i: California Condor. (Cond. 34)
BIO-14j: Maternity Colony or Hibernaculum Surveys and Avoidance Measures for Sensitive Bats. (Cond. 35)

BIO-15b: Appropriate WTG and Project-Element Design. (Cond. 37)

Class II Biological Impact

BIO-14: Indirect Impacts (Vegetation).

Invasive species carried from other work sites could establish on site and displace native plant species or interfere with revegetation; topsoil removal and equipment operation could reduce the ability of soils to support vegetation.

Mitigation Measure (Condition Number)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)
BIO-5: Pre-construction Rare Plant Surveys and Restoration. (Cond. 15)
BIO-6: Gaviota Tarplant Disturbance. (Cond. 16)
BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. (Cond. 19)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)
BIO-17: Weed Control Plan. (Cond. 43)

1.5.4 Archaeological and Tribal Cultural Resources

Grading for access roads and WTG pad construction, and other project-related activities, could result in significant impacts to 29 prehistoric archaeological sites (Impact CULT-1) and/or to unidentified subsurface archaeological resources (Impact CULT-2). Ground disturbance can crush artifacts, alter or destroy the vertical and horizontal contexts of features and artifact associations, such as disassociating burials and grave goods, and reduce or remove the analytical and interpretive potential of remains. Implementation of mitigation measures CULT-6 through CULT-10 require that resources be avoided to the extent feasible; that areas of known archaeological sites be designated as unbuildable on project plans and in some cases fenced off; that an Archaeological Data Recovery Excavation, Monitoring and Reporting Plan that includes detailed pre-construction investigation of disturbance areas, a detailed capping plan, special requirements where sites could be affected by horizontal directional drilling, identification and treatment of unanticipated discoveries during ground disturbance, worker awareness training, and Archaeological and Native American monitoring requirements. These mitigation measures have been adopted as Conditions 44, 45, 46, 47, and 48, respectively, and with their implementation, impacts to archaeological and Tribal cultural resources will be less than significant.

1.5.5 Fire Hazards and Emergency Services

Most of the Project site is designated by CAL FIRE as a Very High Fire Hazard Severity Zone, which is CAL FIRE's most severe designation. During construction, the Project could result in an increased risk of wildland fires that could spread to more developed areas. Fire risks include vehicle exhaust, sparks, welding, parking on dry grass, and fuel tanks (Impact FPES-1). Operation of the Project could increase baseline fire risks. Although rare, wind energy systems can be the source of wildfire ignitions due to collection line failure, turbine malfunction or mechanical failure, and lightning- and bird-related incidents or WTG malfunction (Impact FPES-2). During construction, the temporary blockage of San Miguelito Road by trucks carrying large loads (such as the WTG blades) could temporarily increase response times in the area. This could result in response times that are considered unsafe in a Very High Fire Hazard Severity Zone (Impact FPES-3). Firefighters will need to take into consideration how a fire may affect

the project's infrastructure (switchyard, substation, power transmission line, WTGs) when they combat potential wildland fires, as the Project structures will inhibit certain fire-fighting methodologies (Impact FPES-5). Each of the fire hazard impacts are discussed in more detail in Section 4.8 of the SEIR and are summarized in Table 5 of the Planning Commission Staff Report for the November 20, 2019 hearing. Six Conditions have been identified to reduce fire hazard impacts: Condition 49 (MM FPES-1) requires a Fire Prevention Plan to be approved by the County Fire Department; Condition 50 (MM FPES-2) prohibits smoking and open fires on the Project site during construction and operation; Condition 51 (MM FPES-3) requires gravel to be installed around the substation and switchyard; Condition 52 (MM FPES-4) requires access roads to remain passable by emergency vehicles for the duration of the Project; Condition 53 (MM FPES-5) requires vegetation buffers and clearances around the transmission line; and Condition 54 (MM FPES-6) requires the Owner/Operator to stop work during Red Flag conditions. Implementation of mitigation measures FPES-1 through FPES-6 (Conditions 49 through 54) will reduce these impacts to less than significant levels.

1.5.6 Geology and Soils

Although the potential for seismically induced ground shaking in the Project area during Project operation is unavoidable, proper design according to accepted standards and practices, and local, State, and federal regulations will reduce the potential for damage, injury, or death due to seismic shaking to a less-than-significant level for most SWEP structures. Impacts related to damage from seismic ground shaking, liquefaction, or seismically induced landslides (Impact GEO-2) for Project components will be reduced to a less-than-significant level with implementation of Condition 55 (Seismic Design; MM GEO-1) and Condition 56 (Grading and Drainage Plan; MM GEO-2). Construction activities could destabilize soil and weaken geologic units, alter existing drainage and some Project components will be located in areas within or near landslide deposits (Impact GEO-3) and could accelerate or increase the potential for erosion (Impact GEO-4). Impacts related to potential landslides, slope stability and erosion will be reduced to less than significant levels with implementation of adopted Condition 56 (MM GEO-2). Expansive soils are known to occur on the site and can undergo shrinking and swelling with moisture changes that can damage Project components such as slabs, building foundations, and concrete flatwork. Condition 57 (MM GEO-3) requires soil analyses for expansion potential once Project design has been developed and criteria for facility performance has been established and specifies additional measures to be applied as necessary to address expansive soil issues. Differential settlement due to compressible or collapsible soils present within the Project area could cause damage to Project components. Implementation of adopted Condition 58 (MM GEO-4) which requires Project components to be sited on cut pads that have been engineered and treated as necessary to provide a uniform foundation support and reduce differential settlement will reduce the potential impacts due to collapsible or compressible soil to a less-than-significant level (Class II).

1.5.7 Hydrology and Water Quality

The project could substantially deplete groundwater supplies or interfere with groundwater recharge from extracting water from proposed onsite wells for construction water use (Impact WAT-4). The groundwater impacts from the construction water use on two existing offsite wells as described in SEIR Section 4.12 are potentially significant, but can be reduced to a less-than-significant level with the Condition 63 (MM WAT-1 Construction Water Source). Condition 63 requires installation of a monitoring well as close as possible to the nearest existing offsite well to monitor groundwater levels within the aquifer. If monitoring indicates a drawdown of 14 feet in the nearest offsite well, the Owner/Operator shall use its alternative source of construction water, which is reclaimed water from the City of Lompoc's Regional Wastewater Reclamation Plant (LRWRP). To demonstrate reclaimed water is available, the Owner/Operator has obtained a "Can and Will" serve letter from LRWRP. Implementation of adopted Condition 63 will ensure that the groundwater aquifer will not be significantly affected by Project activities.

Road construction will result in the removal or reduction of riparian vegetation or other vegetation from the buffer zone of streams, creeks, or wetlands, which could affect water quality by increasing the potential for erosion and removing vegetation which serves as shade and a filter for pollutants (Impact WAT-5). The biological impacts from the permanent removal of 3.02 acres of riparian vegetation as described in SEIR Section 4.12 are potentially significant, but can be reduced to a less-than-significant level with the following mitigation Conditions 11 (MM BIO-3) and 19 (MM BIO-9) (refer to section 1.5.3 above) and Condition 64 (MM WAT-2 Minimize Watercourse Encroachment). Condition 64 requires that a plan showing all watercourse encroachments demonstrate that any disturbance to riparian vegetation does not adversely affect the creek channel, vegetative cover over the stream, or flow pattern. Condition 64 will reduce potential impacts to water quality associated with the removal or reduction of vegetation to a less-than-significant level. Implementation of adopted Condition 64 (in conjunction with Conditions 11 and 19) will ensure that water quality will not be significantly affected by Project activities.

1.5.8 Land Use and Planning

The SEIR identified three Class II impacts to quality of life and two impacts to land use as a result of the Project. These impacts and mitigation measures are summarized below and in Table 5 of the November 12, 2019 Planning Commission staff report. Full descriptions of these impacts and mitigation measures are provided in Section 4.13 of the SEIR. Each of these mitigation measures has been adopted as a condition of approval, as noted below. With implementation of these mitigation measures, these potential impacts to quality of life and land use resources will be less than significant.

Class II Land Use Impact

LU-5a: Quality of Life – Noise. Noise from Project construction could cause temporary impacts to quality of life of residences within and surrounding the Project area.

Mitigation Measure (Condition Number)

NOI-2: Construction Hours. (Cond. 69)
NOI-3: Telephone Number for Noise Complaints. (Cond. 70)
NOI-4: Noise Complaint Resolution Plan. (Cond. 71)
NOI-5: Maintenance of Construction Equipment. (Cond. 72)
NOI-6: Resident Notification. (Cond. 73)

Class II Land Use Impact

Mitigation Measure (Condition Number)

LU-5b: Quality of Life – Noise. Noise from WTG operation could potentially impact quality of life of nearby residences.

NOI-1: WTG Maintenance. (Cond. 68)
NOI-3: Telephone Number for Noise Complaints. (Cond. 70)
NOI-4: Noise Complaint Resolution Plan. (Cond. 71)
NOI-7: Acoustical Analysis. (Cond. 74)
NOI-8: Noise Monitoring and Control Plan. (Cond. 75)
NOI-9: Maintenance Hours. (Cond. 76)

LU-6: Coastal Resources. Possible unpermitted encroachment into the Coastal Zone, impacting coastal resources.

LU-1: Staking of Coastal Zone. (Cond. 65)

LU-7: Decommissioning and Reclamation Plan. Long-term impacts to land use following end of Project.

LU-2: Decommissioning & Reclamation Plan. (Cond. 66)
LU-3: Financial Assurance for Decommissioning and Reclamation. (Cond. 67)

1.5.9 Noise

The SEIR identified two Class II noise impacts from short-term construction noise (Impact NOI-1) and long-term wind turbine generator noise (Impact NOI-2). Site preparation and construction activities including heavy truck deliveries will temporarily increase noise levels at residences in and around the Project site with operation of heavy construction equipment. Mitigating the potentially significant on-site construction noise impact involves limiting the duration of the noise by limiting the hours of construction and avoiding annoyance, nuisance, or sleep interference at nearby sensitive receptors through a complaint resolution plan and advance notification. Implementation of adopted Conditions 69, 70, 71, 72, 73 (MMs NOI-2, NOI-3, NOI-4, NOI-5, and NOI-6) will reduce short-term noise impacts to less than significant levels. Along with Conditions 70 and 71, implementation of requirements for WTG maintenance (Condition 68; MM NOI-1), acoustical analysis (Condition 74; MM NOI-7), operational noise monitoring and control (Condition 75; MM NOI-8) and restrictions on maintenance hours within 1,600 feet of non-participating residences (Condition 76; MM NOI-9) will reduce this operational noise impact to a less-than-significant level.

1.5.10 Paleontological Resources

Impacts to paleontological resources could result from ground-disturbing activities such as mechanical excavation, drilling, or trenching (Impact PALEO-1) or from unauthorized collection of fossils by construction workers or operational personnel (Impact PALEO-2). Three mitigation measures have been adopted as conditions of approval to reduce the adverse effects from ground-disturbing activities to less than significant. Condition 77 (MM PALEO-1) requires submittal of a Paleontological Resource Mitigation and Monitoring Plan. Condition 78 (MM PALEO-2) requires paleontological resources monitoring during construction in areas known to have high sensitivity sediments. Condition 79 (MM PALEO-3) requires monitors to temporarily halt surface disturbing actions in the immediate vicinity of a fossil find until an assessment of the find is completed. Mitigation measures adopted as conditions of approval to reduce the likelihood of unauthorized fossil collection are condition 77 as described above and

Condition 80 (MM PALEO-4) which requires conducting a pedestrian survey of parts of the Project footprint on high sensitivity sediments to determine where clearing, grubbing, and grading could affect paleontological resources. With implementation of these mitigation measures, impacts to paleontological resources will not be significant.

1.5.11 Recreation

Recreation activities along portions of San Miguelito Road could be interrupted or delayed by construction-related traffic and safety concerns (Impact REC-1). Mitigation to reduce adverse recreational impacts includes posting informational signs to inform the public of the construction-related traffic schedule and temporary traffic hazards. Condition 81 (MM REC-1) requires the Owner/Owner/Operator to provide current information on the construction schedule to identified recreational groups to use for their planning purposes. Project impacts to recreation during the construction phase will be short-term in nature and will be reduced to a less-than-significant level with implementation of Condition 81 (MM REC-1).

1.5.12 Transportation

Project-related traffic could result in excessive vehicle delays and unacceptable levels of service at the intersection of Ocean Avenue/Highway 1/Highway 246 at F Street in Lompoc (Impact TC-1). This impact could be mitigated by deploying a flag person at that intersection to facilitate the movement of trucks from northbound F Street onto Ocean Avenue and/or by prohibiting northbound truck movements at that intersection during the morning and afternoon peak traffic periods. The Project will require equipment, materials, and supplies to be transported to the Project site on public roadways and many of the loads will require the use of oversized and/or overweight trucks. These trucks will potentially result in safety issues (Impact TC-2) and will require special measures, particularly along constrained portions of San Miguelito Road and at intersections where the trucks will be turning. Physical modifications to such features as utility lines, poles, traffic signals, signs, trees, vegetation, and the roadway design will result in temporary blockages and delays to motorists at the affected locations. Use of oversized trucks could slow traffic and create temporary blockages of intersections during construction (Impact TC-4). Implementation of measures identified in the SEIR to address Impacts TC-1, TC-2 and TC-4 will be incorporated into the Traffic Management Plan required under Condition 82 (MM TC-1) and will mitigate these impacts to less than significant levels. Heavy equipment transporting the Project-related construction materials and components to the site could damage existing roadways (Impact TC-5). Impacts associated with roadway damage will be mitigated to a less than significant level with the implementation of adopted Condition 83 (MM TC-3) which requires that the Owner/Owner/Operator enter into an agreement with affected jurisdictions to ensure that any damage to roadways attributable to the Project are repaired or reconstructed to original conditions. These requirements will also be included in the Traffic Management Plan (Condition 82).

1.5.13 Utilities and Services

Concrete waste from batch plant operations will be a major component of the construction waste stream for the Project. In addition, a significant amount of vegetative

debris will be created by tree removal. Other construction wastes are described in detail in SEIR Section 4.18.4 under Impact USS-1. Operational waste generation will be minimal. Adopted Condition 84 (MM USS-1) requires implementation of a solid waste management plan that describes how waste generated from the Project will be reduced, recycled or disposed and includes a prohibition on disposing of vegetative waste in a landfill. Along with the Project's compliance with current standards for construction waste disposal, implementation of Condition 84 will reduce solid waste impacts to less than significant.

1.6 FINDINGS THAT MITIGATION OF CERTAIN IMPACTS IS WITHIN THE RESPONSIBILITY AND JURISDICTION OF ANOTHER PUBLIC AGENCY

Mitigation measures that will avoid or substantially lessen the significant environmental impacts of the project have been adopted as conditions of Project approval and County departments will be responsible for monitoring compliance with these conditions. Certain mitigation measures adopted as conditions of approval require development and implementation of mitigation plans in consultation with the City of Lompoc, California Department of Transportation, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and/or the U.S. Army Corps of Engineers; however, the County will be responsible for monitoring and enforcing the approved mitigation plans. The California Department of Fish and Wildlife will be responsible for monitoring compliance with the Bird and Bat Conservation Strategy Plan in Condition 38.

The PG&E Upgrades associated with the Project will be implemented under the authority of the California Public Utilities Commission (CPUC) and enforcement of the Avoidance and Protection Measures summarized in the SWEP Final SEIR for the PG&E Upgrades is the responsibility of the CPUC. The Project Owner/Owner/Operator is required under adopted Condition 6 (SEIR MM VIS-5) to request a Reduced Hazard Lighting Plan from the Federal Aviation Administration (FAA) to ensure the minimum amount of FAA-required lighting is installed; the County will be responsible for ensuring that the request is made but will not enforce the requirements of the Hazard Lighting Plan approved by the FAA.

1.7 FINDINGS THAT IDENTIFIED PROJECT ALTERNATIVES OR MITIGATION MEASURES ARE NOT FEASIBLE

The Final SEIR evaluated a no-project alternative and three reconfigured project alternatives as a means of reducing or eliminating potentially significant environmental impacts. As discussed in Chapter 5 of the Final SEIR, five other potential alternatives to the proposed project were considered but not carried forward for analysis because they would not meet the project's objectives or are infeasible. The County Planning Commission adopted a combination of two of the alternatives evaluated in the SEIR, the Modified Project Layout and the Alternative Surface Transport Route, as the approved Project (Modified SWEP). This Modified SWEP configuration was identified as the

environmentally superior alternative in the Final SEIR (SEIR Section 5.6). The remaining two alternatives are infeasible for the reasons stated below.

No Project Alternative. Under the No Project Alternative, the SWEP and associated transmission line will not be constructed, and the underlying land uses (agriculture) at the Project site will remain unchanged. PG&E will not interconnect an additional 98 MW of renewable generating capacity from wind energy development in the Lompoc area. However, PG&E and other electric utilities will continue to seek alternative locations for development of renewable energy sources to meet the State's mandated goal of 60 percent of electricity sales from renewable sources by 2030. The precise locations of future renewable energy development are currently unknown, but will most likely occur outside of the Lompoc area. The Planning Commission rejects the No Project Alternative because it will not meet any of the Project objectives, including providing increased supply of renewable energy in the State.

Alternative Switchyard Location. This alternative was identified to reduce the severity of the significant but mitigable impact associated with views of the proposed switchyard from State Highway 1 and to reduce the significant and unavoidable visual impact associated with the section of the transmission line along the ridge entering the proposed switchyard location. Under this alternative, the Project's switchyard will be constructed at a location approximately 1.1 miles south and west of the proposed switchyard location at the top of the foothills south of the City of Lompoc. This location will reduce the total length of the Project's 115-kV transmission line to 6.2 miles, compared to 7.3 miles in length for the Modified SWEP. All other components, activities, and impacts associated with Project would be built and operated as for the Modified SWEP. During environmental review of the Project, the County Fire Department indicated that this alternative will result in longer emergency response times to the switchyard in case of emergency because its location is more remote and will delay the Fire Department's ability to protect it from wildfire or to contain a fire-related incident at the switchyard. For this reason, the Planning Commission rejects the Alternative Switchyard Location.

1.8 STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR for the Strauss Wind Energy Project, along with the FSEIR Alternatives Revision Letter No. 1 dated November 12, 2019, identifies project impacts to Aesthetic/Visual Resources and Biological Resources as significant environmental impacts which are considered unavoidable. The Planning Commission therefore makes the following Statement of Overriding Considerations which warrant approval of the project notwithstanding that all identified significant impacts are not fully mitigated. Pursuant to CEQA Guidelines Sections 15043, 15092 and 15093, any remaining significant effects on the environment are acceptable due to these overriding considerations:

1. The 98 MW project will generate approximately 288,000 megawatt-hours of clean, renewable wind power annually, enough power to supply about 43,000 homes with electricity annually and help meet statewide energy needs in an efficient, sustainable, and environmentally sound manner. (See Class IV Impact EEU-1, SEIR Section 4.7.4.) This will support the United States Department of Energy goal of increasing the overall use of wind power to generate electricity and assist California in meeting its legislated

Renewable Energy Portfolio standards for the generation of renewable energy in the state. The Energy Element of the Santa Barbara County Comprehensive Plan recognizes the environmental and economic benefits of alternative energy generation and encourages development of alternative energy technologies in the County. The SWEP furthers the County's Energy and Climate Action Plan (ECAP) Measure RE 4 that encourages the development of utility-scale renewable energy projects. (See SEIR Sections 4.7.2.1 through 4.7.2.3.)

2. The project will offset the need for additional electricity generated from fossil fuels and thereby assist the California in meeting its air quality goals and reducing greenhouse gas emissions. The project will reduce carbon dioxide emissions by as much as 40,000 metric tons annually. (See Class IV Impact GHG-1, SEIR Section 4.10.4.)
3. The project is compatible with the existing agricultural use. It will promote the long-term economic viability of agricultural uses in the Santa Barbara County by providing financial support to property owners, who can use the funding to enhance agricultural operations. Project road maintenance will also enhance agricultural operations by improving access throughout the project properties. (See SEIR Section 4.3.4 and Staff Report for the Planning Commission, Table 6, Comprehensive Plan Consistency Analysis - Agricultural Element Goal I.)
4. The project will provide Santa Barbara County with additional tax revenues. The Applicant estimates the Project will generate over 40 million dollars in tax revenue over the life of the Project. The Applicant developed this estimate by multiplying the total project value by the estimated tax rate and then applying applicable value decreases over time using factors applied by the County Tax Assessor.
5. The project will provide temporary construction work to 50-100 employees. The Applicant states that approximately 90% of the Project's contracted work force are members of unions. Some of the unions' members are out of state and some local (e.g., the electrical contractors include local branches 1245 and 413). The Applicant states that 80% of the Project's workforce is expected to live or stay in the Lompoc area during construction since the Project area is remote and Lompoc is the closest city to the Project site. The Applicant states that salaries will be higher when compared to other employment sectors in the region. Although an economic analysis was not conducted and economic benefits to the City of Lompoc and County are not analyzed in the SEIR, the project will benefit the City of Lompoc and the County's local economies.

1.9 MITIGATION MONITORING AND REPORTING

Public Resources Code §21081.6 and CEQA Guidelines §15091(d) require the County to adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of approval in order to avoid or substantially lessen significant effects on the environment. This monitoring program is designed to ensure compliance during all phases of project implementation. The approved project description, including the adopted conditions of approval with their corresponding permit monitoring requirements as described in Final SEIR Chapter 9 and as modified by adopted conditions of approval, including Condition 96 (Mitigation Monitoring), is hereby

adopted as the reporting and monitoring program for the project. These conditions also require that an Environmental Quality and Assurance Program (EQAP) be prepared to ensure compliance during project implementation with those measures included in the project description and with those conditions imposed on the project in order to mitigate or avoid significant effects on the environment. The EQAP is required under adopted Condition 93.

2.0 ADMINISTRATIVE FINDINGS

2.1 CONDITIONAL USE PERMIT FINDINGS

Pursuant to Subsection 35.82.060.E.1 of the Santa Barbara County Land Use and Development Code, a Conditional Use Permit application shall be approved or conditionally approved only if the review authority first makes all of the following findings, as applicable. Each of these findings can be made, as discussed below.

- a. The site for the proposed project is adequate in terms of location, physical characteristics, shape, and size to accommodate the type of use and level of development proposed.**

The project properties encompass 2,915 acres for the wind turbine sites and 2,647 acres for the transmission line route, which will accommodate the Modified SWEP without adversely affecting the primary use of this acreage for commercial agriculture, mining and residential uses. The site is well-suited for a wind farm, due to high wind resource potential on and over the site's ridges and its relatively remote, rural location, which minimizes compatibility issues and visual, noise, and safety impacts. While rural in nature, the site has an existing road network that will be utilized and improved to meet the access needs of the project. Therefore, the site is adequate in terms of location, physical characteristics, shape and size to accommodate the wind energy project.

- b. Environmental impacts. Within the Inland area significant environmental impacts will be mitigated to the maximum extent feasible.**

As discussed in Section 6.1 of the Staff Report for the Planning Commission hearing on November 20, 2019, and the CEQA findings 1.4 and 1.5 above and hereby incorporated by reference, the potential impacts that would result from implementation of the Modified SWEP and the specific mitigation measures which have been adopted as conditions of approval to mitigate each of these impacts. Impacts that cannot be mitigated to less than significant levels are related to visual intrusion of the construction and operation of the 427-ft and 492-ft high wind turbine generators (WTGs) as seen from public viewing areas; likely bird and bat mortality resulting from collisions with the operating WTGs; and removal of approximately 225 oak trees. Conditions of approval have been adopted to mitigate these impacts to the extent feasible as described in CEQA Findings 1.4 and 1.5 above. Based on the analyses in the Final EIR, the discussion presented in Section 6.1 of the Staff Report for the Planning Commission hearing on November 20, 2019, CEQA Findings 1.4 and 1.5 above, and as discussed at the November 20, 2019 public hearing and incorporated herein by reference, the Planning Commission finds that, with implementation of the adopted conditions of approval,

significant adverse impacts associated with the Modified SWEP will be mitigated to the maximum extent feasible.

c. Streets and highways are adequate and properly designed.

Approximately 1.76 miles of existing onsite roads will be improved, widened and surfaced with gravel to provide access during construction and operations for oversized and heavy vehicles needed to transport large Project components to the site. An additional 7.05 miles of new roads will be constructed and left unpaved at the site, except in steep areas where they will be paved with asphalt. All new and improved onsite roads will be left in place once construction is completed and temporarily disturbed areas will be revegetated following the road work. San Miguelito Road will be widened or modified in 34 separate locations in order to transport the WTG blades to the site. The longest blade lengths are approximately 225 feet, and the trucks transporting the blades are too long to make certain turns along San Miguelito Road where corners are too sharp for the turning radii of transport trucks.

During construction, Project-related traffic will temporarily affect levels of service on project area roadways, in particular within the City of Lompoc. Special permits will be obtained from Caltrans and affected local authorities for the operation of oversized and overweight vehicles on the designated roadways. Condition 73 requires implementation of a Traffic Management Plan to address potential hazards and level-of-service impacts associated with Project-related construction traffic and Condition 74 requires that any Project-related damage to roadways be repaired or mitigated pursuant to executed agreements between the Owner/Owner/Operator and the affected jurisdictions (CALTRANS, County of Santa Barbara and City of Lompoc). No more than 10 employees will be present on the Project site during normal operations, and the additional traffic generated on San Miguelito Road during operations will not affect its level of service. Therefore, the Planning Commission finds that existing streets and highways, including improvements, are adequate and properly designed to carry the type and quantity of traffic generated by construction and operation of the Project.

d. There will be adequate public services, including fire protection, police protection, sewage disposal, and water supply to serve the proposed project.

As discussed in detail in Section 6.2 of the Staff Report for the Planning Commission hearing on November 20, 2019 and incorporated herein by reference, the project will have adequate public and private services. Fire, police, and emergency services are discussed in Section 4.8 of the SEIR. The project is not expected to significantly increase demand for services. Condition 43 requires that the Project proponent submit a fire protection plan for approval before the issuance of zoning clearance, which among other things will address the need for “dedicated repeaters” to summon fire or emergency services in case of phone system outages. During operations, the Project will have low water needs, estimated at up to 250 gallons per day, which will be supplied by an onsite well reviewed and approved as adequate by Environmental Health. During project construction, onsite well(s) will be developed to provide water for dust control and concrete mixing. In order to ensure the provision of water for construction purposes the Owner/Operator also has a commitment from the City of Lompoc to supply recycled

water in the instance that onsite well water is not available. Project water use will not affect any mapped groundwater basin. Water to fill the fire water tank may be trucked in to the site if necessary. Sewage disposal will be by means of a leach line system near the Operations and Maintenance building, which will be installed pursuant to County Code. Therefore, the project will have adequate public services including fire protection, police protection, sewage disposal and water supply.

- e. The project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood and will be compatible with the surrounding area.**

The project is situated in a relatively remote, rural location, surrounded by agriculturally zoned properties and undeveloped Vandenberg Air Force Base land. Most of properties where WTGs are sited are in the immediate project vicinity and will be within view of the WTGs or exposed to the project during ongoing operations are project participants, which will minimize visual compatibility issues. Potential noise and safety impacts will be mitigated to less than significant by the mitigation measures identified in FSEIR, 18EIR-00000-00001 hereby incorporated by reference and which are adopted as the project conditions of approval. Therefore, the project will be compatible with the surrounding agricultural uses, and will not be detrimental to the comfort, convenience, general welfare, health, or safety of the neighborhood. Based on the foregoing, the Planning Commission finds that construction and operation of the Project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood and will be compatible with the surrounding area.

- f. The proposed project will comply with all applicable requirements of this Development Code and the Comprehensive Plan, including any applicable community or area plan.**

As discussed in detail in Sections 6.2 and 6.3 of the Staff Report for the Planning Commission hearing on November 20, 2019, the project, as conditioned and with adoption of the requested Variance, is consistent with the County's Comprehensive Plan and complies with the County's Land Use and Development Code, in particular Chapter 35.57 Wind Energy Systems, as discussed in Section 6.3.1 of the Staff Report. Therefore, the Planning Commission finds that the Project complies with all applicable requirements of County's Comprehensive Plan and complies with the County's Land Use and Development Code.

- g. In designated rural areas the use will be compatible with and subordinate to the rural and scenic character of the area.**

Commercial wind farms are a conditionally permitted use in rural agriculturally zoned areas, and are exempted from restrictions on height and ridgeline placement of WTGs based on technical feasibility (County Land Use and Development Code Sec. 35.30.090.E.3.d; 35.57.050.K). Six of the WTG's will be 427 feet and 23 WTGs will be 492 feet in height, and all 29 WTGs would be spread across 2,915 acres. The meteorological tower will be 295 feet in height. The height, scale, and design of the WTGs and power poles are dictated by technical requirements, and impacts will be mitigated to the maximum extent feasible. Therefore, the Project is consistent with

County policy and compatible with the rural character, to the maximum extent feasible in consideration of technical requirements. (See also Section 6.2 of the Staff Report for the Planning Commission hearing on November 20, 2019.)

2.2 VARIANCE FINDINGS

Pursuant to Subsection 35.82.200.E of the Santa Barbara County Land Use and Development Code, a Variance application shall be approved or conditionally approved only if the review authority first makes all of the following findings. Each of these findings can be made for the Project, as discussed below.

- a. **Due to special circumstances applicable to the subject property, including location, shape, size, surroundings, or topography, the strict application of this Development Code deprives the subject property of privileges enjoyed by other property in the vicinity and under identical zone classification.**

LUDC Section 35.82.200(A) states the purpose and intent of variances is to allow variances from the strict application of the provisions of the Development Code where, because of exceptional conditions (e.g., the location, shape, size, surroundings, or topography, or other extraordinary situation or condition of the subject property), the literal enforcement of the Development Code would impose practical difficulties or would cause undue hardship unnecessary to carry out the intent and purpose of the Development Code. The County Land Use and Development Code (Sec. 35.57.050.G) requires wind turbine generators (WTGs) to be set back from property lines a distance equal to the full system height, including blades (up to 492 feet for this project).

The Modified SWEP Variance application requests that the setback requirements be reduced in the following ways: (1) To allow the base of 10 wind turbine towers to be setback not less than 230 feet from property lines adjoining Vandenberg Air Force Base; and (2) To allow the base of five wind turbine towers a reduction of setback requirements from internal contiguous participating property lines to 194 feet on property zoned AG-II-100, in compliance with Sections 35.82.200 and 35.57.050 of the County Land Use and Development Code.

The requested Variance would allow 15 of the Modified SWEP's 29 WTGs to be located within setbacks otherwise required by the LUDC. The reason for the Variance request is that in some cases the property lines follow a ridgeline or ridge top and observation of the required setbacks would prohibit the placement of WTGs along these ridgelines/ridge tops. However, it is necessary to site the WTGs on or close to these ridgelines/ridge tops in order to best exploit the wind resource. The Applicant needs to most effectively capture the wind resources on the site for the Project to be feasible.

Strict compliance with the Land Use Development Code would shift the WTGs up to 492 from all project property lines and the project would fail to capture the maximum wind energy resource which would potentially make the Modified SWEP infeasible. In addition, strictly observing the setbacks required by the LUDC would necessitate the relocation of WTGs on steeper slopes, which would create engineering difficulties and unnecessary environmental impacts, and increase costs.

Neighboring participating properties under identical zone classification have ridgelines and ridge tops outside of setbacks that will be used to capture the maximum wind energy resource for the project. Therefore, granting the Variance would allow deployment of the WTGs on the affected properties comparable to the privileges enjoyed by other participating property in the vicinity and under identical zone classification with ridgelines/ridge tops outside the applicable setback requirement. Therefore, this finding can be made.

b. The granting of the Variance shall not constitute a grant of special privileges inconsistent with the limitations upon other property in the vicinity and zone in which the property is situated.

A variance similar to that requested for the SWEP was approved by the County in 2009 for the Lompoc Wind Energy Project (LWEP), which was the first large-scale wind farm in the County and the first variance request of its kind to be approved. At the time the LWEP project was approved, the findings of approval anticipated “that similar variances will be granted for future projects under the same circumstances.” The same is true for the SWEP. The requested Variance applies only to reducing site setbacks for the purposes of placing WTGs in order capture the maximum wind energy resource and does not apply to other types of structures. The Variance application requests that the setback requirements be reduced from 492 feet: (1) To allow the base of 10 wind turbine towers to be setback not less than 230 feet from property lines adjoining Vandenberg Air Force Base; and (2) To allow the base of five wind turbine towers a reduction of setback requirements from internal contiguous participating property lines to 194 feet on property zoned AG-II-100, in compliance with Sections 35.82.200 and 35.57.050 of the County Land Use and Development Code. All setback requirements will be met for portions of the WTG areas adjacent to private non-participating properties.

Granting the Variance would allow deployment of the WTGs on the affected properties comparable to other participating properties in the vicinity and zone classification and would not constitute a special privilege. Also, other non-participating property owners in the vicinity of the SWEP and with the same zoning as the SWEP sites will remain free to propose or participate in future large scale wind energy projects. As such, the Variance granted herein will not grant special privileges to the participating properties or Project owner that would not be available to other land owners in the vicinity or zone proposing a property use of a similar nature. Therefore, this finding can be made.

c. The granting of the Variance will not be in conflict with the purpose and intent of this Development Code or the Comprehensive Plan.

The Variance will not conflict with the Development Code or Comprehensive Plan, will not create any safety concerns, and will support Comprehensive Plan Energy Element Goal 5, which encourages development of alternative energy sources. Therefore, this finding can be made.

ATTACHMENT A

Findings for Approval

1.0 CEQA FINDINGS *(Pursuant To Public Resources Code Section 21081 and the California Environmental Quality Act Guidelines Sections 15090 and 15091)*

1.1 CONSIDERATION OF THE ENVIRONMENTAL IMPACT REPORT

The Final Supplemental Environmental Impact Report (FSEIR, 18EIR-00000-00001/SCH#2018071002) to the Lompoc Wind Energy Project EIR (06EIR-00000-00004/SCH#200671008) dated October 2019, including the FSEIR Alternatives Revision Letter No. 1 dated November 12, 2019, was presented to the County Planning Commission and all voting members of the Planning Commission have reviewed and considered the information contained in the Final SEIR (18EIR-00000-00001), its appendices, and the November 12, 2019 FSEIR Alternatives Revision Letter No. 1, as well as relevant information from the LWEP EIR prior to approving the project. In addition, all voting members of the County Planning Commission have reviewed and considered testimony and additional information presented at or prior to the public hearing on November 20, 2019. The Final SEIR reflects the independent judgment and analysis of the County Planning Commission and is adequate for this proposal.

1.2 FULL DISCLOSURE

The County Planning Commission finds and certifies that the Final SEIR (18EIR-00000-00001) to 06EIR-00000-00004 constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA. The County Planning Commission further finds and certifies that the Final SEIR has been completed in compliance with CEQA.

1.3 LOCATION OF RECORD OF PROCEEDINGS

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the County Planning and Development Department located at 123 East Anapamu Street, Santa Barbara, CA 93101.

1.4 FINDINGS THAT CERTAIN UNAVOIDABLE IMPACTS ARE MITIGATED TO THE MAXIMUM EXTENT FEASIBLE

The Final SEIR (18EIR-00000-00001) for the Strauss Wind Energy Project (SWEP), along with the Final SEIR and Revision Letter No. 1, identified seven significant, adverse environmental impacts for the Modified SWEP which cannot be fully mitigated and are therefore considered unavoidable (Class I). The Final SEIR and Revision Letter No. 1 identified Class I impacts due: to visual intrusion of the construction and operation of the 427-ft and 492-ft high wind turbine generators (WTGs) as seen from public viewing areas; likely bird and bat mortality resulting from collisions with the operating WTGs; and removal of approximately 225 oak trees. To the extent the impacts remain significant and unavoidable with mitigation, such impacts are acceptable when weighed against the overriding social, technical, economic, legal, and other considerations set forth in the Statement of Overriding Considerations included in Finding 1.8, below. For each of the Class I impacts identified in the Final SEIR (18EIR-00000-00001), feasible changes or

alterations have been required in, or incorporated into, the approved project which avoid or substantially lessen the significant environmental effect, as discussed below:

1.4.1 Impacts to Birds and Bats

Unknown numbers of special status and non-sensitive birds and bats could be at risk of mortality through collisions with the WTGs over the duration of the Project (Impact BIO-10). Bird and bat mortality from collisions with WTGs is difficult to predict and depends on a variety of factors including species composition on a site; behavior and flight characteristics of species present; migratory patterns; site characteristics including habitat, weather, proximity to water and other features that concentrate migrants; and wind farm features such as WTG type, location configuration and lighting. Due to the complexity of the multiple factors that contribute to collision risk, pre-construction risk assessments and surveys may not accurately predict actual mortality during operation. Therefore, required active control technology prior to and during operation and an ongoing adaptive management plan (described below under Mitigation Measures) are more likely to successfully lessen the impacts to bird and bats strikes than conducting additional studies that may be too speculative. Because unknown but potentially substantial numbers of protected birds and bats are at risk of collisions with the WTGs over the duration of the project, and currently there is no proven method to entirely prevent such collisions, this impact is considered significant and unavoidable (Class I).

Mitigation Measures. Seven measures have been adopted as conditions of approval. Condition 36 (MM BIO-15a) requires that the turbines be micro-sited so that each tower is located at least 500 feet from active raptor nesting sites. Condition 37 (MM BIO-15b) requires design elements, including active control technology systems, which identify large soaring birds, such as Golden eagle and California Condor, and automatically curtails WTG operation if birds are detected approaching or entering the Project site. This technology is fairly new but data up to this point has suggested it could be an important method to reducing collision risk for large birds. Condition 38 (MM BIO-16) requires preparation and implementation of a monitoring and adaptive management plan bird and bat conservation strategy. Condition 39 (MM BIO-16a) requires data collection and reporting on bird usage and behaviors on the site. Condition 40 (MM BIO-16b) requires data collection and reporting to determine whether the mortality thresholds of the Adaptive Management Plan have been reached. Condition 41 (MM BIO-16c) requires that carrion within 500 feet of each WTG be promptly removed to minimize attractants for avian feeders and Condition 42 (MM BIO-16d) requires an Adaptive Management Plan which identifies actions to be taken if the number of bird or bat mortalities exceeds a defined threshold as described in the SEIR. Actions to reduce mortality would include increase frequency of removing carrion within 500 feet of each WTG and selective curtailment of turbine operation.

1.4.2. Impacts to Aesthetic/Visual Resources

The SEIR found that construction and operation of the project has the potential to degrade the visual character of the area in the vicinity of project elements and also degrade landscape characteristics along portions of San Miguelito Road which is a rural area characterized by open spaces and scenic views. Vehicular transport of Project

components will require road widening and tree removal that would alter the landscape characteristics along portions of San Miguelito Road. Two segments of San Miguelito Road will experience significant and unavoidable visual impacts from views of the transmission line, as will viewers on some public roads and residential areas in the southern portion of the City of Lompoc. The transmission line structures will introduce an industrial character to the southern Lompoc area and the sky-lining of the transmission line structures will exacerbate their prominence and visibility. The WTGs will be visible during construction and operations from San Miguelito Road, near its intersection with Sudden Road and near its western terminus at the Vandenberg Air Force Base (VAFB) property line. The western-most WTGs will be visible from Jalama Beach County Park. The WTGs will be lighted for safety, as required by the Federal Aviation Administration (FAA) and the visibility of numerous synchronized flashing red hazard lights along ridgelines in the context of the dark nighttime coastal landscape will result in a significant and unavoidable visual impact at Jalama Beach County Park and from other locations in the northern Lompoc Valley, including portions of Harris Grade Road, Highway 1, Mission Hills, and Vandenberg Village. Portions of San Miguelito Road will be widened, embankments cut back, and a significant number of roadside native oak trees will be removed to enable the transport of the large WTG blades to the site. These activities will result in significant and unavoidable visual changes that will reduce the scenic quality of San Miguelito Road which is considered to be of moderate to high quality due to its recreational and sight-seeing value.

Mitigation Measures. Conditions 3 and 4 (MM VIS-1 and MM VIS-2) require that construction materials and excavated materials be stored away from San Miguelito Road and confined within specific areas to reduce impacts on mountain views. Condition 5 (MM VIS-4) requires implementation of a County-approved Landscape and Lighting Plan that requires landscaping and revegetation treatments to reduce the visibility of cut slopes and graded areas along the transmission line route and along Miguelito Road, and measures to minimize the attraction of birds to facility lighting. Condition 6 (MM VIS-5) requires the Owner/Operator to request the FAA for a reduced FAA hazard lighting plan, and if approved by the FAA, implement the reduced lighting plan. Conditions 93 (EQAP) and 96 (Mitigation Monitoring) require on-site independent environmental monitoring and reporting to the County throughout construction and operations. Implementation of these measures will reduce impacts to the maximum extent feasible, but will not fully eliminate the potential for significant visual impacts to occur as a result of the Project. No other measures are known which will further reduce the impact.

1.4.3 Impacts to Oak Trees

The SEIR found that significant, unavoidable impacts to oak woodland and tanoak forest will result from construction of the Project (Impact BIO-2a). Approximately 225 oak coast live oak and tanoak trees will be removed for construction of access roads, WTGs, and the transmission line for the Modified SWEP. Trees that do not need to be removed for construction may be directly affected by trenching or grading that could cut through root zones or compact soils around trees. In addition, trees with limbs overhanging access roads and turbine pads could be damaged by pruning to allow equipment and site access. Oak trees are very slow to regenerate, especially in areas of low annual rainfall. Even

with tree protection and replacement, there is a temporal habitat loss that could take several decades, and possibly longer, to replace the habitat value and ecological functions that will be lost to project development. Some habitat components of mature woodlands, such as large tree cavities suitable for mammal dens or owl nests, may take even longer to replace. Therefore, impacts to woodland and forest will be significant and unavoidable.

Mitigation Measures. Mitigation measures BIO-1, BIO-2, BIO-4a through BIO-4c, BIO-11c and BIO-11d have been adopted as Conditions of approval 9, 10, 12, 13, 14, 22, and 23 to avoid or minimize impacts to woodland and forest habitats. Mitigation measures BIO-1 and BIO-2 (Conditions 9 and 10) require development and implementation of a Worker Education and Awareness Program, minimizing the amount of ground disturbance, clearly marking disturbance limits and environmentally sensitive habitats in the field, and biological monitoring and reporting. In addition, MM BIO-4a (Condition 12) addresses protection of trees adjacent to project activities, MM BIO-4b (Condition 13) requires replacement of trees that are removed, and MM BIO-4c (Condition 14) requires implementation of best practices to reduce the potential for spread of plant pathogens, including sudden oak death. Mitigation measures BIO-11c and BIO-11d (Conditions 22 and 23) require biological monitoring and reporting during project construction to ensure compliance with mitigation measures.

The Planning Commission finds that mitigation measures VIS-1, VIS-2, VIS-4, VIS-5 and BIO-1, BIO-2, BIO-4a, BIO-4b, BIO-4c, BIO-11c, BIO-11d, BIO-15a, BIO-15b, BIO-16, BIO-16a, BIO-16b, BIO-16c, and BIO-16d, which have been adopted as Conditions of approval 3, 4, 5, 6, 9, 10, 12, 13, 14, 22, 23, 36, 37, 38, 39, 40, 41, 42, and Conditions 93 (EQAP) and 96 (Mitigation Monitoring), as discussed above, will mitigate significant, unavoidable impacts of the Project to the maximum extent feasible and that there are no other feasible mitigation measures that could be required that will further reduce these significant impacts.

1.5 FINDINGS THAT CERTAIN IMPACTS ARE MITIGATED TO INSIGNIFICANCE BY CONDITIONS OF APPROVAL

The Final SEIR (18EIR-00000-00001) identified several issue areas for which the project is considered to cause or contribute to significant, but mitigable environmental impacts (Class II). For each of these Class II impacts identified by the Final SEIR (18EIR-00000-00001), feasible changes or alterations have been required in the form of mitigation measures, or incorporated into, the project which avoid or substantially lessen the significant environmental effect, as summarized below. The impacts and mitigation measures are more fully described in the respective resource area discussions in the Final SEIR and the full text of each condition of approval is provided in Attachment B to the November 12, 2019 Planning Commission staff report.

1.5.1 Aesthetic/Visual Resources

The SEIR concludes that introduction of the new transmission line switchyard near Highway 1 and the southern boundary of the Lompoc city limits will introduce a visually

prominent industrial feature and color and line contrast with existing vegetation in close proximity to that portion of Highway 1 that is a designated Scenic Highway, a potentially significant impact (Impact VIS-6). Implementation of an approved Landscape and Lighting Plan (MM VIS-4) Condition 5 will reduce this impact to a less-than significant level by reducing the visibility of the switchyard pad and complex structural elements through installation and maintenance of landscape screening and applying colorants to reduce the lighter colored rock, soils, or gravel with darker vegetation. This mitigation measure has been adopted as Condition 5. With implementation of the adopted mitigation measures, this potential impact to visual resources will be less than significant.

1.5.2 Air Quality – Construction Emissions

The SEIR found that if not mitigated, construction emissions of NO_x and PM₁₀ will exceed County significance thresholds (Impact AQ-1). Mitigation measure AQ-1 requires use of Tier 3 or better engines, use of electric equipment and alternative-fuel vehicles where feasible, and other measures to minimize engine and vehicle NO_x emissions. Mitigation measure AQ-2 requires implementation of dust (PM₁₀) control measures during construction, including dust monitoring, water application, and wheel washing to prevent tracking of mud onto public roads, among other actions. These mitigation measures have been adopted as Conditions 7 and 8. With implementation of the adopted mitigation measures, these potential impacts to air quality will be less than significant.

1.5.3 Biological Resources

The SEIR identified several Class II impacts to biological resources. These impacts and mitigation measures are summarized below and in Table 5 of the November 12, 2019 Planning Commission staff report. Full descriptions of these impacts and mitigation measures are provided in Section 4.5 of the SEIR. Each of these mitigation measures has been adopted as a condition of approval, as noted below. With implementation of these mitigation measures, these potential impacts to biological resources will be less than significant.

Class II Biological Impact

BIO-1a: Vegetation and Wildlife Habitat

Impacts during Construction. Vegetation and wildlife habitat could be temporarily and permanently lost during construction.

BIO-1b: Vegetation and Wildlife Habitat

Impacts during O&M. Vegetation and wildlife habitat could be impacted during normal operations and maintenance.

Mitigation Measure (Condition Number)

BIO-1: Worker Education and Awareness Program. (Cond. 9)

BIO-2: Ground Disturbance. (Cond. 10)

BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)

BIO-8: Native Grassland Restoration. (Cond. 18)

BIO-11b: Fencing. (Cond. 21)

BIO-11c: Biological Monitoring. (Cond. 22)

BIO-11d: Monitoring Report. (Cond. 23)

Class II Biological Impact

BIO-3: Wetlands, Seeps, and Springs, and Features Subject to Regulation by the USACE, Santa Barbara County, or CDFW.

Direct loss of wetlands and seeps could occur at creek crossings, the laydown yard, water well, road improvement and access road locations, pole locations along the transmission line, and WTG pads. Additionally, soil erosion or spills could reduce water quality during construction.

BIO-5a: Construction Impacts to Gaviota Tarplant. Impacts to Gaviota tarplant and designated critical habitat could occur during construction.

BIO-5b: O&M Impacts to Gaviota Tarplant. Occasional disturbance to small areas of Gaviota tarplant habitat could occur as a result of operations or maintenance activities involving clearing or vehicle operation in occupied habitat.

BIO-6: Other Special-Status Plants. A number of other special-status plant species may be present on site or in the transmission line corridor and could be lost during construction.

BIO-7: Common Wildlife. Individual animals could be injured or killed by vehicles, equipment, or large holes during construction.

Mitigation Measure (Condition Number)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)
BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. (Cond. 19)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)
BIO-5: Pre-construction Rare Plant Surveys and Restoration. (Cond. 15)
BIO-6: Gaviota Tarplant Disturbance. (Cond. 16)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)
BIO-5: Pre-construction Rare Plant Surveys and Restoration. (Cond. 15)
BIO-7: Kellogg's and Mesa Horkelia Habitats. (Cond. 17)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-11a: Pre-construction Wildlife Surveys. (Cond. 20)
BIO-11b: Fencing. (Cond. 21)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)

Class II Biological Impact

BIO-8: Nesting Birds. Nesting birds could potentially lose nests through destruction or abandonment.

BIO-9: Special-Status Wildlife. Direct and indirect impacts could occur to special-status wildlife species.

BIO-11: Avian and Bat Collisions with Power Lines and Meteorological Tower. Birds and bats could collide with transmission and power collection poles, transmission and power collection lines, and the meteorological tower.

Mitigation Measure (Condition Number)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-11a: Pre-construction Wildlife Surveys. (Cond. 20)
BIO-11b: Fencing. (Cond. 21)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)
BIO-12: Avoidance Measures for Nesting Birds. (Cond. 24)
BIO-14e: Roosting Bats. (Cond. 30)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)
BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. (Cond. 19)
BIO-11a: Pre-construction Wildlife Surveys. (Cond. 20)
BIO-11b: Fencing. (Cond. 21)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)
BIO-13: Pre-construction Surveys and Conservation of El Segundo Blue Butterfly. (Cond. 25)
BIO-14a: California Horned Lizard. (Cond. 26)
BIO-14b: Northern California Legless Lizard. (Cond. 27)
BIO-14c: San Diego Desert Woodrat. (Cond. 28)
BIO-14d: American Badger. (Cond. 29)
BIO-14e: Roosting Bats. (Cond. 30)
BIO-14f: Vernal Pool Fairy Shrimp. (Cond. 31)
BIO-14g: California Red-Legged Frog. (Cond. 32)
BIO-14h: Western Spadefoot Toad. (Cond. 33)
BIO-14i: California Condor. (Cond. 34)
BIO-14j: Maternity Colony or Hibernaculum Surveys and Avoidance Measures for Sensitive Bats. (Cond. 35)

BIO-15b: Appropriate WTG and Project-Element Design. (Cond. 37)

Class II Biological Impact

BIO-14: Indirect Impacts (Vegetation).

Invasive species carried from other work sites could establish on site and displace native plant species or interfere with revegetation; topsoil removal and equipment operation could reduce the ability of soils to support vegetation.

Mitigation Measure (Condition Number)

BIO-1: Worker Education and Awareness Program. (Cond. 9)
BIO-2: Ground Disturbance. (Cond. 10)
BIO-3: Site Restoration and Revegetation Plan. (Cond. 11)
BIO-5: Pre-construction Rare Plant Surveys and Restoration. (Cond. 15)
BIO-6: Gaviota Tarplant Disturbance. (Cond. 16)
BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. (Cond. 19)
BIO-11c: Biological Monitoring. (Cond. 22)
BIO-11d: Monitoring Report. (Cond. 23)
BIO-17: Weed Control Plan. (Cond. 43)

1.5.4 Archaeological and Tribal Cultural Resources

Grading for access roads and WTG pad construction, and other project-related activities, could result in significant impacts to 29 prehistoric archaeological sites (Impact CULT-1) and/or to unidentified subsurface archaeological resources (Impact CULT-2). Ground disturbance can crush artifacts, alter or destroy the vertical and horizontal contexts of features and artifact associations, such as disassociating burials and grave goods, and reduce or remove the analytical and interpretive potential of remains. Implementation of mitigation measures CULT-6 through CULT-10 require that resources be avoided to the extent feasible; that areas of known archaeological sites be designated as unbuildable on project plans and in some cases fenced off; that an Archaeological Data Recovery Excavation, Monitoring and Reporting Plan that includes detailed pre-construction investigation of disturbance areas, a detailed capping plan, special requirements where sites could be affected by horizontal directional drilling, identification and treatment of unanticipated discoveries during ground disturbance, worker awareness training, and Archaeological and Native American monitoring requirements. These mitigation measures have been adopted as Conditions 44, 45, 46, 47, and 48, respectively, and with their implementation, impacts to archaeological and Tribal cultural resources will be less than significant.

1.5.5 Fire Hazards and Emergency Services

Most of the Project site is designated by CAL FIRE as a Very High Fire Hazard Severity Zone, which is CAL FIRE's most severe designation. During construction, the Project could result in an increased risk of wildland fires that could spread to more developed areas. Fire risks include vehicle exhaust, sparks, welding, parking on dry grass, and fuel tanks (Impact FPES-1). Operation of the Project could increase baseline fire risks. Although rare, wind energy systems can be the source of wildfire ignitions due to collection line failure, turbine malfunction or mechanical failure, and lightning- and bird-related incidents or WTG malfunction (Impact FPES-2). During construction, the temporary blockage of San Miguelito Road by trucks carrying large loads (such as the WTG blades) could temporarily increase response times in the area. This could result in response times that are considered unsafe in a Very High Fire Hazard Severity Zone (Impact FPES-3). Firefighters will need to take into consideration how a fire may affect

the project's infrastructure (switchyard, substation, power transmission line, WTGs) when they combat potential wildland fires, as the Project structures will inhibit certain fire-fighting methodologies (Impact FPES-5). Each of the fire hazard impacts are discussed in more detail in Section 4.8 of the SEIR and are summarized in Table 5 of the Planning Commission Staff Report for the November 20, 2019 hearing. Six Conditions have been identified to reduce fire hazard impacts: Condition 49 (MM FPES-1) requires a Fire Prevention Plan to be approved by the County Fire Department; Condition 50 (MM FPES-2) prohibits smoking and open fires on the Project site during construction and operation; Condition 51 (MM FPES-3) requires gravel to be installed around the substation and switchyard; Condition 52 (MM FPES-4) requires access roads to remain passable by emergency vehicles for the duration of the Project; Condition 53 (MM FPES-5) requires vegetation buffers and clearances around the transmission line; and Condition 54 (MM FPES-6) requires the Owner/Operator to stop work during Red Flag conditions. Implementation of mitigation measures FPES-1 through FPES-6 (Conditions 49 through 54) will reduce these impacts to less than significant levels.

1.5.6 Geology and Soils

Although the potential for seismically induced ground shaking in the Project area during Project operation is unavoidable, proper design according to accepted standards and practices, and local, State, and federal regulations will reduce the potential for damage, injury, or death due to seismic shaking to a less-than-significant level for most SWEP structures. Impacts related to damage from seismic ground shaking, liquefaction, or seismically induced landslides (Impact GEO-2) for Project components will be reduced to a less-than-significant level with implementation of Condition 55 (Seismic Design; MM GEO-1) and Condition 56 (Grading and Drainage Plan; MM GEO-2). Construction activities could destabilize soil and weaken geologic units, alter existing drainage and some Project components will be located in areas within or near landslide deposits (Impact GEO-3) and could accelerate or increase the potential for erosion (Impact GEO-4). Impacts related to potential landslides, slope stability and erosion will be reduced to less than significant levels with implementation of adopted Condition 56 (MM GEO-2). Expansive soils are known to occur on the site and can undergo shrinking and swelling with moisture changes that can damage Project components such as slabs, building foundations, and concrete flatwork. Condition 57 (MM GEO-3) requires soil analyses for expansion potential once Project design has been developed and criteria for facility performance has been established and specifies additional measures to be applied as necessary to address expansive soil issues. Differential settlement due to compressible or collapsible soils present within the Project area could cause damage to Project components. Implementation of adopted Condition 58 (MM GEO-4) which requires Project components to be sited on cut pads that have been engineered and treated as necessary to provide a uniform foundation support and reduce differential settlement will reduce the potential impacts due to collapsible or compressible soil to a less-than-significant level (Class II).

1.5.7 Hydrology and Water Quality

The project could substantially deplete groundwater supplies or interfere with groundwater recharge from extracting water from proposed onsite wells for construction water use (Impact WAT-4). The groundwater impacts from the construction water use on two existing offsite wells as described in SEIR Section 4.12 are potentially significant, but can be reduced to a less-than-significant level with the Condition 63 (MM WAT-1 Construction Water Source). Condition 63 requires installation of a monitoring well as close as possible to the nearest existing offsite well to monitor groundwater levels within the aquifer. If monitoring indicates a drawdown of 14 feet in the nearest offsite well, the Owner/Operator shall use its alternative source of construction water, which is reclaimed water from the City of Lompoc's Regional Wastewater Reclamation Plant (LRWRP). To demonstrate reclaimed water is available, the Owner/Operator has obtained a "Can and Will" serve letter from LRWRP. Implementation of adopted Condition 63 will ensure that the groundwater aquifer will not be significantly affected by Project activities.

Road construction will result in the removal or reduction of riparian vegetation or other vegetation from the buffer zone of streams, creeks, or wetlands, which could affect water quality by increasing the potential for erosion and removing vegetation which serves as shade and a filter for pollutants (Impact WAT-5). The biological impacts from the permanent removal of 3.02 acres of riparian vegetation as described in SEIR Section 4.12 are potentially significant, but can be reduced to a less-than-significant level with the following mitigation Conditions 11 (MM BIO-3) and 19 (MM BIO-9) (refer to section 1.5.3 above) and Condition 64 (MM WAT-2 Minimize Watercourse Encroachment). Condition 64 requires that a plan showing all watercourse encroachments demonstrate that any disturbance to riparian vegetation does not adversely affect the creek channel, vegetative cover over the stream, or flow pattern. Condition 64 will reduce potential impacts to water quality associated with the removal or reduction of vegetation to a less-than-significant level. Implementation of adopted Condition 64 (in conjunction with Conditions 11 and 19) will ensure that water quality will not be significantly affected by Project activities.

1.5.8 Land Use and Planning

The SEIR identified three Class II impacts to quality of life and two impacts to land use as a result of the Project. These impacts and mitigation measures are summarized below and in Table 5 of the November 12, 2019 Planning Commission staff report. Full descriptions of these impacts and mitigation measures are provided in Section 4.13 of the SEIR. Each of these mitigation measures has been adopted as a condition of approval, as noted below. With implementation of these mitigation measures, these potential impacts to quality of life and land use resources will be less than significant.

Class II Land Use Impact

LU-5a: Quality of Life – Noise. Noise from Project construction could cause temporary impacts to quality of life of residences within and surrounding the Project area.

Mitigation Measure (Condition Number)

NOI-2: Construction Hours. (Cond. 69)
NOI-3: Telephone Number for Noise Complaints. (Cond. 70)
NOI-4: Noise Complaint Resolution Plan. (Cond. 71)
NOI-5: Maintenance of Construction Equipment. (Cond. 72)
NOI-6: Resident Notification. (Cond. 73)

Class II Land Use Impact

Mitigation Measure (Condition Number)

LU-5b: Quality of Life – Noise. Noise from WTG operation could potentially impact quality of life of nearby residences.

NOI-1: WTG Maintenance. (Cond. 68)
NOI-3: Telephone Number for Noise Complaints. (Cond. 70)
NOI-4: Noise Complaint Resolution Plan. (Cond. 71)
NOI-7: Acoustical Analysis. (Cond. 74)
NOI-8: Noise Monitoring and Control Plan. (Cond. 75)
NOI-9: Maintenance Hours. (Cond. 76)

LU-6: Coastal Resources. Possible unpermitted encroachment into the Coastal Zone, impacting coastal resources.

LU-1: Staking of Coastal Zone. (Cond. 65)

LU-7: Decommissioning and Reclamation Plan. Long-term impacts to land use following end of Project.

LU-2: Decommissioning & Reclamation Plan. (Cond. 66)
LU-3: Financial Assurance for Decommissioning and Reclamation. (Cond. 67)

1.5.9 Noise

The SEIR identified two Class II noise impacts from short-term construction noise (Impact NOI-1) and long-term wind turbine generator noise (Impact NOI-2). Site preparation and construction activities including heavy truck deliveries will temporarily increase noise levels at residences in and around the Project site with operation of heavy construction equipment. Mitigating the potentially significant on-site construction noise impact involves limiting the duration of the noise by limiting the hours of construction and avoiding annoyance, nuisance, or sleep interference at nearby sensitive receptors through a complaint resolution plan and advance notification. Implementation of adopted Conditions 69, 70, 71, 72, 73 (MMs NOI-2, NOI-3, NOI-4, NOI-5, and NOI-6) will reduce short-term noise impacts to less than significant levels. Along with Conditions 70 and 71, implementation of requirements for WTG maintenance (Condition 68; MM NOI-1), acoustical analysis (Condition 74; MM NOI-7), operational noise monitoring and control (Condition 75; MM NOI-8) and restrictions on maintenance hours within 1,600 feet of non-participating residences (Condition 76; MM NOI-9) will reduce this operational noise impact to a less-than-significant level.

1.5.10 Paleontological Resources

Impacts to paleontological resources could result from ground-disturbing activities such as mechanical excavation, drilling, or trenching (Impact PALEO-1) or from unauthorized collection of fossils by construction workers or operational personnel (Impact PALEO-2). Three mitigation measures have been adopted as conditions of approval to reduce the adverse effects from ground-disturbing activities to less than significant. Condition 77 (MM PALEO-1) requires submittal of a Paleontological Resource Mitigation and Monitoring Plan. Condition 78 (MM PALEO-2) requires paleontological resources monitoring during construction in areas known to have high sensitivity sediments. Condition 79 (MM PALEO-3) requires monitors to temporarily halt surface disturbing actions in the immediate vicinity of a fossil find until an assessment of the find is completed. Mitigation measures adopted as conditions of approval to reduce the likelihood of unauthorized fossil collection are condition 77 as described above and

Condition 80 (MM PALEO-4) which requires conducting a pedestrian survey of parts of the Project footprint on high sensitivity sediments to determine where clearing, grubbing, and grading could affect paleontological resources. With implementation of these mitigation measures, impacts to paleontological resources will not be significant.

1.5.11 Recreation

Recreation activities along portions of San Miguelito Road could be interrupted or delayed by construction-related traffic and safety concerns (Impact REC-1). Mitigation to reduce adverse recreational impacts includes posting informational signs to inform the public of the construction-related traffic schedule and temporary traffic hazards. Condition 81 (MM REC-1) requires the Owner/Owner/Operator to provide current information on the construction schedule to identified recreational groups to use for their planning purposes. Project impacts to recreation during the construction phase will be short-term in nature and will be reduced to a less-than-significant level with implementation of Condition 81 (MM REC-1).

1.5.12 Transportation

Project-related traffic could result in excessive vehicle delays and unacceptable levels of service at the intersection of Ocean Avenue/Highway 1/Highway 246 at F Street in Lompoc (Impact TC-1). This impact could be mitigated by deploying a flag person at that intersection to facilitate the movement of trucks from northbound F Street onto Ocean Avenue and/or by prohibiting northbound truck movements at that intersection during the morning and afternoon peak traffic periods. The Project will require equipment, materials, and supplies to be transported to the Project site on public roadways and many of the loads will require the use of oversized and/or overweight trucks. These trucks will potentially result in safety issues (Impact TC-2) and will require special measures, particularly along constrained portions of San Miguelito Road and at intersections where the trucks will be turning. Physical modifications to such features as utility lines, poles, traffic signals, signs, trees, vegetation, and the roadway design will result in temporary blockages and delays to motorists at the affected locations. Use of oversized trucks could slow traffic and create temporary blockages of intersections during construction (Impact TC-4). Implementation of measures identified in the SEIR to address Impacts TC-1, TC-2 and TC-4 will be incorporated into the Traffic Management Plan required under Condition 82 (MM TC-1) and will mitigate these impacts to less than significant levels. Heavy equipment transporting the Project-related construction materials and components to the site could damage existing roadways (Impact TC-5). Impacts associated with roadway damage will be mitigated to a less than significant level with the implementation of adopted Condition 83 (MM TC-3) which requires that the Owner/Owner/Operator enter into an agreement with affected jurisdictions to ensure that any damage to roadways attributable to the Project are repaired or reconstructed to original conditions. These requirements will also be included in the Traffic Management Plan (Condition 82).

1.5.13 Utilities and Services

Concrete waste from batch plant operations will be a major component of the construction waste stream for the Project. In addition, a significant amount of vegetative

debris will be created by tree removal. Other construction wastes are described in detail in SEIR Section 4.18.4 under Impact USS-1. Operational waste generation will be minimal. Adopted Condition 84 (MM USS-1) requires implementation of a solid waste management plan that describes how waste generated from the Project will be reduced, recycled or disposed and includes a prohibition on disposing of vegetative waste in a landfill. Along with the Project's compliance with current standards for construction waste disposal, implementation of Condition 84 will reduce solid waste impacts to less than significant.

1.6 FINDINGS THAT MITIGATION OF CERTAIN IMPACTS IS WITHIN THE RESPONSIBILITY AND JURISDICTION OF ANOTHER PUBLIC AGENCY

Mitigation measures that will avoid or substantially lessen the significant environmental impacts of the project have been adopted as conditions of Project approval and County departments will be responsible for monitoring compliance with these conditions. Certain mitigation measures adopted as conditions of approval require development and implementation of mitigation plans in consultation with the City of Lompoc, California Department of Transportation, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and/or the U.S. Army Corps of Engineers; however, the County will be responsible for monitoring and enforcing the approved mitigation plans. The California Department of Fish and Wildlife will be responsible for monitoring compliance with the Bird and Bat Conservation Strategy Plan in Condition 38.

The PG&E Upgrades associated with the Project will be implemented under the authority of the California Public Utilities Commission (CPUC) and enforcement of the Avoidance and Protection Measures summarized in the SWEP Final SEIR for the PG&E Upgrades is the responsibility of the CPUC. The Project Owner/Owner/Operator is required under adopted Condition 6 (SEIR MM VIS-5) to request a Reduced Hazard Lighting Plan from the Federal Aviation Administration (FAA) to ensure the minimum amount of FAA-required lighting is installed; the County will be responsible for ensuring that the request is made but will not enforce the requirements of the Hazard Lighting Plan approved by the FAA.

1.7 FINDINGS THAT IDENTIFIED PROJECT ALTERNATIVES OR MITIGATION MEASURES ARE NOT FEASIBLE

The Final SEIR evaluated a no-project alternative and three reconfigured project alternatives as a means of reducing or eliminating potentially significant environmental impacts. As discussed in Chapter 5 of the Final SEIR, five other potential alternatives to the proposed project were considered but not carried forward for analysis because they would not meet the project's objectives or are infeasible. The County Planning Commission adopted a combination of two of the alternatives evaluated in the SEIR, the Modified Project Layout and the Alternative Surface Transport Route, as the approved Project (Modified SWEP). This Modified SWEP configuration was identified as the

environmentally superior alternative in the Final SEIR (SEIR Section 5.6). The remaining two alternatives are infeasible for the reasons stated below.

No Project Alternative. Under the No Project Alternative, the SWEP and associated transmission line will not be constructed, and the underlying land uses (agriculture) at the Project site will remain unchanged. PG&E will not interconnect an additional 98 MW of renewable generating capacity from wind energy development in the Lompoc area. However, PG&E and other electric utilities will continue to seek alternative locations for development of renewable energy sources to meet the State's mandated goal of 60 percent of electricity sales from renewable sources by 2030. The precise locations of future renewable energy development are currently unknown, but will most likely occur outside of the Lompoc area. The Planning Commission rejects the No Project Alternative because it will not meet any of the Project objectives, including providing increased supply of renewable energy in the State.

Alternative Switchyard Location. This alternative was identified to reduce the severity of the significant but mitigable impact associated with views of the proposed switchyard from State Highway 1 and to reduce the significant and unavoidable visual impact associated with the section of the transmission line along the ridge entering the proposed switchyard location. Under this alternative, the Project's switchyard will be constructed at a location approximately 1.1 miles south and west of the proposed switchyard location at the top of the foothills south of the City of Lompoc. This location will reduce the total length of the Project's 115-kV transmission line to 6.2 miles, compared to 7.3 miles in length for the Modified SWEP. All other components, activities, and impacts associated with Project would be built and operated as for the Modified SWEP. During environmental review of the Project, the County Fire Department indicated that this alternative will result in longer emergency response times to the switchyard in case of emergency because its location is more remote and will delay the Fire Department's ability to protect it from wildfire or to contain a fire-related incident at the switchyard. For this reason, the Planning Commission rejects the Alternative Switchyard Location.

1.8 STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR for the Strauss Wind Energy Project, along with the FSEIR Alternatives Revision Letter No. 1 dated November 12, 2019, identifies project impacts to Aesthetic/Visual Resources and Biological Resources as significant environmental impacts which are considered unavoidable. The Planning Commission therefore makes the following Statement of Overriding Considerations which warrant approval of the project notwithstanding that all identified significant impacts are not fully mitigated. Pursuant to CEQA Guidelines Sections 15043, 15092 and 15093, any remaining significant effects on the environment are acceptable due to these overriding considerations:

1. The 98 MW project will generate approximately 288,000 megawatt-hours of clean, renewable wind power annually, enough power to supply about 43,000 homes with electricity annually and help meet statewide energy needs in an efficient, sustainable, and environmentally sound manner. (See Class IV Impact EEU-1, SEIR Section 4.7.4.) This will support the United States Department of Energy goal of increasing the overall use of wind power to generate electricity and assist California in meeting its legislated

Renewable Energy Portfolio standards for the generation of renewable energy in the state. The Energy Element of the Santa Barbara County Comprehensive Plan recognizes the environmental and economic benefits of alternative energy generation and encourages development of alternative energy technologies in the County. The SWEP furthers the County's Energy and Climate Action Plan (ECAP) Measure RE 4 that encourages the development of utility-scale renewable energy projects. (See SEIR Sections 4.7.2.1 through 4.7.2.3.)

2. The project will offset the need for additional electricity generated from fossil fuels and thereby assist the California in meeting its air quality goals and reducing greenhouse gas emissions. The project will reduce carbon dioxide emissions by as much as 40,000 metric tons annually. (See Class IV Impact GHG-1, SEIR Section 4.10.4.)
3. The project is compatible with the existing agricultural use. It will promote the long-term economic viability of agricultural uses in the Santa Barbara County by providing financial support to property owners, who can use the funding to enhance agricultural operations. Project road maintenance will also enhance agricultural operations by improving access throughout the project properties. (See SEIR Section 4.3.4 and Staff Report for the Planning Commission, Table 6, Comprehensive Plan Consistency Analysis - Agricultural Element Goal I.)
4. The project will provide Santa Barbara County with additional tax revenues. The Applicant estimates the Project will generate over 40 million dollars in tax revenue over the life of the Project. The Applicant developed this estimate by multiplying the total project value by the estimated tax rate and then applying applicable value decreases over time using factors applied by the County Tax Assessor.
5. The project will provide temporary construction work to 50-100 employees. The Applicant states that approximately 90% of the Project's contracted work force are members of unions. Some of the unions' members are out of state and some local (e.g., the electrical contractors include local branches 1245 and 413). The Applicant states that 80% of the Project's workforce is expected to live or stay in the Lompoc area during construction since the Project area is remote and Lompoc is the closest city to the Project site. The Applicant states that salaries will be higher when compared to other employment sectors in the region. Although an economic analysis was not conducted and economic benefits to the City of Lompoc and County are not analyzed in the SEIR, the project will benefit the City of Lompoc and the County's local economies.

1.9 MITIGATION MONITORING AND REPORTING

Public Resources Code §21081.6 and CEQA Guidelines §15091(d) require the County to adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of approval in order to avoid or substantially lessen significant effects on the environment. This monitoring program is designed to ensure compliance during all phases of project implementation. The approved project description, including the adopted conditions of approval with their corresponding permit monitoring requirements as described in Final SEIR Chapter 9 and as modified by adopted conditions of approval, including Condition 96 (Mitigation Monitoring), is hereby

adopted as the reporting and monitoring program for the project. These conditions also require that an Environmental Quality and Assurance Program (EQAP) be prepared to ensure compliance during project implementation with those measures included in the project description and with those conditions imposed on the project in order to mitigate or avoid significant effects on the environment. The EQAP is required under adopted Condition 93.

2.0 ADMINISTRATIVE FINDINGS

2.1 CONDITIONAL USE PERMIT FINDINGS

Pursuant to Subsection 35.82.060.E.1 of the Santa Barbara County Land Use and Development Code, a Conditional Use Permit application shall be approved or conditionally approved only if the review authority first makes all of the following findings, as applicable. Each of these findings can be made, as discussed below.

- a. The site for the proposed project is adequate in terms of location, physical characteristics, shape, and size to accommodate the type of use and level of development proposed.**

The project properties encompass 2,915 acres for the wind turbine sites and 2,647 acres for the transmission line route, which will accommodate the Modified SWEP without adversely affecting the primary use of this acreage for commercial agriculture, mining and residential uses. The site is well-suited for a wind farm, due to high wind resource potential on and over the site's ridges and its relatively remote, rural location, which minimizes compatibility issues and visual, noise, and safety impacts. While rural in nature, the site has an existing road network that will be utilized and improved to meet the access needs of the project. Therefore, the site is adequate in terms of location, physical characteristics, shape and size to accommodate the wind energy project.

- b. Environmental impacts. Within the Inland area significant environmental impacts will be mitigated to the maximum extent feasible.**

As discussed in Section 6.1 of the Staff Report for the Planning Commission hearing on November 20, 2019, and the CEQA findings 1.4 and 1.5 above and hereby incorporated by reference, the potential impacts that would result from implementation of the Modified SWEP and the specific mitigation measures which have been adopted as conditions of approval to mitigate each of these impacts. Impacts that cannot be mitigated to less than significant levels are related to visual intrusion of the construction and operation of the 427-ft and 492-ft high wind turbine generators (WTGs) as seen from public viewing areas; likely bird and bat mortality resulting from collisions with the operating WTGs; and removal of approximately 225 oak trees. Conditions of approval have been adopted to mitigate these impacts to the extent feasible as described in CEQA Findings 1.4 and 1.5 above. Based on the analyses in the Final EIR, the discussion presented in Section 6.1 of the Staff Report for the Planning Commission hearing on November 20, 2019, CEQA Findings 1.4 and 1.5 above, and as discussed at the November 20, 2019 public hearing and incorporated herein by reference, the Planning Commission finds that, with implementation of the adopted conditions of approval,

significant adverse impacts associated with the Modified SWEP will be mitigated to the maximum extent feasible.

c. Streets and highways are adequate and properly designed.

Approximately 1.76 miles of existing onsite roads will be improved, widened and surfaced with gravel to provide access during construction and operations for oversized and heavy vehicles needed to transport large Project components to the site. An additional 7.05 miles of new roads will be constructed and left unpaved at the site, except in steep areas where they will be paved with asphalt. All new and improved onsite roads will be left in place once construction is completed and temporarily disturbed areas will be revegetated following the road work. San Miguelito Road will be widened or modified in 34 separate locations in order to transport the WTG blades to the site. The longest blade lengths are approximately 225 feet, and the trucks transporting the blades are too long to make certain turns along San Miguelito Road where corners are too sharp for the turning radii of transport trucks.

During construction, Project-related traffic will temporarily affect levels of service on project area roadways, in particular within the City of Lompoc. Special permits will be obtained from Caltrans and affected local authorities for the operation of oversized and overweight vehicles on the designated roadways. Condition 73 requires implementation of a Traffic Management Plan to address potential hazards and level-of-service impacts associated with Project-related construction traffic and Condition 74 requires that any Project-related damage to roadways be repaired or mitigated pursuant to executed agreements between the Owner/Owner/Operator and the affected jurisdictions (CALTRANS, County of Santa Barbara and City of Lompoc). No more than 10 employees will be present on the Project site during normal operations, and the additional traffic generated on San Miguelito Road during operations will not affect its level of service. Therefore, the Planning Commission finds that existing streets and highways, including improvements, are adequate and properly designed to carry the type and quantity of traffic generated by construction and operation of the Project.

d. There will be adequate public services, including fire protection, police protection, sewage disposal, and water supply to serve the proposed project.

As discussed in detail in Section 6.2 of the Staff Report for the Planning Commission hearing on November 20, 2019 and incorporated herein by reference, the project will have adequate public and private services. Fire, police, and emergency services are discussed in Section 4.8 of the SEIR. The project is not expected to significantly increase demand for services. Condition 43 requires that the Project proponent submit a fire protection plan for approval before the issuance of zoning clearance, which among other things will address the need for “dedicated repeaters” to summon fire or emergency services in case of phone system outages. During operations, the Project will have low water needs, estimated at up to 250 gallons per day, which will be supplied by an onsite well reviewed and approved as adequate by Environmental Health. During project construction, onsite well(s) will be developed to provide water for dust control and concrete mixing. In order to ensure the provision of water for construction purposes the Owner/Operator also has a commitment from the City of Lompoc to supply recycled

water in the instance that onsite well water is not available. Project water use will not affect any mapped groundwater basin. Water to fill the fire water tank may be trucked in to the site if necessary. Sewage disposal will be by means of a leach line system near the Operations and Maintenance building, which will be installed pursuant to County Code. Therefore, the project will have adequate public services including fire protection, police protection, sewage disposal and water supply.

- e. The project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood and will be compatible with the surrounding area.**

The project is situated in a relatively remote, rural location, surrounded by agriculturally zoned properties and undeveloped Vandenberg Air Force Base land. Most of properties where WTGs are sited are in the immediate project vicinity and will be within view of the WTGs or exposed to the project during ongoing operations are project participants, which will minimize visual compatibility issues. Potential noise and safety impacts will be mitigated to less than significant by the mitigation measures identified in FSEIR, 18EIR-00000-00001 hereby incorporated by reference and which are adopted as the project conditions of approval. Therefore, the project will be compatible with the surrounding agricultural uses, and will not be detrimental to the comfort, convenience, general welfare, health, or safety of the neighborhood. Based on the foregoing, the Planning Commission finds that construction and operation of the Project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood and will be compatible with the surrounding area.

- f. The proposed project will comply with all applicable requirements of this Development Code and the Comprehensive Plan, including any applicable community or area plan.**

As discussed in detail in Sections 6.2 and 6.3 of the Staff Report for the Planning Commission hearing on November 20, 2019, the project, as conditioned and with adoption of the requested Variance, is consistent with the County's Comprehensive Plan and complies with the County's Land Use and Development Code, in particular Chapter 35.57 Wind Energy Systems, as discussed in Section 6.3.1 of the Staff Report. Therefore, the Planning Commission finds that the Project complies with all applicable requirements of County's Comprehensive Plan and complies with the County's Land Use and Development Code.

- g. In designated rural areas the use will be compatible with and subordinate to the rural and scenic character of the area.**

Commercial wind farms are a conditionally permitted use in rural agriculturally zoned areas, and are exempted from restrictions on height and ridgeline placement of WTGs based on technical feasibility (County Land Use and Development Code Sec. 35.30.090.E.3.d; 35.57.050.K). Six of the WTG's will be 427 feet and 23 WTGs will be 492 feet in height, and all 29 WTGs would be spread across 2,915 acres. The meteorological tower will be 295 feet in height. The height, scale, and design of the WTGs and power poles are dictated by technical requirements, and impacts will be mitigated to the maximum extent feasible. Therefore, the Project is consistent with

County policy and compatible with the rural character, to the maximum extent feasible in consideration of technical requirements. (See also Section 6.2 of the Staff Report for the Planning Commission hearing on November 20, 2019.)

2.2 VARIANCE FINDINGS

Pursuant to Subsection 35.82.200.E of the Santa Barbara County Land Use and Development Code, a Variance application shall be approved or conditionally approved only if the review authority first makes all of the following findings. Each of these findings can be made for the Project, as discussed below.

- a. **Due to special circumstances applicable to the subject property, including location, shape, size, surroundings, or topography, the strict application of this Development Code deprives the subject property of privileges enjoyed by other property in the vicinity and under identical zone classification.**

LUDC Section 35.82.200(A) states the purpose and intent of variances is to allow variances from the strict application of the provisions of the Development Code where, because of exceptional conditions (e.g., the location, shape, size, surroundings, or topography, or other extraordinary situation or condition of the subject property), the literal enforcement of the Development Code would impose practical difficulties or would cause undue hardship unnecessary to carry out the intent and purpose of the Development Code. The County Land Use and Development Code (Sec. 35.57.050.G) requires wind turbine generators (WTGs) to be set back from property lines a distance equal to the full system height, including blades (up to 492 feet for this project).

The Modified SWEP Variance application requests that the setback requirements be reduced in the following ways: (1) To allow the base of 10 wind turbine towers to be setback not less than 230 feet from property lines adjoining Vandenberg Air Force Base; and (2) To allow the base of five wind turbine towers a reduction of setback requirements from internal contiguous participating property lines to 194 feet on property zoned AG-II-100, in compliance with Sections 35.82.200 and 35.57.050 of the County Land Use and Development Code.

The requested Variance would allow 15 of the Modified SWEP's 29 WTGs to be located within setbacks otherwise required by the LUDC. The reason for the Variance request is that in some cases the property lines follow a ridgeline or ridge top and observation of the required setbacks would prohibit the placement of WTGs along these ridgelines/ridge tops. However, it is necessary to site the WTGs on or close to these ridgelines/ridge tops in order to best exploit the wind resource. The Applicant needs to most effectively capture the wind resources on the site for the Project to be feasible.

Strict compliance with the Land Use Development Code would shift the WTGs up to 492 from all project property lines and the project would fail to capture the maximum wind energy resource which would potentially make the Modified SWEP infeasible. In addition, strictly observing the setbacks required by the LUDC would necessitate the relocation of WTGs on steeper slopes, which would create engineering difficulties and unnecessary environmental impacts, and increase costs.

Neighboring participating properties under identical zone classification have ridgelines and ridge tops outside of setbacks that will be used to capture the maximum wind energy resource for the project. Therefore, granting the Variance would allow deployment of the WTGs on the affected properties comparable to the privileges enjoyed by other participating property in the vicinity and under identical zone classification with ridgelines/ridge tops outside the applicable setback requirement. Therefore, this finding can be made.

b. The granting of the Variance shall not constitute a grant of special privileges inconsistent with the limitations upon other property in the vicinity and zone in which the property is situated.

A variance similar to that requested for the SWEP was approved by the County in 2009 for the Lompoc Wind Energy Project (LWEP), which was the first large-scale wind farm in the County and the first variance request of its kind to be approved. At the time the LWEP project was approved, the findings of approval anticipated “that similar variances will be granted for future projects under the same circumstances.” The same is true for the SWEP. The requested Variance applies only to reducing site setbacks for the purposes of placing WTGs in order capture the maximum wind energy resource and does not apply to other types of structures. The Variance application requests that the setback requirements be reduced from 492 feet: (1) To allow the base of 10 wind turbine towers to be setback not less than 230 feet from property lines adjoining Vandenberg Air Force Base; and (2) To allow the base of five wind turbine towers a reduction of setback requirements from internal contiguous participating property lines to 194 feet on property zoned AG-II-100, in compliance with Sections 35.82.200 and 35.57.050 of the County Land Use and Development Code. All setback requirements will be met for portions of the WTG areas adjacent to private non-participating properties.

Granting the Variance would allow deployment of the WTGs on the affected properties comparable to other participating properties in the vicinity and zone classification and would not constitute a special privilege. Also, other non-participating property owners in the vicinity of the SWEP and with the same zoning as the SWEP sites will remain free to propose or participate in future large scale wind energy projects. As such, the Variance granted herein will not grant special privileges to the participating properties or Project owner that would not be available to other land owners in the vicinity or zone proposing a property use of a similar nature. Therefore, this finding can be made.

c. The granting of the Variance will not be in conflict with the purpose and intent of this Development Code or the Comprehensive Plan.

The Variance will not conflict with the Development Code or Comprehensive Plan, will not create any safety concerns, and will support Comprehensive Plan Energy Element Goal 5, which encourages development of alternative energy sources. Therefore, this finding can be made.

ATTACHMENT B

CONDITIONS OF APPROVAL

Attachment B-1 – SEIR Table 4.5-3 (Condition 11.m)

Attachment B-2 – Storing Acorns (Condition 13.k)

Attachment B-2 - Departmental Condition Letters (Condition 94)

ATTACHMENT B

Conditions of Approval

Case Nos. 16CUP-00000-00031 and 18VAR-00000-00002

1. **Proj Des-01 Project Description.** This Conditional Use Permit (Case Nos. 16CUP-00000-00031 and 18VAR-00000-00002) is based upon and limited to compliance with the project description, the hearing Exhibits A and B dated November 20, 2019 and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

Project Components

Wind Turbine Generators (WTGs): Up to 29 wind turbine generators (WTGs) will be installed. Six WTGs will have a capacity of 1.79 megawatts (MW) and will be up to 427 feet tall. Twenty-three WTGs will have a capacity of 3.8 MW and will be up to 492 feet tall. The WTGs will be installed consistent with the Modified Project Layout (Planning Commission Exhibit A) evaluated in the certified Final SEIR. The WTGs will have achieved design certification by a reputable and experienced third-party verification institute, such as DNV GL, TÜV, or other comparable certification bodies for wind turbines, and demonstrate a design life of at least 20 years. The Owner/Operator shall employ an Independent Engineering (IE) firm to review construction supervision procedures, including materials testing, compliance with the design certificate, quality assurance reports and procedures, corrosion protection, and others. The IE also reviews standards and documentation for supervision during the transportation, erection, and commissioning of the WTGs.

WTG spacing will be no less than 1.5 rotor diameters (675 to 492 feet). The precise location of each WTG may be subject to minor adjustment (micro-siting) until the time of its construction. Micro-siting adjustments shall be limited to shifting a WTG up to 100 feet within its footprint identified in the preliminary grading plan.

The WTGs blades will be a three-bladed, horizontal axis design approximately 224.7 feet (3.8-MW WTG) to 160 feet (1.79-MW WTG) long and constructed in one piece of laminated fiberglass. A rotor hub, to which the blades will be bolted, will be covered by a composite nose-cone structure to streamline the airflow and protect the equipment. The nacelle will include the drive train (main shaft, bearing and gearbox), generator, and other electrical and hydraulic components. A transformer will be located either at the base of each tower, or inside the tower to increase the generation voltage up to the 34.5 kV of the collector system.

WTG towers will be epoxy-coated steel tubes, tapering from 14 feet diameter at the base to 10 feet at the nacelle, with access to the nacelle from within the tower. No guy wires shall be used. Each exposed concrete pad will be up to 16 feet in diameter and extend less than one foot above grade. A 20-foot-wide graded ring consisting of gravel or crushed rock will be placed around each foundation for positive drainage and access.

The WTGs will be equipped with obstruction lighting subject to an FAA-approved lighting plan and will consist of synchronized red flashing beacons on every WTGs unless the FAA approves otherwise.

The WTGs will be equipped with sensors and yaw and pitch controls to adapt to different wind speeds and directions to maximize power output. Safety features designed into the WTGs shall include a fail-safe rotor braking system, vibration, temperature, and fire detection systems in the nacelle and tower, and a lightning protection system. The safety systems of all WTGs will comply with the codes set forth by the Occupational Health and Safety Administration (OSHA), the

American National Standards Institute (ANSI), and European Union (EU) health and safety standards. The WTGs will be equipped with a lightning protection system that connects the blades, nacelle, and tower to the earthing (grounding) system at the base of the tower. The nacelle shall be accessed using a ladder located inside the WTG tower. Internal ladders and maintenance areas inside the tower and nacelle will be equipped with safety provisions for securing lifelines and safety belts and conform to or exceed ANSI 14.3-1974 (Safety Requirements for Ladders).

The power from the WTGs will be transmitted to a pad mount step-up transformer adjacent to the tower (1.79-MW WTGs) or tower-based transformer (3.8-MW WTGs) that will step-up the voltage from 690 V to 34.5 kV. Each WTG controller will communicate via fiber-optic cables to the operations and maintenance (O&M) facility. Operational parameters will be transmitted to the central computer through a Supervisory Control and Data Acquisition (SCADA) system. The SCADA system will be monitored from the O&M control room and/or remote locations.

Power Collection System and Communication System. Each string of WTGs will be interconnected via 34.5-kV electrically insulated cables. The collector cables will be underground and follow roads, except for 2.34 miles. Of those 2.34 miles, 1.84 miles of cables will be underground but outside of the road and 0.5 mile will be installed above ground. The aboveground collection line will be installed, supported by single poles or H-frame structures. Another collector section will utilize transmission line structures and be under-built on the transmission line structures to connect this string to the substation. The overhead collection system will be constructed in conformance with good utility practice, the National Electric Safety Code (NESC), ANSI, and Avian Power Line Interaction Committee (APLIC). These collector cables will transmit the generated power to the Project substation where the voltage will be increased from 34.5 kV to 115 kV to match the voltage of the PG&E grid at the point of interconnection.

All underground collection circuits will be buried in trenches three to four feet deep. The size of the buried cable will vary depending on the type of cable used and how many turbines are interconnected on the specific circuit. Collection cables will be buried with the communication fiber cable and the ground wire. Connections will be made in above-ground, locked junction boxes. Both underground and above-ground markers will be installed at multiple locations to support identification of the collector system's underground path. Operation of the Project will be controlled by the automated SCADA system, which shall be capable of monitoring all operational parameters and starting and stopping each WTG. The system will allow remote control and monitoring of individual WTGs and the entire Project site locally and remotely. Communication lines for the SCADA system will be buried in the same trenches used for the electrical collector lines and routed to the substation's control room.

Meteorological Tower and SODAR Units. Prior to the start of construction, meteorological data will be collected using mobile sonic detection and ranging (SODAR) units to record weather data necessary to determine the most efficient operational strategy for the WTGs. The data collected will include wind speed and direction, temperature, humidity, barometric pressure, and rainfall.

One permanent meteorological tower, one permanent SODAR device and one temporary SODAR device will be installed to measure the wind speed for forecasting purposes and the performance of the WTGs during operation. The meteorological tower will be an un-guyed lattice structure, up to 295 feet in height and will be installed north of WTG W-11 and northwest of WTG W-8. The permanent SODAR device will be installed in the northern portion of the site. Both permanent structures will have foundations. The meteorological tower and SODAR devices will be accessed by driving four-wheel drive equipment, such as a crane and backhoe, across participating properties. A power and communication cable from the closest wind turbine will be installed underground and terminated at the meteorological tower or at a small H-frame structure at the base of the tower.

Operations and Maintenance (O&M) Facility. A 5,000-square foot O&M building will be located

near the center of the site within the area that will be used as a laydown yard during construction. The building will be constructed with corrugated metal of a neutral color. The entire 16.5 laydown yard area will be used during construction for storage and processing of materials, temporary construction trailers and parking. The parking area at the laydown yard will accommodate up to 100 vehicles and workers will also use individual construction staging areas throughout the site for parking.

After construction is completed, the O&M facility will occupy approximately 0.39 acres and include the following:

- Main building with offices (50' x 100')
- Spare parts storage room
- Tool crib
- Restrooms
- Shop area
- Outdoor storage for large parts
- Outdoor parking facilities for approximately 5 - 7 staff and visitors
- Turnaround area for large vehicles
- Outdoor lighting
- Storage for oil and lubricants
- A 5,000-gallon fire water tank.

Water will be provided to the O&M facility via a new groundwater well and in-ground piping. Water usage will be for domestic purposes and potentially for blade cleaning once per year. An onsite leach line septic system will be installed to provide sewage disposal at the O&M facility.

Transmission Line. A new 115-kV transmission line approximately 7.3 miles in length will be constructed within approximate 100-foot wide easements to interconnect the Project with the PG&E transmission grid. The transmission line will be constructed of double steel H-frame structures and wood triple poles at angle points with guy wires along the route. The poles will be up to approximately 75 feet in height and placed up to 1,650 feet (570 feet average) apart based on the terrain and alignment. Approximately 44 new poles will be installed. Engineered structures with concrete foundations may be required to support the conductors in some locations. The exact number of poles and their sizes, types, and spacing will be determined as part of final design engineering. The transmission line will use new poles only and will run parallel to existing power lines for part of its length. The transmission line consistent with accepted industry standards, protective measures, and established industry guidelines. These include the recommended practices and procedures of the IEEE, standards for overhead line construction consistent with CPUC General Order 95 (GO95), avian protection measures consistent with the 2012 Avian Power Line Interaction Committee Guidelines, electric magnetic field design guidelines accepted for transmission design in California, and other applicable rules and standards.

The transmission line will be inspected regularly during operations to ensure the system is in good condition and will not create hazards. Fire management and safety procedures will include maintenance of a minimum 10-foot buffer zone cleared of flammable fuels (vegetation) around the base of each transmission pole structure. Under Public Resources Code, Section 4293, a minimum 10-foot clearance between vegetation and conductors is required for safety and to minimize tree-related outages. Maintenance of the buffer zone may include periodic trimming or removal of fast-growing trees to achieve at least three years of clearance before the next trim. The maintenance program shall include removing dead, rotten, or diseased trees or vegetation that hang over or lean toward the system to prevent a falling hazard.

Substation. All the power generated by the WTGs will be transmitted to the onsite Project substation via the power cable collection system. The Project substation will step up the voltage from 34.5 kV to 115 kV and serve as the originating point of the 115-kV overhead transmission line connecting to the PG&E system at the Project switchyard.

The substation will be located entirely on the privately held land of a participating Project landowner within the Project boundary and will be approximately 150 feet by 220 feet, plus 10 feet for the berm on either side. Structural and electrical equipment will be installed on top of structural concrete forms, which will be roughly 18 inches above rough grade. The substation perimeter will be entirely secured by an 8-foot chain-link fence topped with three-strand barbed wire, raked outward at a 45-degree angle. A locked, double-swing gate will be installed in the fencing to provide access to the substation. The entire footprint of the substation will be finished with a graveled layer of clean, washed rock free of sands or organic material to act as a fire barrier and step protection. Spatial separation of transformers and other design considerations will be incorporated in the design for fire prevention. Detection and extinguishing equipment will be installed pursuant to applicable code requirements.

The substation will be fitted with 60-foot high static poles to create a shield to protect equipment inside the substation from lightning. Where needed, overhead shield wires will be attached to the static poles to enhance lightning protection. The 15' x 30' control building will house switchboard panels, batteries, battery chargers, supervisory control, meters, and relays, and provide all-weather protection and security for the control equipment. The control building will be ventilated to prevent the accumulation of hydrogen gases from battery operation.

The substation will include standard low-illumination lighting. Exterior light fixtures at the Project substation lighting will be hooded, with lights directed downward or toward the area to be illuminated. No shrubbery, hedges, or other landscaping around the perimeter of the substation will be installed.

Switchyard. The 100' x 100' switchyard will connect the Project to the PG&E electrical system. Structures will not exceed 55 feet in height. Components located at the switchyard will include a 115-kV high-voltage breaker, energy metering devices, disconnect switches, surge arrestors and a 15' x 20' pre-manufactured concrete control building to house protection relays and real-time automation control and communication devices. No voltage transformers shall be located at the switchyard. The switchyard will be surrounded by an 8-foot high chain link fence topped with three-strand barbed wire. A double-swing gate will be installed in the fencing to provide access to the switchyard and shall be kept locked. The entire footprint of the switchyard will be finished with a layer of gravel which will function as a fire barrier. The switchyard will include standard low-illumination lighting with exterior light fixtures hooded and directed downward or toward the area to be illuminated. No voltage transformers will be installed.

Access Roads. There are 11.58 miles of existing roads that will be modified and widened. Of those 11.58 miles, 0.78 miles will be to San Miguelito Road (34 road modifications), 1.8 miles will be to roads on the wind farm site (widened to 22 to 40 feet and will be compacted and/or surfaced with gravel), and 9.0 miles are along the transmission line route. There are 8.2 miles of new roads that will be constructed and will be unpaved (compacted and/or surfaced with gravel), except in steep areas where they may be paved with asphalt. Of these 8.2 miles, 7.1 new roads would be on the wind site and 1.1 would be along the transmission line. New and improved roads will remain after constructed and areas of temporary disturbance shall be revegetated as roadwork is completed. Property owners shall have access to their properties via existing roads during all phases of the Project.

Watercourse crossings will be improved or upgraded as part of turbine access road modifications.

Seven of eight crossings will be accomplished with culverts. One existing at-grade crossing of San Miguelito Creek will remain at-grade. All grading shall be subject to a final, approved grading and erosion control plan to minimize erosion and ensure adequate slope stabilization.

WTG Blade Transportation Routes. Large project components (WTG blades, etc.) shall be transported to the site. Turbine blades for GE 3.8 blades will be delivered using Interstate 5 (I-5) and will exit I-5 at Old River Road and proceed south to CA-166 (Maricopa Highway) where the route will turn west. Just prior to Highway CA-1 the route will turn north on Thompson Avenue, then west on Los Berros Road, before turning south on CA-101. The route then turns onto E. Union Valley Parkway, then CA-135 (Orcut Expressway) to CA-1 South, then turn south onto Santa Lucia Canyon Road and Floradale Avenue, before turning east onto Ocean Avenue, then South I Street and San Miguelito Road (see Figure 2-5, Turbine Blade Transportation Route).

The remaining GE 3.8 components will be delivered from the Port of Stockton via I-5, CA-132W, CA-140E, CA-165S, CA-152E, CA-33S, and exit at Fairfax Avenue. From Belmont Avenue, CA-33S, exit at Manning Avenue. From Colorado Road, turn to CA-145S, CA-269S, CA-33S, CA-166W, CA-101S, CA135S to Donovan Road, turn to Blosser Road, CA-116W, CA-1S to Santa Lucia Canyon Road, Floradale Avenue, and turn to Ocean Avenue, then South I Street to San Miguelito Road.

The GE 1.79 components will be delivered via I-5, I-210W, I-118W, I-23, CA-101, CA-135, CA135S to Donovan Road, turn to Blosser Road, CA-116W, CA-1S and use Santa Lucia Canyon Road, Floradale Avenue, and turn to Ocean Avenue, then South I Street to San Miguelito Road.

The local routes shall be consistent with the Alternative Surface Transport Route (Planning Commission Attachment F, Exhibit B).

Setbacks. The approved Variance for setbacks allows the Project Owner to: (1) reduce the setback to 230 feet along the Vandenberg AFB property line, and (2) remove the requirement for setbacks between Project-participant properties. All other required setbacks will be met.

PG&E Facilities Upgrades. Pursuant to an interconnection agreement between the Project owner and PG&E, PG&E will make certain equipment upgrades to its system to facilitate the interconnection with the Project. These upgrades will be carried out by PG&E under the authority of the California Public Utilities Commission. These upgrades are evaluated in the certified Final SEIR, but the California Public Utilities Commission is responsible for approving, monitoring and enforcing requirements related to them.

Project Construction

The Project will be constructed in one phase. There will be an average of 1,619 truck trips per month during the 10-month construction period. At peak, construction at the WTG site would require from 50 to 100 workers. Eighty percent of this workforce is expected to live or stay in the Lompoc area during construction. Construction will typically proceed as follows:

- Grading of field construction office, laydown area, and Project substation.
- Construction of site roads, turnaround areas, and crane pads at each WTG location.
- Construction of the WTG tower foundations, transformer pads, and meteorological tower.
- Installation of the electrical collection system (underground and overhead lines) and transmission line.
- Assembly and erection of the WTGs.
- Construction and installation of the substation and O&M building.
- Commissioning and energizing the Project.

Construction of roads, WTG foundations, and other facilities will require approximately 948,179

cubic yards of cut and 950,811 cubic yards of fill, to be balanced onsite. All grading would be done in accordance with a formal Stormwater Pollution Prevention Plan (SWPPP) required by the Regional Water Quality Control Board. Temporary earth disturbance will involve approximately 5 acres and permanent disturbance will be about 149 acres. Total disturbance will be approximately 154 acres. One or two portable concrete batch plants will be set up on site. All concrete washouts will occur using washout pits or containers. All hardened concrete contained in the pits and/or containers will be hauled off site and disposed of accordingly.

Heavy equipment, including excavators, bulldozers, graders, and trucks, will be used to clear sites, build access roads and foundations and transport and set large turbine components in place. Water for construction, including dust control, will be obtained from up to three proposed onsite water wells and/or trucked in from the Lompoc Regional Wastewater Reclamation Plant (LRWRP). If water is trucked in from LRWRP to the work site, approximately seven water trucks will make four trips per each work day.

San Miguelito Road will be modified at 34 locations outside of the boundaries of the primary wind site to accommodate transport of the 224.7-foot blades. Modifications will include road widening and shoulder compaction to allow for a straighter path or cut and fill at unnavigable curves. Approximately 3.2 acres will be permanently disturbed and 158 oak trees removed. Public access will be maintained during component transport and other construction activities, with some traffic interruptions expected. Flaggers or traffic control devices shall be used to temporarily stop traffic as needed during modifications to San Miguelito Road and for component transport when construction road widths do not accommodate traffic flow in both directions simultaneously. During the construction phase of the Project, the Applicant may request P&D to allow them to limit travel on San Miguelito Road beyond the intersection of Sudden Road on a temporary basis for public safety and security issues.

WTG Construction. Foundation construction will include the following stages: drilling, blasting (if required) and hole excavation; outer form setting; rebar and bolt cage assembly; concrete casting and finishing; removal of the forms; backfilling and compaction; construction of the pad transformer foundation; and foundation site area restoration. Excavation and foundation construction will be conducted in a manner that will minimize the size and duration of excavated areas required to install foundations. Portions of the work might require over excavation or shoring.

The foundation type shall be a Patrick and Henderson Inc. (P&H) patented post-tensioned foundation. The final grading plan, including micro-siting adjustments shall be reviewed and approved by County staff prior to construction. The P&H foundation will be drilled or dug to approximately 25 to 35 feet deep, depending on geotechnical conditions and loadings, and will be approximately 18 to 20 feet in diameter. The foundation will be in the configuration of an annulus—two concentric steel cylinders. The central core of the smaller, inner cylinder will be filled with soil removed during excavation. In the cavity between the rings, bolts will be used to anchor the tower to the foundation and the cavity will be filled with concrete. Bolting the tower to the foundation will provide post-tensioning to the concrete.

WTG Assembly. The WTG components will be delivered to the site via transport trucks in multiple sections; the main components will be off-loaded at the individual WTG sites or staged at the laydown area before transport to the final location. After setting the WTG electrical bus cabinet and ground control panels on the foundation, the tower will be erected by crane in sections. Tower construction will be followed by hoisting and installation of the nacelle; assembly, hoisting, and installation of the rotor; connection and termination of internal cables; and inspection and testing of the electrical system.

The rotors for the 1.79-MW WTGs will be constructed on the ground at the WTG location, connecting the three blades to a hub. The hub rests on a stand, which is removed prior to erection of the assembled rotor. Each blade will be attached to the hub utilizing a crane, which can lift each

blade with a spreader bar attachment thereby avoiding the need for a tandem pick of the blade. The assembled rotor will sit approximately 4 feet above the ground on the hub stand, allowing the blades to remain suspended above the ground within the construction staging area, and in any areas immediately surrounding the staging area. Therefore, there is no grubbing or grading required beyond the designated limits of the construction staging area designated for the assembly of the WTG. In cases where the blades overhang, either down-slope or upslope areas, the assembled rotor orientation can change to accommodate the contours. For example, blade number 1 can move from the 12 o'clock position to another position to accommodate the contours. As a result, grubbing and grading will be limited to the designated areas of permanent and temporary disturbance for each WTG. Turbine locations for those turbines have been selected that allow the rotor assembly without the need of additional grading.

The rotors for the 3.8-MW WTGs will be constructed with a single blade lift while suspended from the crane. When the rotor is ready to be attached to the nacelle, the main crane attaches to the hub while a support crane (typically a rough-terrain "RT" style hydraulic crane) attaches to one of the blades. The RT tailing crane does not require a crane pad to be built and is mobilized within the disturbed area where the other turbine equipment (towers, blades, etc.) had been staged around the foundation prior to erection. The two cranes work in tandem until the rotor is rotated 90-degrees. The tailing crane then detaches, and the main crane completes the installation of the rotor to the nacelle main shaft, again, from its location on the crane pad. All grading or grubbing will occur within designated areas of permanent and temporary disturbance for each WTG.

Collection System Construction. Typical installation of the collection system involves the following:

- The exact location of the collection system trench is surveyed and staked using a registered surveyor.
- A grader is deployed to make two passes along the trench running line to move the topsoil away to the side, if topsoil is to be preserved.
- Trenching is typically performed using a mechanized trencher or excavator.
- The trenching spoil is typically deposited adjacent to the open trench.
- The conductor cables, neutral cable and fiber optic cable get installed. Usually a truck pulls the cable reels adjacent to the trench to lay the cables simultaneously. In some cases, the cable reels are pulled by the trencher itself and immediately installed in the trench behind the trencher.
- A paddling machine usually follows the trencher to screen the spoil and deposit clean spoil on the collection system cables.
- This screened spoil that was deposited in the trench on top of the cables is then compacted, usually using a small compactor.
- The remaining spoil is then deposited into the trench, and compaction is usually specified as 95 percent of natural compaction.

The topsoil is then bladed back over the trench using a grader.

Transmission Line Construction. Approximately 38,544 feet (7.3 miles) of transmission line will be installed. Construction steps for transmission line installation are summarized as follows:

1. *Install support structure foundations.* For steel structures, a foundation hole will be excavated; forms, rebar, and anchor bolts installed; concrete poured; forms removed; soil or gravel replaced around the base; and a pole installed at each of the new pole sites. Installation of wood poles will involve excavating, installing the pole, and backfilling the excavation; no foundation would be required for poles placed in straight spans.

2. *Install structures/poles.* The poles will be installed by conventional methods, or by helicopter as needed. The steel pole shafts will be delivered to the pole site in two or more sections depending on pole design. The steel poles will be assembled on the ground in the pole laydown area. The sections will be pulled together with a winch and the cross arms bolted to the pole. Insulators will be attached to the cross arms and secured. A crane will be used as necessary used to erect the poles and set them in the excavation or on the anchor bolts embedded in the concrete foundation for certain steel poles. The final step will be to tighten the securing nuts on the foundation.
3. *Stringing the conductors.* Temporary clearance structures will be installed at road crossings and other locations to prevent the conductor from being lowered or falling onto the traffic below before tensioning. Insulators and sheaves for the conductors will be installed. The conductors will be pulled through each pole under controlled tension to keep the conductors elevated above crossing guard structures, roads, and other facilities. Once the conductors are in place, vibration dampers and other accessories will be installed.

Site Restoration: Areas subject to temporary disturbance, including shoulders of access roads, will be reseeded once heavy construction activities have been completed and in accordance with the approved Site Restoration and Revegetation plan.

Project Operation

Start-up: Each WTG will be inspected and checked for mechanical, electrical, and control functions in accordance with the manufacturer's specifications before being released for startup testing. A series of startup procedures will then be performed by the manufacturer's technicians; this process will require approximately 8 to 16 hours per WTG. Final testing will include mechanical, electrical, control, and communications inspections and tests to ensure that all systems are working properly.

After the WTGs have been commissioned and are producing power, a period of acceptance testing will begin to ensure that the WTGs are performing according to the agreed-upon parameters. During this time, the power produced will be fed into the utility grid. Electrical tests on the transformers, power lines, and Project substation will be performed by qualified engineers, electricians, and test personnel to ensure that electrical equipment is operating within tolerances and that the equipment has been installed in accordance with design specifications, standards and requirements by PG&E and the California Independent System Operator.

Operation: During the operational phase of the project, a staff of five to seven personnel will be employed onsite to monitor WTG and system operation, perform routine maintenance, troubleshoot malfunctions, shut down and restart WTGs when necessary, and provide security. They will be headquartered at the O&M facility and travel around the site as needed. Normal operations could involve deployment of up to three crews of two technicians each around the site and two to three personnel in the office. Staff may not be present at the site 24 hours per day; however, operations will be continuously monitored through the SCADA system from remote locations. Standard operating procedures dictate that WTGs will not be operated at high wind speeds because of the high loads exerted on the equipment. The maximum operating wind speed will be in the range 25 meters per second or 60 miles per hour, depending on the specific model chosen. In higher wind speeds, for equipment protection, the blades will feather and the rotor will free-spin with very low rotational speed.

In the event that severe storms result in a downed overhead line, procedures outlined in the emergency response plan will be applied. Tensioning sites will be located within the overhead distribution line rights-of-way to facilitate line replacements. In the event of a high-voltage grid outage, the WTGs will have internal protective control mechanisms to safely shut them down. The WTGs will require the grid to be energized to generate power when the wind is blowing. A separate

low-voltage distribution service feed may be connected to the low-voltage side of the Project substation as a backup system to provide auxiliary power to Project facilities in case of outages. If low-voltage service is not available, back-up power will be provided by PG&E's existing 12kv line at the substation in case of an unscheduled outage.

Firefighting equipment will be stored at the on-site substation, in the O&M Building and in work vehicles. A 20-pound CO2 fire extinguisher will be stored at the substation and at the O&M Building for small fires. In addition, service pick-up trucks will be equipped with a 5-pound standard fire extinguisher. The design of the substation will take into account local permitting and may be adjusted accordingly. Further, a safety and emergency response plan will be developed in conjunction with the local Fire Marshall. A dedicated repeater will be installed for emergency response in accordance with the specifications of the Santa Barbara County Fire Department.

The substation and switchyard will meet or exceed Institute of Electrical and Electronics Engineers (IEEE)-979 Substation Fire Protection. Detection and extinguishing equipment shall be installed in accordance with all applicable national and local codes.

Safety signage will be posted where necessary around WTGs, transformers, and other high-voltage facilities, and along roads, in conformance with applicable State and federal regulations. A safety policy plan will be developed and included as part of the mitigation requirements. . Electronic access to any SCADA access point is protected by at least two layers of security using high industry standard VPN technology and secure passwords and 24/7 remote monitoring. Surveillance cameras shall be installed to provide monitoring of the wind farm and its SCADA system.

Equipment, supplies, and spare parts will be stored inside the O&M facility, with the exception of Project vehicles, which will be stored outside the building within the secured yard. The substation will also be fenced and the gate kept locked; the control houses shall be locked. All WTGs shall be locked. Access roads will be periodically graded and compacted to maintain the design, safety, and environmental requirements during the life of the Project. Stored chemicals, oils and biodegradable cleaning chemicals and detergents will be held in onsite tanks or drums equipped with secondary containment areas to prevent runoff at the O&M facility. Maintenance on cut-and-fill slopes, culverts, grade separations, and drainage areas will be performed as necessary to minimize erosion problems and maintain functional drainage structures.

Project Decommissioning

The anticipated life of the Project is 30 years. Future repowering or decommissioning of the project will require a discretionary permit from the County and will be subject to environmental review. Decommissioning will require that the Owner prepare a decommissioning plan for County review and approval, as well as a financial assurance acceptable to the County to ensure timely and proper decommissioning.

Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.

2. **Proj Des-02 Project Conformity.** The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of the structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval thereto. All plans (such as Revegetation and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

MITIGATION MEASURES FROM SEIR 18EIR-00000-00001

- 3. MM VIS-1 Materials Storage During Construction.** All construction materials and excavated materials shall be stored away from San Miguelito Road, whenever possible, to reduce impacts on mountain views. Materials storage shall be confined to within the WTG pads, staging areas, and the Project Substation and Operations and Maintenance (O&M) facility areas.

Plan Requirement. County staff will confirm that a notation regarding materials storage is denoted on building plans.

Timing. County staff will review and approve the plan notation prior to issuance of the Zoning Clearance for construction.

Monitoring. P&D compliance monitoring staff shall conduct inspections during construction activities along San Miguelito Road to confirm and enforce compliance.
- 4. MM VIS-2 Location of Construction Activities.** Construction activities shall be confined to within the WTG pads and access roads; staging areas; the Project substation and O&M facility areas; transmission line right-of-way, structure pads, pull sites and switchyard; and sections of San Miguelito Road designated for modifications in the approved, final construction plans.

Plan Requirement. County staff will confirm that a notation regarding construction activities is denoted on building plans.

Timing. County staff will review and approve the plan notation prior to issuance of the Clearance for construction.

Monitoring. P&D compliance monitoring staff shall conduct inspections during construction activities to confirm and enforce compliance.
- 5. MM VIS-4 Landscape and Lighting Plan.** In accordance with the Santa Barbara County Land Use Element, Visual Resources Policies, Policy 1, the applicant shall be required to submit a landscaping plan to the County for review and approval.

The landscaping portion of the Landscape and Lighting Plan shall include but not be limited to (as appropriate): (1) salvaging top soil for reuse; (2) revegetating cut and fill slopes and graded areas visible to the public; (3) applying appropriate colorants to reduce the visual contrast between lighter-colored exposed rock and soils or introduced gravel and the adjacent darker vegetation; and (4) planting vegetation to screen the switchyard pad from public view discussed under KOP 2 and Impact VIS-6). Specifically, screening vegetation should achieve a minimum height of six to eight feet at maturity in order to achieve the screening of a substantial majority of the switchyard pad; fencing; and complex, industrial-appearing components within the fenced area. However, necessary vegetation heights will ultimately depend on final grading plans and the final height of the switchyard pad.

Any facility lighting shall be included in the lighting portion of the Landscape and Lighting Plan. Measures to minimize the attraction of birds to facility lighting shall be developed and presented in the Plan. Also, the lighting portion of the Plan shall require that all permanent exterior and security lighting be hooded (shielded) and that lamps and reflectors are directed downward and are not visible from beyond

the Project site. Also, night lighting shall not cause excessive reflected glare or illuminate the nighttime sky except for required FAA hazard lighting.

Plan Requirement and Timing. The Landscape and Lighting Plan shall be reviewed and approved by the Central Board of Architectural Review prior to issuance of the Zoning Clearance for construction.

Monitoring. P&D compliance monitoring staff shall conduct inspections during operations to confirm and enforce compliance.

6. MM VIS-5

Reduced FAA Hazard Lighting Plan. The Applicant shall request a reduced FAA hazard lighting plan after the WTG locations and WTG details are finalized in order to ensure the minimum required FAA lighting is installed.

Plan Requirement and Timing. The Reduced FAA Lighting Plan received from the FAA shall be submitted to P&D prior to issuance of the Zoning Clearance for construction. If the Reduced Lighting Plan is not received from the FAA, the Applicant shall submit FAA's response to the request.

Monitoring. P&D compliance monitoring staff shall conduct inspections during construction to confirm and enforce compliance.

7. MM AQ-1

Construction Equipment Emission Reduction Plan. A Construction Equipment Emission Reduction Plan shall be prepared by the Applicant that contains the following elements.

- a. **Off-Road Engine Tier** – Diesel equipment shall be powered with engines certified to comply with Tier 3 or better standards, as defined in the California Emission Standards for Off-Road Compression-Ignition Engines in California Code of Regulations (CCR) Title 13, Division 3, Chapter 9, Article 4, Section 2423, or newer or more stringent emissions performance standards.
- b. **On-Road Heavy Truck Age** – On-road heavy-duty equipment with model year 2010 engines or newer shall be used.
- c. **Equipment Replacement** – Diesel-powered equipment will be replaced by electric equipment whenever feasible.
- d. **Alternative Fuel Vehicles** – Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- e. **Catalytic Converters** – Ensure that catalytic converters are installed on all gasoline-powered equipment, if feasible.
- f. **Engine Maintenance** – Maintain engines and emission systems in proper operating condition.
- g. **Engine Size** – The engine size of construction equipment will be the minimum practical size.
- h. **Number of Equipment** – The number of construction equipment operating simultaneously will be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- i. **Worker Trips** – Construction worker trips will be minimized by requiring carpooling and by providing for lunch on site.

Plan Requirements. All requirements shall be shown on grading and building

plans prior to issuance of the Zoning Clearance for the first phase of construction and prior to issuance of the Zoning Clearance for subsequent Project phases.

Timing. A Construction Equipment Emission Reduction Plan shall be prepared prior to issuance of the Zoning Clearance.

Monitoring. Condition shall be enforced throughout all construction periods. P&D compliance monitoring staff shall ensure measures are included in the Construction Equipment Emission Reduction Plan and shall perform periodic site inspections of construction contractor maintenance activities as appropriate.

8. MM AQ-2

Dust Control Plan. A Dust Control Plan shall be prepared by the Applicant that contains the following elements.

- a. **Water Application** – Apply water sprays to all disturbed active construction areas a minimum of two times per day, except when soil water content would exceed the level recommended by the soils engineers for compaction or when weather conditions warrant a reduction in water application. At a minimum, this should include wetting down active areas in the late morning and after work is completed for the day. Additionally, use adequate dust control to keep fugitive dust from being transmitted outside of the Project site boundary. Perform increased dust control watering when wind speeds exceed 15 miles per hour. The amount of additional watering would depend upon soil moisture content. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- b. **Soil Stabilization** – Minimize the amount of disturbed area and stabilize any disturbed area that would not be covered with base or paving within 14 days after completion of disturbing activities by use of soil coating mulch, non-toxic dust palliatives, compaction, reseeding, or other approved methods. Soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting soil or other fine bulk materials will be covered in transit.
- c. **Construction Monitoring** – The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties will include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.
- d. **Limit Traffic Speed** – Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.
- e. **Track-out Controls** – Gravel pads or other wheel washing controls will be installed at all access points to prevent tracking of mud onto public roads. If any mud or soil is tracked onto the pavement of the road, it shall be removed from the pavement as soon as possible but no later than one hour after it has been deposited on the paved road.
- f. **On-site Access Road Treatment** – The on-site WTG access road segments to each WTG that will be paved shall be paved prior to beginning installation of that WTG and the associated collection system.

Plan Requirements and Timing. All requirements, including road segments to be

graveled or paved, shall be shown on grading and building plans prior to issuance of the Zoning Clearance. Condition will be enforced throughout construction. **Monitoring.** P&D compliance monitoring staff shall ensure measures are included in the Dust Control Plan and will perform periodic site inspections as appropriate to ensure compliance.

9. MM BIO-1 Worker Education and Awareness Program. The Applicant shall fund a County-approved biologist to develop and implement a worker education and awareness program (WEAP) specific to the Project. The program shall be presented to all individuals involved in the construction and O&M phases of the Project. The program shall include information focused on sensitive habitats and species and shall include, but not be limited to, the following:

- a. The natural history, including sensitive species and habitats, shall be described as well as the current status, reasons for decline, and protection measures relevant to the species and habitats.
- b. Contact points shall be provided for workers to report sightings of sensitive biological resources such as El Segundo blue butterfly, California red-legged frog, active bird nests, badger dens, and roosting bats and raptors in the vicinity of Project facilities.
- c. Workers shall be provided with photographs of sensitive biological resources including sensitive wildlife and plant species, den and burrow entrances, and nest structures. Qualified biologists, familiar with El Segundo blue butterfly (ESBB) and Gaviota tarplant, will provide a brief educational program for all personnel prior to initiation of any construction activities within the Project site. The program will include identification of ESBB, its host plant, coast buckwheat, and Gaviota tarplant; the general provisions and protections afforded to ESBB and Gaviota tarplant by the Endangered Species Act; and measures to be implemented during the Project to avoid and minimize adverse effects to ESBB and Gaviota tarplant.
- d. Workers shall be informed verbally and in writing of the various Project tasks that require biological surveys and monitoring for resource protection.
- e. Workers shall be provided with a photograph or description of the markers for active bird nests, trees, salvaged topsoil piles and windrows, or other mitigation areas, so that they shall know these are not to be disturbed without a biological monitor present.
- f. Workers shall be provided with photographs of invasive weeds and instructed to report to the biologist any new populations observed near Project facilities.
- g. Workers shall be informed not to litter. All trash and litter shall be picked up and removed from the construction sites at the end of each day.
- h. Workers shall be informed to obey a speed limit of 15 miles per hour while traveling on the Project site to avoid collisions with wildlife.
- i. Workers shall avoid driving over or otherwise disturbing areas outside the designated construction areas.

Plan Requirements. The Applicant shall submit the WEAP to P&D for review and approval 30 days prior to implementation. All workers, contractors, and visitors shall attend the WEAP prior to entering the Project site and performing any work. The Applicant shall provide copies of the training attendance sheets to County staff

as a record of compliance with this measure on a monthly basis. Trained crew members shall receive a sticker for their hardhat from the County Environmental Quality Assurance Program (EQAP) Inspector demonstrating WEAP training.

Timing. The WEAP shall be reviewed and approved by P&D prior to issuance of the Zoning Clearance. Implementation of WEAP training shall occur prior to the start of construction and as new crew members are added to the Project.

Monitoring. P&D compliance monitoring staff shall ensure compliance with the WEAP throughout construction and operation by review of attendance sheets and hardhats, inspection of the site, and interviewing workers, as appropriate.

10. MM BIO-2

Ground Disturbance. The Applicant shall minimize the amount of disturbance, to meet or exceed the commitments made in the CUP application, including areas devoted to WTGs; power line poles; temporary and permanent access roads; stockpiles; staging, parking and lay down areas; areas where spoil shall be used to control erosion, build new roads, and improve road shoulders; and areas for associated facilities. Construction activities shall avoid sensitive areas, such as riparian zones, forests, etc., where feasible. Construction shall avoid all wetlands regulated by Santa Barbara County, CDFW, and USACE (see MM BIO-9) where feasible. Parking, lay down, storage areas, and other sites of surface disturbance shall be located in previously disturbed areas or in annual grassland (except in Gaviota tarplant habitat) and will be mowed, versus graded, where feasible to keep root structures in place; thereby, facilitating future revegetation. Any disturbed area that is not covered with base or paving within 14 days of its disturbance shall be stabilized through use of soil coating mulch, dust palliatives, compaction, reseeded, or other approved methods.

A biologist shall conduct a sweep of the site before mowing or removing vegetation and monitor for special-status species during work activities. Permanent access roads shall follow routes used for construction access to reduce the amount of new road construction. Vehicles and equipment access shall follow marked routes. Indiscriminate cross-country vehicle travel shall not be allowed.

Plan Requirements. The detailed plans, showing the limits of the grading, ground disturbance, access routes, and installation of facilities will be reviewed and approved by County staff.

Timing: The plans shall be approved by P&D prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site, as well as review the restoration plan to ensure compliance with this measure as appropriate. P&D compliance monitoring staff will monitor construction and revegetation activities to ensure the plan is fully implemented.

11. MM BIO-3

Site Restoration and Revegetation Plan. The Applicant shall retain a County-approved botanist to prepare and implement a site restoration and revegetation plan for all vegetation communities subject to temporary impacts during construction and ground-disturbing O&M activities. Impacts to sensitive vegetation or habitat types (Section 4.5.1) will be restored to replace prior habitat values; impacts to other vegetation or habitat will be revegetated to prevent future erosion or weed invasion. The plan shall also require compensatory mitigation for permanent impacts to vegetation. The plan shall include, but not be limited to, the following requirements and other provisions:

- a. A map identifying all areas for revegetation or restoration, based on the affected vegetation or habitat type as described above.
- b. The site restoration and revegetation plan will identify quantitative success criteria for all habitat restoration that is based on both native vegetation percent cover and native species richness. Long-term success criteria shall include, but not be limited to, criteria such as requiring that restoration areas support at least 80 percent of the prior native species abundance and percent cover and is relatively weed free or demonstrates similar weed cover to surrounding, good quality habitat. All restoration activities and monitoring will be designed and implemented with the objective of achieving the success criteria.
- c. Native grassland communities shall be avoided to the greatest extent feasible.
- d. Top soil, and the seed bank it contains, shall be conserved on areas where soil is excavated such as WTG sites, access roads, and transmission pole locations.
- e. Woody material shall be removed from the soil surface and piled in an area that will be out of the way during construction. The upper 6 to 8 inches of soil shall be scraped from the disturbance footprint and piled into a stockpile in an area that will not be disturbed during construction.
- f. Topsoil stockpiles shall be clearly marked for avoidance.
- g. Stockpiles shall be immediately protected from wind erosion by covering them or hydromulching them to protect the pile from wind erosion. Wind erosion protection shall be renewed as needed.
- h. Any disturbed area that is not covered with base or paving within 14 days of its disturbance shall be stabilized through use of soil coating mulch, dust palliatives, compaction, reseeding, or other approved methods.
- i. Salvaged topsoil shall be redistributed on areas that will be revegetated following construction.
- j. Hydroseed with soil stabilization seed mixture shall be applied to temporarily disturbed areas, as appropriate, to facilitate revegetation and avoid erosion of bare soils. The hydroseed mix shall contain a mulch and binder to retard wind erosion by providing a crust over the soil surface. Native plant seeds shall be added to the hydroseed mixture or hand broadcasted onto the site just prior to hydroseeding. Care shall be taken to avoid premature germination of native species caused by prolonged immersion in the hydroseeder. On slopes, the Applicant shall augment the erosion control seed mixture with seed of native grassland and coastal scrub species native to the site and collected from the Project region. Appropriate seed mixtures including native needlegrass species for use on grassland and coastal scrub areas shall be developed in consultation with and approved by CDFW and County staff using seed of native species originating from the area between the Santa Ynez River and Hollister Ranch, and inland as far as California State Highway 1. Recommendations from USDA Natural Resources Conservation Service for reseeding of agricultural grazing areas will be sought and incorporated as approved by the above agencies. The use of non-native species considered detrimental to agricultural grazing will be avoided.
- k. Where central coast scrub or central coast scrub/grassland mosaic has been

removed by construction, revegetation will include coast buckwheat (*Eriogonum parvifolium*) in the seed mix. *E. latifolium* is not allowed in the plant palette due to its potential adverse effects on the El Segundo blue butterfly.

- l. The new plantings shall be irrigated with drip irrigation on a timer, and shall be weaned off of irrigation over a period of two to three years prior to P&D acceptance of the restoration habitat. The site restoration and revegetation plan shall include the irrigation requirements and schedule.
- m. Permanent impacts to vegetation will be mitigated by replacement (preferably onsite) of all habitats except disturbed and developed areas at a 3:1 ratio per impacted vegetation type for sensitive vegetation (see Attachment B-1, SEIR Table 4.5-3) and a 1:1 ratio for non-sensitive vegetation. Replacement will occur via permanent protection of existing habitat (provided the habitat meets the same functional value as impacted habitat), onsite restoration, or both. Impacted vegetation types must be proportionally represented within proposed habitat compensation area(s) to ensure in-kind mitigation.
- n. Prior to issuance of the Zoning Clearance, the Owner/Applicant shall identify suitable compensation lands for permanent vegetation impacts and record a conservation easement in a form approved by P&D that protects the proposed conservation area in perpetuity. The easement shall apply to a contiguous portion of land to, at a minimum, meet the required mitigation ratio of 3:1 for permanent impacts to sensitive vegetation (i.e., 3 acres protected for each impacted acre) and 1:1 for non-sensitive vegetation. The easement shall be controlled by a qualified conservation organization approved by P&D.
- o. The restoration areas shall be monitored for a minimum of 5 years by a qualified botanist, and the botanist shall submit annual progress reports to P&D. Weed control shall be started within 3 months of planting, or earlier if weeds have begun to flower. Weeding shall proceed as frequently as necessary to prevent weeds from spreading off the Project site into the adjacent area and to prevent seed set. An effort shall be made to cut weeds before they develop seeds to minimize the spread of invasive weeds. Cut mustard shall be hauled off the site and disposed of where the toxins in the stems shall not affect other plants. Any new weed species not present in the Project area prior to construction shall be eradicated.
- p. At the end of the five-year monitoring period the qualified biologist shall prepare a monitoring report detailing the success of the restoration efforts. The report will identify whether or not new habitat is established, self-sustaining, and capable of surviving drought, and if it meets or does not meet the quantitative success criteria by objective evaluation. The report shall provide recommendations for further restoration treatment, if success criteria have not been met. This monitoring report shall be submitted to P&D for review and approval.

Plan Requirements. The Applicant shall prepare a restoration and revegetation plan and submit it to County staff for approval. The plan shall include success criteria to determine whether restoration is proceeding as expected. Annual monitoring reports shall be submitted to P&D for the duration of the site restoration and revegetation efforts (minimum 5 years). A final report shall be submitted at the end of the initial 5-year monitoring period. If additional restoration is required

because success criteria have not been met at the end of 5 years, additional annual reports will be submitted until the restoration is demonstrated to be successful and complete. If restoration cannot be achieved according to success criteria after 5 years, the affected area will then be mitigated as a permanent impact subject to the compensatory mitigation requirements in the plan.

Timing. The detailed grading plan, showing the limits of the grading, and the Restoration and Revegetation Plan shall be approved by P&D prior to issuance of the Zoning Clearance. Prior to issuance of the Zoning Clearance, the Applicant shall record the conservation easement(s) and file a performance security with P&D to complete restoration. The form and amount of the performance security shall be based on similar securities required for mine reclamation as follows, or alternate forms or methods as deemed acceptable by P&D. The form of the security shall be as specified by California Code of Regulations § 3803 et seq. (Financial Assurance Mechanism). The amount of the security shall be calculated as specified in California Code of Regulations § 3805.1 (Financial Assurance Cost Estimate Form). P&D may adopt an alternate security form or calculation method in coordination with the applicant by providing agreement in writing.

Prior to issuance of the Zoning Clearance, the Owner/Applicant shall: (1) submit the open space/ conservation easement for review and approval and (2) implement the requirements of the easement as specified in the approved easement.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the restoration plan, annual reports, and final monitoring report for compliance with this measure as appropriate. P&D compliance monitoring staff will monitor construction and revegetation activities to ensure the plan is fully implemented.

12. MM BIO-4a

Tree Protection Plan. The Applicant shall retain a County-approved botanist or arborist to design and implement a tree protection plan in order to protect existing native trees and minimize adverse effects of grading and construction. The approved botanist or arborist will be on site throughout all grading and construction activities which may impact native trees. The botanist or arborist's duties shall include the responsibility to ensure all aspects of the approved Tree Protection Plan are carried out, and participation in the pre-construction meeting. The name and contact information for the approved arborist/biologist shall be submitted to P&D prior to the initial on-site pre-construction meeting. All development and potential ground disturbances shall be designed to avoid the maximum number of native trees feasible. No ground disturbance, including grading for buildings, access ways, easements, and subsurface grading, shall occur within the critical root zone of any native tree unless specifically authorized by the approved tree protection and replacement plan. The Tree Protection Plan shall include the following measures:

- a. The plan shall show the location, diameter at breast height (DBH), and critical root zone of all native and specimen trees that are potentially subject to disturbance due to Project construction and operational activities, including transport of large loads on San Miguelito Road or on-site access roads.
- b. The Tree Protection Plan shall clearly identify any areas where grading, trenching, or other construction related activities (including but not limited to grading, soil compaction, or irrigation) would encroach within the critical root zone of any native or specimen tree. The critical (or sensitive) root zone for each tree shall be defined as the area extending from the base of the tree to a

distance 1.5 times the radius of the tree's canopy. All encroachment is subject to review and approval by P&D.

- c. Fencing or other clearly visible marking of all native and specimen trees not designated for removal shall be installed to protect the critical root zone. Fencing shall be at least 3 feet in height of chain link, vinyl construction fence, or other material acceptable to P&D and shall be staked every 6 feet. The Applicant shall place signs stating "tree protection area" at 15-foot intervals on the fence. Fencing and signs shall be shown on the tree protection exhibit, shall be installed prior to issuance of the Zoning Clearance, and shall remain in place throughout all grading and construction activities.
- d. The following are not permitted unless specifically authorized by P&D in advance. If authorized, the following will only be conducted by hand and under the direction of a County-approved arborist/biologist. If the use of hand tools is deemed infeasible by P&D, P&D may authorize work with rubber-tired construction equipment weighing five tons or less. If significant large rocks are present, or if spoil placement will impact surrounding trees, then a small tracked excavator (e.g., 215 or smaller track hoe) may be used as determined by County staff and under the direction of a County-approved biologist.
 1. Any trenching required within the dripline or sensitive root zone of any specimen.
 2. Cutting any roots of one inch in diameter or greater, encountered during grading or construction. If authorized, roots must be cut cleanly and treated as specified in the Oak Tree Protection Plan.
 3. Tree removal and trimming.
- e. Construction equipment staging and storage areas shall be located in designated staging and lay-down areas depicted on Project plans submitted prior to issuance of the Zoning Clearance. No construction equipment shall be parked, stored, or operated within the protected areas. No fill soil, rocks, or construction materials shall be stored or placed within the protected area.
- f. All utility corridors and irrigation lines shall be shown on the tree protection exhibit. New utilities shall be located within roadways, driveways or a designated utility corridor such that impacts to trees are minimized.
- g. Any tree wells or retaining walls shall be shown on the tree protection plan exhibit as well as grading and construction plans and shall be located outside of the critical root zone of all native trees unless specifically authorized by P&D. Grading shall be designed and constructed to avoid ponding and ensure proper drainage within critical root zones.
- h. Access routes for equipment shall be checked for clearance prior to bringing any equipment onto the site. All trees and shrubs that require limbing or pruning shall be prepared at least 2 days prior to the arrival of the equipment and adhere to the following standards:
 1. All limbing shall be done under the supervision of a licensed arborist or qualified biologist.
 2. Any inadvertently broken limbs shall be cleanly cut under the direction of a licensed arborist or qualified biologist.

3. In the event that damage to a native tree is so severe that its survival is compromised, the tree shall be replaced in kind as specified in MM BIO-4b.
 - i. Only trees designated for removal on the approved Tree Protection Plan shall be removed. Any native trees which are removed, relocated, or damaged (more than 20 percent encroachment into the critical root zone) shall be replaced as specified in MM BIO-4b.
 - j. All trees located within 25 feet of buildings shall be protected from stucco and/or paint during construction. No irrigation is permitted within 6 feet of the dripline of any protected tree unless specifically authorized.
 - k. Any unanticipated damage (including removal) that occurs to trees resulting from construction activities shall be mitigated in a manner approved by P&D. This mitigation shall include, but is not limited to, posting of a performance security, replacing native trees on a 10:1 (15:1 for blue oak and valley oak trees) ratio, and hiring a County-qualified arborist/biologist to evaluate all proposed native tree and shrub removals within 25 feet of potential ground disturbances. The arborist/ biologist report shall present biologically favorable options for access roads, utilities, drainages, and structure placement, taking into account native tree and shrub species, age, and health with an emphasis on preservation. The required mitigation shall be undertaken immediately under the direction of P&D.
 - l. If the County-approved arborist/biologist certifies that any tree is damaged to such an extent that it will not survive, it shall be replaced as described in MM BIO-4b, below. If the approved arborist/biologist determines that 20 percent or more of the canopy or root area of a tree is removed or damaged, the tree will be presumed removed.
 - m. Monitoring plan to track health and survival of all impacted trees for 7 years.

Plan Requirements. This requirement shall be recorded with the final Project plans. The Applicant shall submit grading plans, building plans, and the Tree Protection Plan to P&D for review and approval. All aspects of the plan shall be implemented as approved. The Applicant shall post a performance security that is acceptable to P&D to guarantee tree replacement.

Timing. The Tree Protection Plan shall be approved by P&D, and evidence of having obtained the performance security shall be provided to P&D prior to issuance of the Zoning Clearance. Timing on each measure shall be stated where applicable; where not otherwise stated, all measures must be in place throughout all grading, construction, and operational activities.

Monitoring. P&D compliance monitoring staff shall inspect the plans and site throughout development to ensure compliance with and evaluation of all tree protection and replacement measures.

13. **MM BIO-4b Tree Replacement Plan (TRP) – Planned Removal and Unexpected Damage.** The Owner/Applicant will prepare and implement a Tree Replacement Plan (TRP). The TRP shall be prepared by a County-approved arborist or biologist to mitigate for authorized or unexpected losses of native trees. All components of MM BIO-4a (Tree Protection Plan) will apply to oak tree and tanoak replacement and related activities. The TRP shall, at a minimum, include the following components as well

as any other County revisions and recommendations:

- a. **Conservation Easement.** Prior to issuance of the Zoning Clearance, the Owner/Applicant shall identify a suitable woodland forest replacement area and record a conservation easement in a form approved by P&D that protects the proposed conservation area in perpetuity. The easement shall apply to a contiguous portion of land to, at a minimum, meet the required mitigation ratio of 3:1 and for all impacts (temporary and permanent) to woodlands and forests (i.e., 3 acres protected for each impacted acre). The easement shall be controlled by a qualified conservation organization approved by P&D.
- b. **Performance Security.** The owner/applicant shall determine the full cost of implementing and monitoring tree replacement and shall post a performance security with P&D. The performance security may be upon inspection and approval of successful restoration, as specified in the final approved TRP.
- c. Specific woodland and forest performance standards (i.e., quantitative success criteria) addressing both short- and long-term objectives for consistency with standards of (1) six self-sufficient coast live oak trees for each mature oak tree removed due to proposed Project activities, and (2) three acres of restored woodland or forest for each acre impacted. The numbers of planted acorns or nursery stock trees shall clearly correspond to the 6:1 performance standard regarding self-sufficient trees at the end of the monitoring period, anticipating that not all acorns or plantings will be successful. Similarly, the planting patterns and other restoration techniques will clearly correspond to the 3:1 performance standard regarding woodland or forest acreage.
- d. Detailed schedule (e.g., a Gantt chart) of all restoration activities, including obtaining plant propagules, issuing contracts, and performing all phases of planting and restoration work during the appropriate season¹. The schedule shall identify the responsible party for each task and identify each “critical path” for successful restoration. The schedule will specify completion dates for each requirement, relative to application or issuance of grading permits.
- e. Description of existing woodlands and forests, in terms of aerial extant, habitat diversity (structure, shrub/herb associates, wildlife use), sustainability (documentation of mortality, oak tree and associated shrub/herb health assessment), tree and associated shrub inventories/counts, densities (i.e., trees per acre) of trees and any co-dominant species, analysis of habitat functions and values as a basis for quantitative woodland and forest performance standards.
- f. Explanation and applicability of the oak tree and oak woodland quantitative success criteria in terms of their conformity to applicable County and State oak mitigation requirements.
- g. Replacement of damaged oak trees or those planned for removal shall occur at 10:1 ratio (acorns/saplings) or greater, to be planted and maintained in a manner that will yield the required final 6:1 replacement rate². Alternate ratios

¹ Acorns should be collected in mid- to late summer for maximum viability; planting should occur after the onset of fall/winter rains and no later than late February.

² Note that planting two viable acorns per hole, followed by culling to yield one live seedling per hole yields good establishment rates, but would necessitate at minimum 12 live acorns per removed tree, assuming 100 percent establishment.

may be applicable for saplings (identified below), also planted and maintained in a manner that will yield the required 6:1 replacement rate. Replanting and mitigation tree locations will be shown on plans. The TRP shall include a detailed planting methodology (including spacing among planted acorns or saplings) so that replacement acorns or saplings will result in the required 6:1 ratios.

- h. **Nurture Trees.** As an alternative to tree replacement, for no more than five percent of mature trees removed, naturally occurring tree saplings between six inches and six feet tall may be protected and nurtured in areas of the SWEP site unaffected by proposed Project disturbance, at a 10:1 ratio (i.e., 10 established sapling/nurture trees for one removed tree). Nurturing will only be applicable for seedling or sapling size trees that would otherwise be vulnerable to damage or loss, not yet meeting criteria as “established,” and in suitable locations for establishment (e.g., not located beneath an existing closed canopy). Saplings selected for nurturing will be subject to County approval.
- i. If using replacement trees rather than acorns, nursery stock grown in pots or tree tubes must be of sufficient size to ensure health and vigor at the time of installation. Saplings shall be grown from locally obtained seed at minimum 6:1 ratio to yield six established self-sufficient trees for each mature tree removed (assuming 100 percent success). All replacement trees will be obtained from a nursery source certified free of SOD pathogen and free of gold-spotted oak borer and polyphagous shot-hole borer damage.
- j. Selected trees shall be boxed and transplanted if feasible. If a County-approved arborist certifies that it is not feasible to replant the tree, it shall be replaced according to the TRP specifications. The TRP shall include an estimated survival likelihood for transplanted trees and specify a minimum 7-year monitoring period for health and vigor of transplanted trees, and shall include remedial measures for any transplanted trees that fail to become established.
- k. Detailed and quantitative description of viable acorn collection methods and seasonality; storage location, methods and conditions; inventory management methodology; and schedule. The description will specify the number of fertile acorns to be collected in August and September and stored pursuant to best practices (e.g. storage bags with vermiculite, checked weekly³), including a 20 percent allowance for anticipated non-viable acorns.
- l. Detailed and quantitative description of tree sapling production, nursery management, and the locations and capacity of contract nurseries.
- m. Identify suitable locations for woodland and forest restoration, including demonstration that in-kind tree planting would be feasible in terms of habitat suitability, land ownership, and long-term control of the mitigation site.
- n. A detailed Maintenance and Monitoring Program and a detailed Adaptive Management Plan shall be components of the TRP. The Maintenance and Monitoring Program shall include weed control techniques and strategies, necessary replacement planting activities, and monitoring (both qualitative horticultural/progress monitoring and quantitative success monitoring). The Maintenance and Monitoring Program shall also include information about

³ See Attachment B-2: <http://sactree.com/pages/346>, Storing Acorns.

how the habitat value and ecological function of the restoration area will be evaluated and will identify specific success criteria. The Adaptive Management Plan shall describe the restoration approach and strategy.

- o. Criteria for demonstrating self-sufficiency of planted and nurtured trees, based on a minimum 7-year monitoring period (including tree survival during a minimum of two years without irrigation) with demonstrable continued growth and absence of pests. Trees not meeting success criteria will be monitored for an additional 7 years following replanting or relocation.
- p. The trees shall be irrigated with drip irrigation on a timer until established (a period to be established by P&D approved arborist). The trees shall be weaned off of irrigation over a period of two to three years.
- q. No permanent irrigation shall occur within the dripline of any native tree.
- r. All new and replanted trees shall be protected from predation by wild and domestic animals and from human interference by the use of staked, chain link fencing and gopher fencing during the maintenance period.
- s. Restoration activities shall be performed by workers familiar with restoration work and supervised by a qualified restoration biologist/ecologist/environmental scientist or certified arborist. Contractors and subcontractors will be subject to County review and approval, to be based on experience with previous oak tree and oak woodland restoration projects.
- t. Detailed explanation of long-term conservation management of the oak planting and restoration site(s). This section must be consistent with planned conservation management of the site as planned according to Paragraph a. of this measure.
- u. For any proposed off-site tree planting or nurturing (i.e., areas outside the proposed Project area and proposed conservation easement), the TRP will identify potentially suitable sites and acreages and specify terms for long-term protection of those sites. Planting or nurturing trees in burned areas will only be acceptable if the burned areas are demonstrably failing to recover naturally from fire (i.e., failing to re-sprout from above-ground limbs or basal burls).
- v. Reporting requirements, including a schedule and content for progress reports. The reports must provide sufficient detail to document progress completed to date and confirm that materials and contractors are available to complete each phase according to the approved restoration schedule.
- w. An appendix, containing the full text of applicable County or State oak mitigation requirements.
- x. **Guarantee.** As part of the contract price, the Owner/Applicant shall guarantee and maintain all work for a period of not less than seven years and extending beyond seven years of monitoring for any needed replacement plantings and warrant that the Performance Standards specified above will be met. The guarantee shall cover both workmanship and plant materials, replacing any and all plants that die at appropriate intervals, and maintaining such replacements until the minimum survival rate is achieved. In addition, a 100 percent survival rate over the first year is required. All plants dead at the end of each month during the year after planting shall be replaced immediately. The Owner/Applicant shall provide a copy of the guarantee to P&D for its review and

approval.

Plan Requirements and Timing. Prior to issuance of the Zoning Clearance, the Owner/Applicant shall: (1) submit the open space/ conservation easement for review and approval; (2) implement the requirements of the easement as specified in the approved easement; (3) submit the Tree Replacement Plan to P&D for review and approval; and (4) provide P&D a copy of the signed contract with the restoration contractor. The Owner/Applicant shall post a performance security to ensure installation and a minimum 7-year maintenance period for replacement trees prior to initial brushing or grading. The performance security shall be based upon the itemized plants within the aforementioned contract.

Monitoring. P&D compliance monitoring staff shall inspect the plans and site throughout development to ensure compliance with and evaluation of all tree protection and replacement measures.

- 14. MM BIO-4c Invasive Plant Pathogen Abatement (SOD Prevention).** A County-approved biologist will ensure that the spread or introduction of plant pathogens will be avoided to the maximum extent feasible. To reduce the potential for spread of sudden oak death and other pests, all grubbed woody material shall be chipped, spread out to dry, and disposed of on site or at an appropriate facility. To minimize the unintended movement of host material, soil, and water from areas infested with *Phytophthora spp.* the following Best Management Practices will be implemented:
- a. Prior to commencement of construction, the approved biologist shall evaluate the level of currently known *Phytophthora* infestations (e.g., viewable in SODmap) along the entirety of the Project area. In the event that there is a risk of infestation at any work area, establish a vehicle and equipment power wash station to remove potentially contaminated accumulations of soil, mud, and organic debris. The station shall be located within the potentially infested area, paved or rocked, well-drained so that vehicles exiting the station do not become contaminated by the wash water, and sited where wash water and displaced soil does not have the potential to carry fines to a watercourse.
 - b. Prior to entry to any proposed Project area for the first time, equipment must be free of soil and debris on tires, wheel wells, vehicle undercarriages, and other surfaces (a high-pressure washer and/or compressed air may be used to ensure that soil and debris are completely removed).
 - c. Compliance with the provision is achieved by demonstrating that the vehicle or equipment has been cleaned at a commercial vehicle or appropriate truck washing facility.
 - d. The interior of equipment (cabs, etc.) must be free of mud, soil, gravel and other debris (interiors may be vacuumed or washed).
 - e. Footwear and small tools must be thoroughly cleaned and sanitized before moving to a new job site. Shoe soles must be free of debris and soil. Water, a stiff brush, screwdriver or similar tool can be used to remove soil from shoe treads. Once soil or debris have been removed, an appropriate sanitizing agent of ethyl or isopropyl alcohol (at least 70 percent concentration) must be used to kill pathogen spores which may be present on boot soles or tools (sanitizing agent may be applied by using spray bottles filled with alcohol to thoroughly wet the surface). Boot soles and hand tools must be sprayed with enough alcohol that surfaces are fully coated and wet. Brushes and other implements

used to help remove soil will be cleaned after use with alcohol.

Plan Requirements. The conditions identified above shall be implemented for any soil-disturbing activities throughout the life of the Project. All SOD prevention activities will be included in monthly and final reports.

Timing. The Owner/Applicant shall prepare a reporting format or log sheet for of all related compliance activities, to be submitted to P&D for review and approval prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall monitor construction and revegetation activities to ensure the measure is fully implemented.

- 15. MM BIO-5 Pre-Construction Rare Plant Surveys and Restoration.** The Applicant shall retain a County-approved botanist to conduct appropriately timed pre-construction surveys for sensitive native plant species, bryophytes, and lichens in all areas to be disturbed, including power line pole locations and access roads, and within a 100-foot buffer. Surveys will be valid for a period of one year. In the unlikely event that a federally listed plant species is found on or near an area to be disturbed by the Project (other than Gaviota tarplant impacts evaluated in the Project SEIR and addressed in Condition 16/MM BIO-6), the USFWS shall be consulted and the Project shall be adjusted to avoid impacts to the extent feasible. Other species protection measures recommended by the USFWS shall be implemented, as needed. In impact areas where avoidance of (California Rare Plant Rank) CRPR 1, 2, 3, or 4 plants or locally rare species is not feasible, for herbaceous species, for every one (1) acre of occupied habitat loss, three (3) acres of occupied habitat shall be re-established and protected by collection of seeds or other propagules from the plants during the appropriate time of year. For shrubs and trees, for every plant lost, three (3) plants will be re-established and protected. The seed or propagules shall be used for restoration in the immediate area (if suitable habitat continues to be present) or on a nearby, suitable location. In the case of lichens with regional significance, a qualified lichenologist shall recommend feasible methods to relocate and re-establish the lichens at a suitable nearby site, if avoidance is not feasible. Methods may include collecting, moving, and emplacing a sample of substrate supporting the lichen at a suitable site nearby.

The topsoil and seedbank shall be salvaged in all areas where the terrain allows it. Topsoil shall be windrowed or stockpiled and marked to keep it separated from subsoil. Topsoil piles shall be stabilized by covering the windrows or by spraying with hydromulch and binder to protect the soil from wind erosion. Salvaged topsoil shall be spread over all restored areas.

Plan Requirements. The detailed grading plan, showing the limits of the grading, shall be reviewed and approved by County staff prior to approval of the tentative Project map. If surveys indicate that replacement of sensitive native plants is necessary, the Applicant shall prepare a detailed mitigation plan as a component of the Site Restoration and Revegetation Plan (Condition 11/MM BIO-3) and submit it to P&D for approval. The Applicant shall file a performance security with P&D to complete restoration.

Timing. County staff will inspect the Project plans and site as well as review the mitigation plan to ensure compliance with this measure as appropriate. The mitigation plan shall be approved by P&D prior to issuance of the Zoning

Clearance. P&D will review the 2019 botanical surveys (Dudek, 2019c) to determine if the field survey component of this mitigation measure is complete.

Monitoring. P&D compliance monitoring staff shall monitor construction and revegetation activities to ensure the plan is fully implemented.

16. MM BIO-6

Gaviota Tarplant Disturbance. The Project owner/operator shall retain a qualified botanist approved by P&D, USFWS, and CDFW to prepare a Gaviota Tarplant Mitigation Plan and shall obtain an Incidental Take Permit (CDFW) and Biological Opinion (USFWS) for impacts to Gaviota Tarplant. The Project owner/operator will implement the Gaviota Tarplant Mitigation Plan in coordination with P&D, CDFW, and USFWS. Gaviota tarplant habitat will include all areas of previously identified occupied habitat plus any additional areas that are discovered during preconstruction surveys prior to ground disturbance (to-date the cumulative total acreage of impacts is identified as 26.34 acres). Gaviota tarplant shall be assumed to be present within all areas where it had been previously mapped even if it is not evident during preconstruction surveys (because seedbank may be present that could germinate and establish under different environmental conditions). A determination shall be made of the total areas of (1) permanent habitat loss, (2) temporary excavations, and (3) surface disturbance for the construction phase of the Project. To the extent feasible, turbine micro-siting (Condition 36/MM BIO-15a) will avoid Gaviota tarplant habitat. Soil seed bank material and/or whole post-flowering Gaviota tarplant material (containing seed) will be salvaged from occupied habitat before construction-related disturbance. The seed bank or plant material will be managed to maintain seed viability and will be used to supplement on-site revegetation (per Condition 11/MM BIO-3, Site Restoration and Revegetation Plan) where appropriate (to be specified in the Gaviota Tarplant Mitigation Plan). CDFW and USFWS will be consulted regarding implementing the mitigation strategy, which could also include offsite preservation of existing occurrences. Compensatory mitigation for Gaviota tarplant shall be implemented to offset take; compensation lands will be managed according to the Gaviota Tarplant Mitigation Plan. Permanent disturbance to Gaviota tarplant shall be mitigated at a minimum 3:1 ratio. Areas of temporary disturbance shall be restored to pre-disturbance conditions and compensated at a 3:1 ratio. Temporary impacts to Gaviota tarplant habitat will be mitigated as permanent impacts unless monitoring over at least a 15-year period demonstrates full recovery of self-sustaining Gaviota tarplant occurrences (plant density and extent of occupied area) in the temporarily impacted areas. To account for annual variability, the final density and extent of the Gaviota tarplant occurrence in the restored area can be adjusted to compare to pre-disturbance levels using metrics obtained from a nearby reference location to demonstrate full recovery has occurred.

Plan Requirements. The Project owner/operator shall submit the Gaviota Tarplant Mitigation Plan, CDFW ITP, and USFWS Biological Opinion to P&D along with the detailed grading plan. The detailed grading plan, showing the limits of the grading shall be reviewed and approved by County staff prior to approval of the final plans. The Applicant shall file a performance security with P&D to complete restoration. The mitigation plan shall also address ongoing impacts during the operations phase of the Project as well as the more extensive impacts that will result from Project construction.

Timing. The CDFW ITP and USFWS Biological Opinion shall be submitted by the Project owner/operator prior to approval of the Land Use Permit for construction phase.

Monitoring. P&D compliance monitoring staff shall verify that the perimeter of all approved work areas in Gaviota tarplant habitat are properly flagged prior to any ground disturbance in the area and shall monitor construction and revegetation activities to ensure the plan is fully implemented per the CDFW ITP and USFWS Biological Opinion.

17. **MM BIO-7 Kellogg's and Mesa Horkelia Habitats.** For Kellogg's and mesa horkelia occupied habitats identified during pre-construction surveys (see MM BIO-5, above) and the 2018 *Horkelia cuneata* assessment (Dudek, 2018b), the Applicant shall minimize plant removal to the extent feasible and facilitate in situ conservation of extant Kellogg's and mesa horkelia through methods such as adjusting disturbance area boundaries and tracking over Kellogg's and mesa horkelia habitat, where the terrain shall safely allow it, rather than widening roads beyond the permanent road width to minimize plant removal. A qualified native plant horticulturist will salvage Horkelia plants and rootstocks prior to site disturbance and reintroduce them onto restoration sites. The seedbank shall be salvaged and stockpiled separately from other spoil along roads and adjacent to other facilities constructed in Kellogg's and mesa horkelia habitat as described for Gaviota tarplant (MM BIO-6). Salvaged stockpiles shall be covered or sprayed with hydromulch and binder to crust the surface to minimize soil loss to wind erosion and to protect from rain and mold. Salvaged seedbank shall be spread over restored areas as described for Gaviota tarplant except that a normal mixture of mulch and binder shall be used. If the area is within Gaviota tarplant habitat, methods for the latter shall be used.

Plan Requirements. The detailed grading plan, showing the limits of the grading will be reviewed and approved by County staff prior to approval of the tentative Project map. If surveys indicate that replacement of horkelia is necessary, the Applicant shall prepare a detailed mitigation plan as a component of the Site Restoration and Revegetation Plan (Condition 11/MM BIO-3) and submit it to P&D for approval. The Applicant shall file a performance security with P&D to complete restoration.

Timing. The mitigation plan shall be submitted to P&D for review and approval prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance staff shall inspect the Project plans and site as well as review the mitigation plan to ensure compliance with this measure as appropriate. P&D compliance monitoring staff shall monitor construction and revegetation activities to ensure the plan is fully implemented.

18. **MM BIO-8 Native Grassland Restoration.** The Applicant shall retain a County-approved botanist to determine the total area of native grassland to be removed (temporary and permanent) during Project construction, following final engineering.

Impacts to native grassland shall be mitigated through a combination of seeding with salvaged topsoil (seedbank salvage), seed collected on site, and purchased seed from locally-grown stock. Seed shall be collected from the populations of native grasses and native grassland species on the Project sites prior to the start of construction. The seed shall be stored dry and included in the seed mixture applied

to the restored areas. Drill seeding shall be performed for mixtures that include native grass seed. Native grassland revegetation techniques, locations, and success criteria shall be incorporated into the Restoration and Revegetation Plan (Condition 11/MM BIO-3).

Plan Requirements. The detailed grading plan, showing the limits of the grading will be reviewed and approved by County staff. The Applicant shall file a performance security with the P&D to complete restoration.

Timing. The mitigation plan shall be approved by P&D prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the mitigation plan to ensure compliance with this measure as appropriate. P&D compliance monitoring staff will monitor construction and revegetation activities to ensure the plan is fully implemented

- 19. MM BIO-9 Wetland Avoidance and Riparian Habitat Restoration Plan.** The Applicant shall make every effort to minimize the area and degree of impact to State and Federal wetlands and other Waters of the U.S. associated with placement of bridges, siting of the O&M facility, and other construction-related tasks through a Wetland Avoidance and Riparian Habitat Restoration Plan.

All final construction design plans and mapped wetland features shall be clearly presented in the Wetland Avoidance and Riparian Habitat Restoration Plan for approval by P&D, CDFW, USACE, and RWQCB, as applicable. The plan shall present an approach for the restoration of lost and/or disturbed features including calculations, proposed restoration locations, cattle or other disturbance barriers, plant mixes, quantitative restoration goals (maximum criteria for weedy species and minimum criteria for native hydrophytic plants), and temporal and native plant composition success criteria. At a minimum, any temporarily disturbed wetlands or other jurisdictional feature shall be restored to its former condition at an aerial ratio of 1:1 with a clearly defined temporal goal and success criteria. If any jurisdictional feature is permanently lost, it shall be mitigated by the creation, preservation, and/or enhancement of the same type of feature in the Project area at an aerial ratio of 3:1.

Best Management Practices. All wetland areas within 50 feet of ground disturbance shall be protected from siltation by placement of silt fence, straw bales (composed of certified weed-free straw), or other barriers. Barriers shall be in place prior to ground disturbance.

No fueling of vehicles or equipment shall occur within 100 feet of the top of any creek bank or within 100 feet of any seep or spring. Further, spill containment measures shall be implemented at all refueling sites. In the event that petroleum products escape into a creek, seep, or spring, every effort will be made to immediately remove the material using plastic sheets, absorbent blankets, or other materials, as necessary.

Runoff from fresh concrete shall be directed away from the top of any creek bank and from any seep or spring into a plastic-lined hollow. Any washout from concrete trucks shall be collected within a designated contained and lined area and removed from the site. Dried concrete scraps shall be removed and all trash and litter shall be picked up and removed from the construction sites at the end of each day.

Riparian Habitat Restoration. The riparian habitat restoration component of the plan shall be designed using state-of-the-industry practices and monitored to ensure attainment of performance criteria within five years, or remedial actions shall be undertaken until the performance criteria are achieved. The plan shall include, but not be limited to, specific elements that would normally be required for the successful achievement of the performance standard:

- a. Restoration shall include native riparian species from locally obtained plants and seed stock.
- b. The new plantings shall be monitored for a minimum of five years to ensure successful establishment. Dead plants shall be replaced in kind, and monitoring shall continue until performance criteria are met.
- c. The new plantings shall be irrigated with drip irrigation on a timer and shall be weaned off of irrigation when root zones are established.
- d. Removal of native species in the creek shall be prohibited.
- e. Non-native species located in the work area shall be removed from the creek.

Plan Requirements. The detailed Wetland Avoidance and Riparian Habitat Restoration Plan shall be submitted to P&D for review and approval prior to issuance of the Zoning Clearance. This condition shall be printed on all Project plans. A biological/wetland monitor shall be present for all activities that have the potential to directly or indirectly affect regulated wetland features. Prior to issuance of the Zoning Clearance, the Applicant shall also file a performance security with P&D for complete restoration.

Timing. Any proposed removal or temporary disturbance to jurisdictional features shall be approved by P&D, CDFW, and the USACE prior to any construction that may affect wetland features. Site-specific wetland creation/restoration plans shall be developed by the Applicant and approved by P&D, in consultation with CDFW, and USACE as appropriate, prior to issuance of the Zoning Clearance. The Applicant shall independently consult with CDFW and USACE as necessary. The plan shall be implemented within one year of the disturbance and in consultation with CDFW and County staff.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site, as well as review the mitigation plan to ensure compliance with this measure and will monitor construction and revegetation activities to ensure the plan is fully implemented.

- 20. MM BIO-11a Pre-Construction Wildlife Surveys.** The Applicant shall retain a County-approved biologist to perform a wildlife survey prior to ground disturbance, including grading and the excavation of the WTG sites. The biologist shall survey the surrounding area (where access allows) out to a 300-foot radius from the WTG site, the WTG footings, access roads, and staging, parking, and lay down areas prior to grading. Surveys shall be completed daily before the start of initial vegetation clearance or ground disturbance in any affected area. If any special-status wildlife species are found, they shall be relocated to similar habitat at least 300 feet away from construction activity. Common species shall be relocated as feasible.

Plan Requirements. This condition shall be printed on all Project plans. The

Applicant shall report compliance with this measure in the Monitoring Report (MM BIO-11d) to County staff on survey and relocation activities.

Timing. Results of wildlife surveys shall be submitted to County staff prior to ground disturbance. This measure shall be implemented throughout all ground disturbances.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site, as well as review the monthly reports to ensure compliance with this measure, as appropriate.

21. **MM BIO-11b Fencing.** To minimize the amount of disturbance to wildlife habitat and sensitive biological resources, the Applicant shall clearly mark environmentally sensitive areas for avoidance in the field. These areas include, but are not limited to, occurrences of special-status plants, trees to be avoided, sensitive vegetation communities adjacent to work areas, and jurisdictional resources. Project boundaries shall be clearly marked with fencing or staking that shall be replaced as needed.

Plan Requirements. The detailed fencing plan, showing the location of required fencing shall be reviewed and approved by P&D staff prior to initiation of ground-disturbing activities. This condition shall be printed on all Project plans.

Timing. The detailed fencing plan, showing the location of required fencing shall be reviewed and approved by P&D staff prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site, to ensure compliance with this measure as appropriate. P&D compliance monitoring staff will review construction monitoring reports to ensure the plan is fully implemented.

22. **MM BIO-11c Biological Monitoring.** The Applicant shall fund a County-approved, Environmental Monitor during Project construction to monitor construction activities and to ensure compliance with all mitigation measures. The Environmental Monitor shall be present on site during all vegetation removal and during all initial ground disturbance activities for all aspects of the Project and shall regularly inspect the Project site as needed after the initial ground disturbances to ensure that all mitigation measures are being implemented. The Environmental Monitor shall ensure that wildlife do not become entrapped in the excavations during installation of the WTGs and associated underground collection system from the WTGs to the substation (i.e., open trenches). Safeguards shall be implemented during daytime periods of non-activity and overnight, such as a placing a platform over the entire excavation site, flush with the ground surface, installing escape ramps in trenches, or exclusionary fencing. The Environmental Monitor shall be responsible for ensuring these safeguards are in place on a daily basis. Should relocation be required, construction shall be halted until the Designated Biologist arrives on site and clears the work area (in compliance with all applicable permits and authorizations).

Plan Requirements. The Environmental Monitor shall work closely and cooperatively with County staff and County's consultants on a daily basis or as needed.

Timing. The Environmental Monitor shall be designated prior to the start of construction.

Monitoring. P&D compliance monitoring staff shall work with the Environmental Monitor throughout construction.

- 23. MM BIO-11d Monitoring Report.** On a bi-weekly basis, P&D-approved, Environmental Monitor shall provide P&D a Construction Monitoring and Biological Resources Mitigation Report. This report shall include a description of the activities that have occurred on site, wildlife species encountered, relocation efforts, wildlife mortalities and injuries, violations or issues with construction activities, and any Project-related resolutions.

Plan Requirements. The Applicant shall consult and obtain any necessary permits from the appropriate regulatory agencies and provide copies to County staff. On a bi-weekly basis, the Applicant shall report compliance with this measure in writing to County staff on survey and monitoring activities.

Timing. The format of the Construction Monitoring and Biological Resources Mitigation Report shall be submitted by the Applicant and approved by P&D prior to start of construction.

Monitoring. The Environmental Monitor shall submit the Construction Monitoring Report on the first and third week of each month to detail the previous two week's activities. This report may be submitted electronically. P&D compliance monitoring staff will review the Construction Monitoring Report throughout construction.

- 24. MM BIO-12 Avoidance Measures for Nesting Birds.** All trees and brush to be removed as part of Project-related construction activities shall be removed outside of the bird breeding season (February 1 to August 31) to avoid additional impacts to nesting raptors and other native birds. Vegetation clearing shall occur outside the bird breeding season whenever feasible to minimize impacts to nesting birds. If construction must take place in or near areas with potential for breeding birds during the breeding season (February 1 to August 31), P&D-approved biological monitor(s) shall oversee pre-construction breeding native bird surveys within seven (7) days of construction commencement (i.e., mobilization, staging, vegetation clearing, or excavation). Surveys shall be conducted in all areas within 500 feet of proposed disturbance areas, or a lesser distance if dense vegetation or site access restrictions render a 500-foot survey radius infeasible. Surveys shall be conducted to include all structural components of the on-site equipment and existing infrastructure, including construction equipment. All native birds observed, breeding behaviors, and bird nests within areas of suitable breeding bird habitat in the construction zone shall be noted. The required survey dates may be modified based on local conditions with the approval of P&D.

If breeding native birds with active nests (i.e., containing eggs or dependent young) are found prior to (or during) Project activities including vegetation clearing and excavations, a biological monitor shall oversee the establishment of a buffer (typically 300 feet for passerines and 500 feet for raptors other than eagles, see below) around the nest; no activities will be allowed within the buffer(s) until the young have fledged from the nest or the nest fails. If appropriate, temporary construction fencing may be installed to mark the buffer area around active nests to prevent construction activities from occurring in the buffer area. The prescribed buffers may be adjusted to reflect existing conditions, including but not limited to ambient noise, topography, and disturbance, with the approval of P&D of Santa

Barbara in coordination with CDFW. If a nest buffer is reduced below the standard buffer size, then a qualified, County approved ornithologist shall monitor the nest daily to ensure that Project activities are not causing disturbance. If birds show signs of disturbance, the buffer will be increased.

Nest surveys for golden eagles shall be conducted within 1 mile of the Project, and a 1-mile buffer shall be implemented around each active nest where no Project-related construction disturbance is permitted while the nest is active. This buffer may be adjusted with concurrence from the USFWS and CDFW.

If native birds are found to be nesting in existing infrastructure proposed for removal, buffers as described above shall be implemented and removal shall be postponed until the young have fledged or, if no young are present, until after the breeding season has passed. If birds are found to be nesting in construction equipment, that equipment shall not be used until the young have fledged the nest or, if no young are present, until after the breeding season has passed. The biological monitor(s) shall oversee regular monitoring of the nest to determine success/failure and to ensure that Project activities are not conducted within the buffer(s) until the nesting cycle is complete or the nest fails. The biological monitor(s) shall be responsible for the results of the surveys and providing a copy of the monitoring reports for impact areas to P&D. Monitoring reports shall be produced weekly, and shall document nest locations, descriptions of nest status, actions taken to avoid impacts, and any necessary corrective actions taken. Active nest locations shall be marked on an aerial map and provided to the construction crew on a weekly basis after each survey is conducted. Active nests shall not be removed without written authorization from USFWS and CDFW.

Surveys for burrowing owls shall be conducted within seven (7) days of construction within all suitable habitat in the Project area, including areas within 500 feet of all Project facilities, WTG sites, and access roads (where access allows), unless a smaller survey area is authorized by CDFW. The survey shall be performed regardless of season of the year due to this species' being present in the winter.

During both the construction and O&M phases, a speed limit of 15 mph shall be established and enforced. The speed limit shall reduce the potential for loss of bird species, including passerines, due to collisions with vehicles.

Plan Requirements. This condition shall be printed on project plans prior to grading permit issuance.

Timing. Pre-activity clearance surveys shall be conducted by a P&D-qualified biologist each morning and/or within new work areas prior to commencement of work. All pre-activity survey reports shall be submitted to P&D prior to the initiation of ground-disturbing activities.

Monitoring. P&D compliance monitoring staff shall review reports and conduct site inspection as needed during pre-construction and construction for compliance with this measure.

- 25. MM BIO-13 Conservation of El Segundo Blue Butterfly (ESBB).** Nothing in this measure authorizes take of the federally listed ESBB, including its eggs, pupae, or larvae. Unless directed otherwise by the USFWS (in a Biological Opinion), initial disturbance of occupied or potentially occupied ESBB habitat may only occur early during the flight season to avoid destroying ESBB eggs, pupae, or larvae and

maximize possibility that adult butterflies will move to nearby habitat for egg laying. A qualified ESBB monitor must confirm flight dates on the site and monitor all vegetation clearing or initial site preparation activities.

Surveys. Prior to initiation of construction activities within or adjacent to ESBB habitat, a qualified entomologist approved by P&D and USFWS shall conduct directed protocol surveys for ESBB during the flight season (approximately mid-June to August) within all areas of coast buckwheat on the Project site that could be impacted by construction, operation, or maintenance of the Project. If the ESBB is detected, occupied areas shall be designated ecologically sensitive areas and protected with a 500-foot disturbance-free buffer during construction activities unless otherwise authorized through the context of a Biological Opinion.

Habitat Restoration or Enhancement. A plan to restore and/or enhance ESBB habitat shall be prepared by a County-approved botanist with input from a County-approved entomologist. The goal of the plan shall be to establish mature coast buckwheat plants with other Central coast scrub species on areas having sandy soils and judged suitable for this type of restoration or enhancement by the Project biologist and County-approved entomologist. In order to provide suitable larval food sources for ESBB and minimize any temporal loss of occupied or suitable habitat, the plan will incorporate potted coast buckwheat nursery stock (preferably salvaged from other on-site disturbance areas) and specify irrigation or other management/maintenance measures to establish suitable habitat as rapidly as possible. ESBB habitat restoration will commence at the earliest feasible date, prior to disturbance of existing occupied or suitable habitat. The restoration or enhancement will preferably occur in or adjacent to one or more areas of existing habitat supporting coast buckwheat on sandy soils or it could occur in an area disturbed by the Project. If those locations are not feasible, the restoration and enhancement plan will identify alternate locations, to be based on restoration science and ESBB habitat considerations. The plan shall identify sites to be restored or enhanced and the approach to restoration and enhancement, including proposed density of coast buckwheat plants, which shall be generally consistent with the density of coast buckwheat in occupied ESBB habitat in the Project region and performance criteria shall reflect that density. Restoration or enhancement will be conducted at a 3:1 ratio (3 acres of restored suitable habitat for each acre of temporarily or permanently disturbed suitable habitat) on an acre-for-acre basis. The plan shall be submitted to USFWS for review and approval, prior to implementation.

Following completion of the restoration or enhancement, the owner/applicant will monitor vegetation performance and ESBB occurrence on both restoration sites and previously mapped habitat (both suitable and occupied) to evaluate success of the mitigation. Additionally, the restoration and enhancement plan will identify remedial measures to be implemented as needed to improve the success of the mitigation.

Suitable and occupied ESBB habitat adjacent to construction areas shall be clearly marked for avoidance (e.g., by orange plastic construction fencing). The delineation shall be directed and approved by a County-approved biologist.

Plan Requirements. This condition shall be printed on all Project plans. On a monthly basis, the Applicant shall report compliance with this measure in writing to County staff on monitoring activities, including avoidance measures and

restoration/habitat enhancement.

Protocol surveys shall be documented in a report to be provided to P&D, USFWS, and CDFW. The report shall include a description of methodology, description and maps of the survey areas, and identification of locations of any ESBB observed in the Project area (including maps and GPS coordinates). Occupied sites shall be described in detail in the report (vegetation, soils, exposure, and other factors that may influence species occurrence).

Timing. The habitat restoration/enhancement plan, protocol survey report, and the Biological Opinion shall be submitted prior to start of construction.

Monitoring. P&D compliance monitoring staff shall review Project plans, conduct site inspections as appropriate and review the monthly reports for compliance with this measure.

26. **MM BIO-14a Coast Horned Lizard.** The Applicant shall fund a County-approved biologist to conduct daily clearance surveys of active construction areas, including the sites of footings for WTGs and power poles, access roads, and staging, parking, and lay down areas, for coast horned lizards. The survey may be done in conjunction with surveys for ground-nesting birds. However, the survey for horned lizards shall be performed regardless of season of the year. If horned lizards are found, they shall be relocated to similar habitat at least 300 feet away from construction activity.

Plan Requirements. This condition shall be printed on all Project plans. On a monthly basis, the Applicant shall report compliance with this measure in writing to P&D staff on survey and relocation activities.

Timing. Surveys shall be submitted prior to start of construction.

Monitoring. P&D compliance monitoring staff shall review Project plans, conduct site inspections as appropriate and review the monthly reports to ensure compliance with this measure.

27. **MM BIO-14b Northern California Legless Lizard.** The Applicant shall retain a County-approved biologist to survey for legless lizards in suitable habitat within the Project footprint as well as for a distance of 50 feet away (where access allows). Surveys shall consist of raking substrates in suitable habitat and relocating any legless lizards into suitable habitats at least 100 feet from construction activities. The biologist shall work with the equipment operator during initial vegetation clearance to identify those areas that would require legless lizard mitigation, and then to salvage and relocate exposed animals. The following techniques shall be employed to minimize impacts to the legless lizard:

1. Following initial vegetation clearance in pre-identified areas, grading shall be done in two consecutive 6- inch layers.
2. With each lift, the biologist shall check the areas for possible relocation of legless lizards. If any are found, they shall be moved to similar habitat near shrubs at least 100 feet from the construction sites.
3. Monitoring for legless lizards shall be discontinued when grading reaches depths greater than 12 inches.

Plan Requirements. This condition shall be printed on all Project plans. On a monthly basis, the Applicant shall report compliance with this measure in writing to P&D staff on monitoring and relocation activities.

Timing. Surveys shall be submitted prior to start of construction.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the monthly reports to ensure compliance with this measure, as appropriate.

- 28. MM BIO-14c San Diego Desert Woodrat.** The Applicant shall retain a County approved biologist to survey the locations of WTGs and access routes prior to construction, as well as for a distance of 50 feet away (where access allows) for signs of the San Diego desert woodrat. The following technique shall be employed to avoid impacts to the San Diego desert woodrat:

1. If signs of this species are found at or near the areas to be disturbed (such as a small stick nest within a rock overhang), it shall be evaluated for potential impact due to construction activities.
2. If disturbance to a nest is likely to occur, the animal shall be live-trapped and relocated to a distance of 300 feet from Project activities and within similar habitat. The nest shall be dismantled and the materials placed at the relocation site within rocky habitat.

Plan Requirements. This condition shall be printed on all Project plans. On a monthly basis, the Applicant shall report compliance with this measure in writing to P&D staff on survey and relocation activities.

Timing. Surveys shall be submitted prior to start of construction.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the monthly reports to ensure compliance with this measure, as appropriate.

- 29. MM BIO-14d American Badger.** The Applicant shall retain a County-approved biologist to survey, within three (3) days prior to construction, for badger dens in the Project area, including areas within 250 feet of all Project facilities, WTG sites, and access roads (where access allows). The survey shall be performed regardless of season of the year. If badger dens are found, each den shall be classified as inactive, potentially active, or definitely active. Active dens include dens having a dirt apron with fresh diggings and tracks.

Inactive dens shall be excavated by hand and backfilled to prevent reuse by badgers.

Potentially and definitely active dens shall be monitored for 3 consecutive nights using a tracking medium (such as diatomaceous earth or fire clay) or game cameras at the entrance. If no tracks are observed in the tracking medium after 3 nights, the den shall be excavated and backfilled by hand. If tracks are observed, the den shall be progressively blocked with natural materials (rocks, dirt, sticks, and vegetation piled in front of the entrance) for the next 3 to 5 nights to discourage the badger from continued use. The den shall then be excavated and backfilled by hand to ensure that no badgers are trapped in the den.

Plan Requirements. This condition shall be printed on all Project plans. On a monthly basis, the Applicant shall report compliance with this measure in writing to P&D staff on survey and burrow excavation activities.

Timing. Surveys shall be submitted prior to start of construction.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the monthly reports to ensure compliance with this measure, as appropriate.

- 30. MM BIO-14e Roosting Bats.** All sites where trees, buildings, or other suitable bat roosting habitat will be removed shall be surveyed by a County-approved biologist for roosting bats immediately prior to construction in a given area. The survey shall occur at the sites of construction activity, as well as up to 300 feet away (where access allows). If an active roost is found, appropriate construction buffers shall be established based on the species, context of the roost, and activities planned as determined by P&D-approved biologist in coordination with P&D and CDFW as appropriate. Updated maps showing active roosting locations shall be distributed to the biological monitors, EQAP inspector, and crew foreman on a weekly basis. The roost shall be monitored to record any potential construction-related effects. Construction activities, buffer zones, and timing may be modified as directed by P&D and CDFW to avoid impacts to roosting bats.

If any non-maternity bat roost cannot be avoided, the Applicant will coordinate with CDFW to develop a site-specific strategy to minimize impacts to bats and allow them to leave the roost unharmed, and these activities will be conducted under CDFW guidance. Prior to destroying any known roost, the Applicant must demonstrate to P&D and CDFW that alternative bat roosting habitat is available nearby for any evicted bats to use.

Plan Requirements. This condition shall be printed on all Project plans. On a bi-weekly basis, the Biological Monitor shall report compliance with this measure in writing to P&D staff on survey results and buffer area design.

Timing. Surveys shall be conducted and submitted to P&D prior to construction. The Environmental Monitor shall submit the Monitoring Report on the first and third week of each month to detail the previous two week's activities. This report may be submitted electronically.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the bi-weekly reports to ensure compliance with this measure as appropriate.

- 31. MM BIO-14f Vernal Pool Fairy Shrimp.** The Applicant shall retain a qualified, County-approved biologist to conduct protocol surveys for the federally threatened vernal pool fairy shrimp within suitable habitat each year of construction, in areas subject to Project disturbance. Surveys can only be suspended upon written authorization from the USFWS and P&D. The biologist shall hold the required 10(a)(1)(A) recovery permit from the USFWS to conduct surveys within all potential fairy shrimp habitat found within the Project footprint or, for habitat outside the footprint itself, that would be hydrologically affected by the Project (e.g., road ditches or berms that could redirect natural surface flows away from vernal pools) including, but not limited to, seasonal/ ephemeral wetlands, swales, large road ruts and known vernal pool habitat. Surveys shall follow the guidelines set forth by the USFWS in the Interim Survey Guidelines to Permittees for Recovery Permits under Section 10(a)(1)(A) of the Endangered Species Act (ESA) for Listed Vernal Pool Branchiopods. Within 90 days of the completion of surveys, a report shall be submitted to P&D and USFWS detailing the methods and results of each survey event.

Avoid Seasonal Depressions and Known Waterbodies. All known seasonal/ephemeral depressions, vernal pools and known water bodies that could be occupied by listed fairy shrimp shall be shown on all applicable construction plans. The Applicant shall avoid all seasonal/ephemeral depressions, vernal pools and known waterbodies that occur within the Project site to minimize impacts to listed fairy shrimp. A 100-foot buffer shall be placed around all seasonal/ephemeral depressions, vernal pools and known waterbodies that have the potential to, but do not presently support listed fairy shrimp, to prevent equipment from entering these areas. If, after conducting surveys, areas identified as potential habitat have been verified to not contain listed fairy shrimp, the 100-foot buffer can be removed. All vernal pools, seasonal depressions and known waterbodies containing documented populations of listed fairy shrimp shall require a 250-foot buffer. These buffers shall be shown on all applicable construction plans (with a highly visible method easily identifiable by construction workers in the field). On-site delineation of this buffer shall be in place prior to the commencement of construction activities. The method used for delineation shall be kept in good working order for the duration of the construction period.

If avoidance of known populations of listed fairy shrimp is not possible, consultation with the USFWS regarding the potential impacts to the species will be necessary.

Compensation for Impacts to Vernal Pool Fairy Shrimp Habitat. If Project impacts will result in impacts to habitat for, or result in the loss of, vernal pool fairy shrimp, then the Applicant will be required to consult with the USFWS. If occupied habitat cannot be avoided, the Applicant shall consult the USFWS and obtain the appropriate take authorizations or permits prior to site mobilization activities. The Applicant shall also implement any conservation measures contained within these permits. To compensate for impacts to occupied habitat, the Applicant shall provide both a preservation and creation component for compensation as follows:

1. **Preservation Component.** For every acre of habitat directly or indirectly affected, at least two vernal pool credits will be dedicated within a USFWS approved ecosystem preservation bank, or, based on USFWS evaluation of site-specific conservation values, three acres of vernal pool habitat may be preserved on the Project site or on another non-bank site as approved by the USFWS.
2. **Creation Component.** For every acre of habitat directly affected, at least one vernal pool creation credit will be dedicated within a USFWS approved habitat mitigation bank, or, based on USFWS evaluation of site-specific conservation values, two acres of vernal pool habitat will be created and monitored on the Project site or on another non-bank site as approved by the USFWS.

Plan Requirements. The Applicant shall consult and obtain any necessary permits from the appropriate regulatory agencies and provide copies to P&D staff. On a monthly basis, the Applicant shall report compliance with this measure in writing to P&D staff on survey and monitoring activities.

Timing. Surveys shall be submitted prior to start of construction.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the monthly reports to ensure compliance with this measure,

as appropriate.

- 32. MM BIO-14g California Red-Legged Frog.** The Applicant shall retain a qualified, County-approved herpetologist to conduct pre-construction surveys for the California-red-legged frog within all areas of critical habitat and within all suitable aquatic habitat in the Project site and adjacent to the transmission line corridor and San Miguelito Road modifications, including areas that would be affected by construction, operation, or maintenance of the Project, in accordance with the most current USFWS protocols. The surveys shall be documented including a description of methodology, description and maps of the surveyed areas, and identification of locations of any California red-legged frog observed within the proposed Project area (including maps and GPS coordinates). If the species is identified in the Project area at any time, the USFWS, CDFW, and P&D shall be notified within 48 hours and the Applicant shall consult with these agencies to determine the appropriate next steps. Construction monitoring and pre-construction surveys for the species shall be conducted in conjunction with other sensitive species monitoring as detailed in MM BIO-11c. Best management practices and avoidance measures to prevent impacts to wetland habitats shall be implemented as detailed in Condition 19/MM BIO-9. In addition, habitat restoration of upland habitats for the species shall be implemented as part of Condition 11/MM BIO-3.

Plan Requirements. The Applicant shall consult and obtain any necessary permits from the appropriate regulatory agencies and provide copies to P&D staff. On a monthly basis, the Applicant shall report compliance with this measure in writing to P&D staff on survey and monitoring activities.

Timing. Surveys shall be submitted prior to start of construction.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the monthly reports to ensure compliance with this measure, as appropriate.

- 33. MM BIO-14h Western Spadefoot Toad.** Prior to site mobilization, the Applicant shall retain a qualified biologist approved by P&D and CDFW to conduct the following:

1. Conduct a pre-construction survey during the appropriate time of year when this species can be detected (i.e., during periods of suitable rainfall that result in pooling or the formation of other aquatic habitat) to determine the presence of western spadefoot toad and related habitat. Surveys will include sampling seasonal water features that hold water for a minimum of four weeks, to detect eggs, larvae, metamorphs, or adults.
2. Should the toad and habitat be found, and be impacted by temporary and/or permanent Project impacts, a habitat restoration and management plan shall be prepared for review and approval by P&D, in coordination with CDFW, that addresses the following:
 - a. Impacted occupied breeding habitat to be replaced, on-site, at a 2:1 ratio.
 - b. Relocation areas shall be designed as suitable toad habitat, and as far away as feasible from any Project-related structure or foreseeable construction area (minimum 250-foot buffer from construction activities). Relocation areas must be approved in advance by CDFW.
 - c. Terrestrial habitat surrounding the proposed relocation site shall be as similar in type, aspect, and density to the location of the existing ponds as

feasible.

- d. No site preparation or construction activities shall be permitted in the vicinity of any occupied ponds until the design and construction of the relocation habitat in preserved areas of the site has been completed and all western spadefoot toad adults, tadpoles, and egg masses detected are moved to the created pool habitat under the direction of CDFW. If egg masses or tadpoles are relocated, the newly constructed ponds shall also be inoculated with algae laden plant material/ and or water from the source ponds to provide a viable food source.
- e. Restoration areas shall be included in the Site Restoration and Revegetation Plan and restoration shall be completed in accordance with Condition 11/MM BIO-3.
- f. Permanent protection and management of restoration areas (e.g., conservation easement or fee title purchase, etc.).

Annually, for the duration of construction activities and based on appropriate rainfall and temperatures (generally between the months of February and April) the biologist shall conduct a series of surveys in all appropriate water bodies and surrounding 100-foot buffer areas within the Project footprint (where access allows). Surveys will include evaluation of all previously documented occupied areas and a reconnaissance level survey of the remaining natural areas of the site. All western spadefoot adults, tadpoles, and egg masses encountered shall be collected and released in the identified/created restoration ponds described above.

Plan Requirements. This condition shall be printed on all Project plans. On a monthly basis, the Applicant shall report compliance with this measure in writing to P&D staff on monitoring and relocation activities.

Timing. Surveys shall be submitted prior to the start of construction and annually during the construction phase.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the monthly reports to ensure compliance with this measure, as appropriate.

- 34. MM BIO-14i California Condor.** A qualified biologist with demonstrated knowledge of California condor identification shall be on site to monitor impacts to biological resources during all construction activities within the Project area and assist the Applicant in the implementation of the monitoring program. Workers shall be trained on the issue of microtrash or litter during WEAP training, including what constitutes litter, its potential effects to California condors, and how to avoid the deposition of microtrash. In addition, daily sweeps of the work area shall occur to collect and remove trash. All spills of ethylene glycol shall be cleaned up immediately and a report documenting the actions taken to remediate the spill shall be provided to Santa Barbara County within five calendar days. All California condor sightings in the Project area during construction shall be reported directly to the USFWS, CDFW, and P&D staff.

Plan Requirements. The Applicant shall consult and obtain any necessary permits from the appropriate regulatory agencies and provide copies to P&D staff. On a monthly basis, the Applicant shall report compliance with this measure in writing to P&D staff on survey and monitoring activities.

Timing. This measure shall be implemented during construction.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the monthly reports to ensure compliance with this measure, as appropriate.

35. **MM BIO-14j Maternity Colony or Hibernaculum Surveys and Avoidance Measures for Special-status Bats.** Any necessary removal of potential bat roost habitat (i.e., large trees, snags, or rockpiles with interstitial crevices that are outside of existing disturbance areas) shall occur between September 1 and October 31 to the extent feasible to avoid potential impacts to bat maternity or hibernation roosts. If the September 1 to October 31 work window is not feasible, pre-disturbance bat roost surveys shall be conducted by a County-approved qualified biologist experienced with the bats that could occur in the Project area. No more than 15 days prior to vegetation removal or initial site disturbance in previously undisturbed areas, the qualified biologist shall conduct surveys for special-status bats within 300 feet of proposed disturbance areas (where access allows). If hibernacula (hibernation roosts) or maternity roosts are found, no work shall occur within 100 feet during the hibernation period (November 1 to March 31) or breeding season (March 1 to July 31), as applicable.

If non-breeding bat roosts are found in snags, rock piles, trees or other substrate scheduled to be removed, the bats shall be safely evicted, under the direction of the qualified biologist and in coordination with CDFW, by opening the roosting area to allow airflow through the cavity or other means determined appropriate by the bat biologist (e.g., installation of one-way doors). In situations requiring one-way doors, a minimum of one week shall pass after doors are installed and temperatures are sufficiently warm for bats to exit the roost because bats do not typically leave their roosts daily during winter months in southern coastal California. This action is intended to allow all bats to leave during the course of one week. Roosts that need to be removed in situations where the use of one-way doors is not necessary in the judgment of the qualified biologist shall first be disturbed at dusk by various means at the direction of the bat biologist to allow bats to escape during the darker hours, and the roost tree shall be removed or the grading shall occur the next day. There shall be no less or more than one night between initial disturbance and the grading or tree removal.

Plan Requirements and Timing. The qualified biologist shall conduct surveys for special-status bats within 300 feet of proposed disturbance areas (where access allows) and shall report results of the surveys to the P&D staff. The biologist shall inform P&D and CDFW of the need to evict any special-status bats prior to implementing the evictions and shall monitor and report the results of such evictions to P&D and CDFW.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the monthly reports to ensure compliance with this measure, as appropriate.

36. **MM BIO-15a Siting.** The turbines shall be micro-sited (i.e., moved up to 100 feet from current site plan design) so that each WTG and transmission tower is located at least 500 feet away from active raptor nest sites, if present, and to avoid or minimize impacts to other biological resources including Gaviota tarplant, El Segundo blue butterfly habitat, as well as other special-status plant occurrences and wildlife habitat.

Preconstruction surveys (Condition 20/ MM Bio-11a) shall identify existing raptor nest sites and other sensitive resources. The Applicant shall, in consultation with the CDFW, attempt to dissuade raptors from building new nests within 500 feet of any turbine.

Plan Requirements. This measure shall be printed on all Project plans.

Timing. During the preconstruction and construction phases, the Applicant shall provide P&D with monthly summary reports of raptor nest survey results and any activities undertaken to dissuade new nests near turbines, which may be provided electronically. This measure shall be implemented throughout construction.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site and review the monthly reports to ensure compliance with this measure, as appropriate.

- 37. MM BIO-15b Appropriate WTG and Project-Element Design.** To minimize the likelihood of collisions of birds with WTGs and Project transmission poles, transmission lines, and power collection lines, the design features of all WTGs and Project related facilities shall include the following:

All overhead collection lines and transmission lines shall be designed to minimize the potential for raptor electrocution and collision using the latest APLIC (2012) guidelines. Conductors shall be marked for avoidance in accordance with the APLIC guidelines. Line spacing shall accommodate protection of the California condor and shall be a minimum of 83 inches. Further, construction and work procedures shall be consistent with the APLIC guidelines “*Reducing Avian Collisions with Power Lines: The State of the Art in 2012.*”

WTGs shall be micrositied and designed to minimize collision potential, consistent with *USFWS Land-Based Wind Energy Guidelines (2012)* and *California Guidelines for Reducing Impacts To Birds And Bats From Wind Energy Development (2007)*. The Owner/Applicant shall confer with a qualified wildlife biologist experienced in evaluating WTG bird and bat hazards to develop micrositing plans. WTGs with low rotational speed (approximately 10 to 23 revolutions per minute [RPM]) and tubular towers shall be used.

1. All permanent meteorological towers shall be unguyed.
2. Installation of active control technology, such as one or more IdentiFlight units⁴ or other proven technology as available, that can identify large birds such as eagles and automatically curtail WTG operation if birds are detected approaching or entering the Project site.
3. Installation of one or more bat deterrents at the Project site, such as the Bat Deterrent System developed by NRG Systems.⁵
4. Aviation warning lights installed on turbines shall be designed to minimize impacts to night-migrating birds by utilizing white lights with the longest permissible duration between flashes or strobes, to the extent feasible to maintain consistency with Project-specific FAA requirements.

Plan Requirements and Timing. These measures shall be printed on Project

⁴ <http://www.identiflight.com>

⁵ <http://www.nrgsystems.com/products/bat-deterrent-systems>

plans. The Applicant shall provide P&D final building plans including design element plans for review and approval prior to issuance of the Zoning Clearance. This measure shall be implemented throughout construction.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as appropriate to ensure compliance with this measure.

- 38. MM BIO-16 Monitoring and Adaptive Management Plan – Bird and Bat Conservation Strategy.** A Monitoring and Adaptive Management Plan is required, due to the uncertainty of the Project's operational impacts on protected and special-status bird and bat species. The Plan shall be developed and implemented in an effort to provide maximum feasible mitigation for those impacts. Monitoring studies of bird activity and fatalities at the site shall be required to collect information on bird activity and fatalities caused by wind farm operations. In addition, an Adaptive Management Plan (AMP) shall be implemented if the bird or bat mortalities trigger specified thresholds.

The Owner/Applicant will incorporate the Monitoring and Adaptive Management Plan into a Bird and Bat Conservation Strategy to be submitted to USFWS and CDFW for review and approval. Additionally, prior to beginning operation, the Owner/Applicant will obtain golden eagle take authorization from USFWS under the federal Bald and Golden Eagle Protection Act or will provide P&D with a letter from USFWS stating that either such authorization is under review and expected to be issued or is not necessary for the Project. The application for take authorization will incorporate all components of the Monitoring and Adaptive Management Plan that pertain to golden eagles and will specify hazard removal measures such as powerline retrofitting to offset potential take of golden eagles. Note that take of golden eagles is prohibited under California law as this species is fully protected.

P&D will enforce the following measures unless CDFW either adopts them as part of a Sec. 2081 incidental take permit or Sec. 1602 streambed alteration agreement or if CDFW, as a Responsible Agency, enforces Condition 38/MM Bio-16.⁶ In reviewing and approving the final plan and applying the required measures, P&D will consult with CDFW and USFWS, as appropriate.

The Plan shall be prepared by a County-approved biologist and be subject to P&D approval. The Plan shall include the sections outlined in subsections 16.a to 16.d below, which comprise the following components:

- a. **Before-after/Control-impact (BACI) Study.** Required study to compare pre- and post-construction bird use on the site.
- b. **Bird/Bat Mortality Study.** Required study to estimate bird and bat mortality rates during wind farm operations and to identify WTGs causing unanticipated levels of mortalities.
- c. **Remove Carrion Near Turbines.** Program to promptly remove carrion from livestock grazing areas in the Project site for the purpose of reducing the attraction of raptors, vultures, and condors.
- d. **Adaptive Management Program.** Additional mitigation measures to be required if specific thresholds of bird or bat mortality are reached.

Plan Requirements. The Owner/Operator shall prepare the Adoptive Management

⁶ Section references are to sections of the California Fish and Game Code.

Plan as described in Conditions 38-42 (MMs BIO-16, 16a, 16b, 16c, and 16d) below, in consultation with CDFW and USFWS.

Timing. The Adoptive Management Plan shall be submitted to P&D for review and approval prior to issuance of the Zoning Clearance. In reviewing and approving the final plan and applying the required measures, P&D will consult with CDFW and USFWS, as appropriate.

Prior to beginning operation, the Owner/Operator shall obtain golden eagle take authorization from USFWS under the federal Bald and Golden Eagle Protection Act or shall provide P&D with a letter from USFWS stating that either such authorization is under review and expected to be issued or is not necessary for the Project.

Monitoring. P&D compliance monitoring staff will ensure that the Adoptive Management Plan (described below in Condition 39/MM BIO-16a and Condition 42/MM BIO-16d), the Before-After/Control-Impact Study (described below in Condition 39/MM BIO-16a), Bird/Bat Mortality Study (described below in Condition 40/MM BIO-16b), and prey base reduction measures are implemented (described below in Condition 41/MM BIO-16c). P&D compliance monitoring staff will review all monthly, quarterly, and annual reports provided pursuant to the Avian and Bat Mitigation Plan and ensure that appropriate adaptive management measures are undertaken if AMP thresholds are reached (see Monitoring under Condition 42/MM BIO-16d).

- 39. MM BIO-16a Before-After/Control-Impact (BACI) Study.** Conduct BACI surveys under direction of a County-approved biologist. The purpose of the BACI surveys is to compare pre- and post-construction bird use on the site; to assess the effects of the Project on avian species; to assist in determining whether additional mitigation elements are necessary; and to collect research data to better understand wind power industry impacts and provide regulatory agencies with data for future Projects. Study reports shall include estimates of average bird usage on the site and information on the location of species within the site, flight elevations and patterns of activity, and WTG avoidance behavior. The study data and reports shall be provided to P&D for review. The surveys shall be conducted from the time of Project approval throughout the life of the Project.

The methodology shall include methods for interpreting and summarizing the data, and the contents, format and schedule for reports. The methodology should follow the recommendations of the CEC Guidelines (CEC and CDFG, 2007)⁷ and USFWS Land-Based Wind Energy Guidelines (2012). The methodology may incorporate the Applicant's current BACI methods as appropriate and explain any substantive changes between the studies currently being conducted by the Applicant and the methodology proposed for approval. The methodology could be modified during the course of the BACI study, with concurrence of P&D and Project operator.

Plan Requirements, Timing and Monitoring. See Plan Requirements, Timing and Monitoring under Condition 38 (MM BIO-16).

- 40. MM BIO-16b Bird/Bat Mortality Study.** Conduct a bird and bat mortality study under direction of a County-approved biologist. The purpose of mortality surveys is to estimate mortality rates for different species on the site attributable to collisions with WTGs

⁷ California Guidelines for Reducing Impacts To Birds And Bats From Wind Energy Development (2007)

and to identify individual WTGs or groups/strings of WTGs that cause unanticipated levels of mortality. The information will be used to determine whether the mortality thresholds of the Adaptive Management Plan (see AMP, below) have been reached. In addition, the collected data will add to the body of knowledge to provide regulatory agencies with data for future Projects. Brief quarterly reports including tabulated search data and annual reports including analysis of the year's data shall be prepared. The study data and reports shall be provided to the P&D for review. Monitoring shall be conducted for life of the Project.

The general design of the study should follow recommendations of the CEC Guidelines (2007) and USFWS Land-Based Wind Energy Guidelines (2012), or improved methodologies if appropriate, including methods for carcass search surveys, scavenger studies, evaluation of researcher efficiency, data analysis and reporting methodology. Specifically, carcass searches shall occur once every two weeks at 30 percent of the WTGs, or more if needed, as recommended in the CEC Guidelines. Reports shall include mean estimated fatalities and 90 percent confidence intervals for species or appropriate bird and bat groups. The plan shall include training of Project operations staff in handling and reporting avian and bat fatalities encountered in the course of their regular activities. The selection of which WTGs to monitor may be adjusted from year to year (or as appropriate).

Sampling methodology (including but not limited to search methods, areas, and techniques) and sample locations to be approved by P&D with outside technical support if needed. If the AMP is triggered by excess fatalities, the frequency or design of carcass searches should be modified, as provided in the AMP.

Plan Requirements, Timing and Monitoring. See Plan Requirements, Timing and Monitoring under Condition 38 (MM BIO-16).

41. **MM BIO-16c Remove Carrion Near Turbines.** Conduct a program under direction of a County-approved biologist to promptly remove carrion from all areas in the Project site within a 500-foot radius of every WTG. The program shall include regular patrols of the Project site to locate and remove livestock carcasses or other carrion, to minimize attractants for avian carrion feeders such as vultures, condors, hawks, and eagles. The program's plan shall be subject to P&D approval. Brief quarterly reports documenting patrols and removals shall be provided to P&D for review. The reports may be provided electronically. The program shall begin during the construction phase and continue for the duration of Project operation.

At minimum, the program's plan shall include the specific patrol and reporting schedule throughout the Project site to identify carcasses and carrion; carcasses and carrion will be removed from the vicinity within 24 hours of being located.

Plan Requirements, Timing and Monitoring. See Plan Requirements, Timing and Monitoring under Condition 38 (MM BIO-16).

42. **MM BIO-16d Adaptive Management Plan (AMP).** Develop an Adaptive Management Plan (AMP) to be activated in the event that bird or bat mortality exceeds specified threshold levels. The AMP provides a structured framework to guide response, in case Project operations result in excessive mortality that was unforeseeable at the time of EIR certification and Project approval. The AMP defines two impact categories and corresponding response options, as described below. Table 4.5-6 summarizes the thresholds that will trigger Level 1 and Level 2 actions by P&D.

Level 2 actions may also be triggered by annual mortality statistics, as described below.

SEIR Table 4.5-6. Adaptive Management Threshold Criteria (Actions required if number of fatalities caused by WTGs reaches these thresholds in any consecutive 12-month period)

| | Level 1 | Level 2 |
|---|---|---|
| | - Notify County - Increase carcass search frequency in specified area(s) | - Notify County - Adaptive measures to reduce fatalities |
| Federal- or California-listed species or California Fully Protected Species | 1 fatality | 2 fatalities |
| Non-listed Sensitive Species (CSC, WL, and Local Species of Concern) | 2 fatalities (birds) 2 fatalities (bats) | 3 fatalities (birds) 3 fatalities (bats) |
| Raptors without designated conservation status | 3 fatalities | 5 fatalities |
| Non-sensitive bird or bat species | 4 fatalities per WTG, per year | 12 fatalities per WTG, per year |
| Any injured birds will be counted as “mortalities.” | | |

Level 1 – First Alert and Enhanced Survey

If recorded bird or bat fatalities reach the threshold criteria for Level 1 (Table 4.5-6), the Project operator shall notify P&D within 24 hours and make any required notifications to CDFW and USFWS.

The carcass search frequency shall be increased in the vicinity of the specific WTG(s) suspected of being responsible, to determine whether WTG(s) are at cause and to better understand the causal factors and circumstances contributing to the fatalities. Carcass search patterns and extent may be modified, survey frequency may be increased up to twice per week, and supplementary field observations may be required for up to six months, if necessary to assess the pattern or frequency of fatalities. The additional information would facilitate a more informed response in the event that mortality levels reach Level 2. The Project operator shall provide wind velocity data for the area of the fatalities if P&D determines that the data are important for assessing the cause of fatalities or for designing enhanced search patterns.⁸ Details of the enhanced monitoring program will be subject to County approval.

Level 2 – Response Options

If recorded bird or bat fatalities reach the threshold criteria for Level 2 (Table 4.5-6), the Project operator shall notify P&D within 24 hours and make any required notifications to CDFW and USFWS. The Level 2 thresholds might also be reached based on the annual mortality statistics, which would be reported in the annual reports of the mortality study.

⁸ The data may be provided as hourly average wind speed and direction in the project area, or as otherwise agreed with the County. If the data is considered proprietary, it may be provided under a confidentiality agreement with the County.

The cause of bird and bat fatalities at wind farms is often indeterminate, due to the condition of the carcasses, activity of scavengers, and wide radius of land-fall. P&D shall require Level 2 response options only if it determines with reasonable certainty that the fatalities are caused by wind farm operations and which WTGs are at cause. The determination must be based on substantial evidence and made by a qualified biologist approved by P&D. Bird or bat carcasses will be frozen and retained by the owner/applicant for at least 90 days, and will be made available to P&D, CDFW, or USFWS on request. Changes in bird and bat use of the site observed in the BACI studies should be taken into account in the evaluation of impacts and response options.⁹ Measures required must be reasonable, feasible, and specifically targeted to reduce fatalities at the particular problem WTG(s).

The following Level 2 response options shall be considered by P&D, in consultation with CDFW and USFWS, and implemented if determined to be feasible and likely to reduce or compensate for further fatalities similar to those that triggered the Level 2 response. Such measures shall not be undertaken without appropriate environmental review, if applicable. Less extreme, less costly measures shall be exhausted before more extreme or costly measures are required. Any cost associated with implementing these measures shall be borne by the operator.

1. Habitat modifications to make the site less attractive to impacted species, including efforts to reduce the prey base (e.g., ground squirrels), weed control, grazing management. However no anticoagulant rodenticides, such as Warfarin and related compounds (indandiones and hydroxycoumarins), may be used within the project site or in support of any project activities.
2. Project modifications. Modifications must have a sound scientific basis, but need not be proven definitely effective, such as installing “dummy towers” at end of WTG rows; painting of WTG blades on selected WTGs to increase their visibility; audible warnings on towers; or other new or experimental technologies to divert birds/bats or react to the presence of at-risk species. If appropriate, a modification may be implemented as a controlled experiment to test efficacy in reducing mortality.
3. Selective curtailment of turbine operation, dependent on specific locations of mortalities or on daily or seasonal bird or bat activity, to be determined from monitoring results.
4. Restricting turbine operation at low wind speeds; i.e, increasing the “cut-in speed” (the wind speed at which the turbines begin generating electricity) to 5.0 m/s or greater.

If any of these measures are implemented, the Project operator, in consultation with P&D, shall implement an effectiveness evaluation program to assess the intended and unintended effects of the measure. The measure should be reversed, discontinued, or modified if little or no reduction in mortality is demonstrated within a reasonable time or if it leads to unintended, adverse consequences, as determined by P&D.

Plan Requirements and Timing. See Plan Requirements and Timing under

⁹ One of the primary objectives for operations monitoring stated in the CEC Guidelines is to determine whether the avoidance, minimization, and mitigation measures implemented for the project were adequate or whether additional corrective action or compensatory mitigation is warranted.

Condition 38 (MM BIO-16).

Monitoring. P&D compliance monitoring will ensure that the Adoptive Management Plan (described above in Condition 39/MM BIO-16a and Condition 42/MM BIO-16d), the Before-After/Control-Impact Study (described above in Condition 39/MM BIO-16a), Bird/Bat Mortality Study (described above in Condition 40/MM BIO-16b), and prey base reduction measures are implemented (described above in Condition 41/MM BIO-16c). P&D permit compliance staff will review all monthly, quarterly, and annual reports provided pursuant to the Avian and Bat Mitigation Plan and ensure that appropriate adaptive management measures are undertaken if AMP thresholds are reached.

These Level 1 and Level 2 thresholds apply to the actual numbers of carcasses attributable to Project facilities or operations recovered in the regular weekly carcass searches. However, incidental finds of carcasses attributable to the Project of federally or state listed bird or bat species or California FPS shall also count toward the thresholds. The numbers assume the carcass searches comprise a 30 percent random sample of 29 WTG locations, or 10 WTGs. If the number of WTGs constructed is substantially different or a different number of WTGs is sampled, the thresholds shall be adjusted accordingly.

Alternative Level 2 Threshold Criteria Based on Annual Mortality Statistics.

In addition, Level 2 measures shall be triggered if the estimated, Project-wide mortality rates of non-listed sensitive species, for fatalities attributable to the Project, adjusted for searcher efficiency and scavenger removal, exceed 0.08 per WTG per year (at the 90 percent confidence level¹⁰) in any 12-month period. The equivalent Level 2 trigger for non-sensitive raptors shall be 0.15 fatalities per WTG per year. Level 2 measures shall also be triggered by large-scale mortality of non-sensitive bird or bat species at thresholds of 4 and 12 fatalities per WTG, per year, respectively.

Basis of Thresholds

Given the current state of the science, mortality rates of birds and bats at proposed wind sites cannot reliably be predicted, except in the case of new wind farms nearby existing ones in similar settings. Mortality of passerines due to collisions with WTGs is not strongly correlated with bird usage of a site, and many interrelated and species-dependent factors contribute to raptor mortalities, apart from number of birds at the site. The relationship between bat usage and fatalities is not understood. (CEC Guidelines, 2007)

Listed and Sensitive Species

The Level 1 threshold for federally or state listed species and California FPS was

¹⁰ The estimates of adjusted mortality involve complex statistics due to the small sample sizes and uncertainty in adjustments for searcher efficiency and scavenger removal bias. The estimated rates are approximate and involve uncertainty that can be estimated as a confidence interval using Monte Carlo methods or other appropriate statistical approach. (For example, see Stateline Wind Project Wildlife Monitoring Final Report, FPL Energy, Stateline Technical Advisory Committee, 12/04. p.4 et seq.) The Level 2 Thresholds shall be triggered by estimates of the annual, site-wide mortality rate only if the stated threshold rate is exceeded with 90 percent confidence, based on a 1-sided statistical hypothesis test.

set at one individual fatality, due to the required coordination with CDFW or USFWS in case of a single fatality. A second fatality within a year would trigger Level 2. The necessary additional mitigation would be provided by adaptive management options, which P&D would require, as appropriate. Thresholds for non-listed sensitive birds or bats were set higher than for listed species, in keeping with their lower protection status.

Raptors without Designated Conservation Status

The estimated average raptor mortality rate for wind farms in the U.S. is 0.006 per WTG per year; the overall average rate in the U.S. is 0.033 per year.¹¹ Maximum raptor mortality for modern wind farms in the U.S. outside California is estimated to be 0.07 raptors in the Northwest. Raptor mortality at wind farms in California ranges from 0.01 to 0.24 fatalities per WTG per year (average of 0.15 per WTG or 1.37 per MW per year).¹² This data is based on older wind farms, which include large numbers of small-sized WTGs (hence the high mortality rate expressed on a per-MW basis). The high raptor mortality at these facilities is associated with high raptor use. The results of the winter 2006-07 avian survey at the Lompoc Wind Energy Project site indicate raptor use of the site may be slightly higher than that of most wind projects in U.S., but much lower than projects in Solano County and the Altamont Pass Wind Resource Area.¹³ However, raptor mortality rates may prove to be lower than expected on the basis of observed raptor use at SWEP, because the most frequently observed raptors at the site are turkey vultures, which are known to have low mortality rates at wind farms.

Based on this information, it is expected that raptor mortality rates at the Project will be less than 0.10 fatalities per WTG per year. This amounts to approximately 3 raptor fatalities per year expected for the entire site (30 WTGs), or 1-2 for a random sample of 15 WTGs. The Level 1 threshold for non-sensitive raptors is set at 3 fatalities per year for the 15 WTGs sampled. The Level 2 threshold is set at 1½ times the Level 1 threshold, which rounds to 5 fatalities per year for the 15 WTGs sampled.

- 43. MM BIO-17 Weed Control Plan.** The Applicant shall have a County-approved, qualified restoration ecologist or biologist prepare a comprehensive adaptive Weed Control Plan (WCP) to be administered during the construction and operation phases of the proposed Project. The WCP shall be submitted to P&D for review and approval and shall be updated and implemented for weed eradication and monitoring for the life of the proposed Project. The WCP shall include, but is not limited to, the following:
- a. Conduct a pre-disturbance survey for invasive weeds in all presently undisturbed areas that are proposed for ground-disturbing activity in the proposed Project footprint and a 100-foot buffer. Weed populations that are rated high or moderate for negative ecological impact in the California Invasive Plant Inventory Database (Cal-IPC, 2018) shall be mapped and described according to density and area covered. Identify the invasive species that will be

¹¹ Erickson, W.P., et. al, *Avian Collisions with Wind Turbines: A Summary of Existing Studies and Comparisons of Avian Collision Mortality in the United States*, 10/01, pp. 2 & 39.

¹² National Wind Coordinating Committee, *Wind Turbine Interactions with Birds and Bats: A summary of research results and remaining questions*, 11/04, p.4.

¹³ CEC Guidelines, 2007, Appendix G, Figures 1 and 4.

subject to control measures (ubiquitous non-native species such as brome grasses and wild oats should be identified and described, but need not be subject to control measures). Areas with weed infestations shall be treated prior to ground disturbance in presently undisturbed areas according to control methods detailed below and BMPs for invasive weed populations. Success criteria shall be identified for each invasive species and shall consist of control (i.e., existing populations do not expand beyond current extent) or eradication.

- b. Weed control treatments shall include legally permitted herbicide, manual, and mechanical methods approved for application. The application of herbicides shall be in compliance with State and federal laws and regulations under the prescription of a Pest Control Advisor, with P&D's concurrence, and shall be implemented by a Licensed Qualified Applicator. Herbicides shall not be applied during or within 72 hours of a forecasted measurable rain event or during high wind conditions that could cause spray drift onto native vegetation. Where manual or mechanical methods are used, plant debris shall be disposed of at an appropriate off-site location. The timing of the weed control treatment shall be determined for each plant species with the goal of controlling populations before they start producing seeds. Consultation with a County-approved, qualified wildlife biologist or botanist shall be required prior to weed control treatments to develop strategies to avoid any adverse impacts to plants and wildlife in the area.
- c. Herbicides known to have residual toxicity, such as pre-emergents and pellets, shall not be used in natural areas or within channels (engineered or not) where they could run off into downstream areas. Only the following application methods may be used: wick (wiping onto leaves); inner bark injection; cut stump; frill or hack and squirt (into cuts in the trunk); basal bark girdling; foliar spot spraying with backpack sprayers or pump sprayers at low pressure or with a shield attachment to control drift, and only on windless days, or with a squeeze bottle for small infestations.
- d. Throughout construction and operation, all sites impacted by the proposed Project (including access roads within the Project site and along the transmission line) and a 100-foot buffer shall be surveyed annually for new invasive weed populations and identified weed populations shall be treated and monitored. Treatment of all identified weed populations shall occur at a minimum of once annually. When no new seedlings or re-sprouts are observed at treated sites for three consecutive, normal rainfall years, the weed population can be considered eradicated and weed control efforts may cease for that impact site.

Weed control efforts shall be timed annually to reduce invasive weed seed production. This entails conducting weed removal when flowering has just started, but before seeds have been produced. All plant debris shall be disposed of at an approved location. Weed control efforts shall generally commence in early spring (February), or as determined each year by a qualified restoration ecologist or biologist.

- e. All seeds and straw materials used during proposed Project construction and operation shall be weed-free rice straw or other weed-free product, and all gravel and fill material shall be weed free. All plant materials used during restoration shall be native, certified weed-free, and approved by P&D.

- f. Prior to entry to any proposed Project area for the first time, equipment must be free of soil and debris on tires, wheel wells, vehicle undercarriages, and other surfaces (a high-pressure washer and/or compressed air may be used to ensure that soil and debris are completely removed). Compliance with the provision is achieved by on-site inspection and verification or by demonstrating that the vehicle or equipment has been cleaned at a commercial vehicle or appropriate truck washing facility. In addition, the interior of equipment (cabs, etc.) must be free of mud, soil, gravel and other debris (interiors may be vacuumed or washed).

Plan Requirements and Timing. The Applicant shall submit a WCP to P&D for review and approval prior to issuance of the Zoning Clearance. Requirements of the WCP shall be implemented by the Applicant as specified in the approved WCP. The Applicant shall report results of pre-disturbance survey(s), weed control efforts and annual surveys during the life of the proposed Project to P&D. P&D-approved biologist shall document implementation of the WCP requirements, including pre-disturbance surveys in a summary report to P&D submitted annually during the life of the proposed Project.

Monitoring. P&D compliance monitoring staff shall inspect the Project plans and site as well as review the weed control plan and final monitoring report for compliance with this measure as appropriate. P&D compliance monitoring staff will monitor construction and revegetation activities to ensure the plan is fully implemented.

44. **MM CULT-6 Avoidance of Cultural Resources.** Avoidance of cultural resource sites is the preferred measure, and all impacts to CRHR eligible sites shall be avoided to the greatest extent feasible, consistent with project objectives.

Plan Requirements and Timing. As Project design plans are being finalized, P&D and its qualified archaeologist shall review 1 inch to 400 feet (1":400') or better scale ortho-topographic maps of the areas of known Project impacts and provide an assessment of direct adverse effects to CRHR-eligible or unevaluated cultural resources. Recommendations for plan adjustments to avoid all eligible resources to the extent feasible shall be made and design adjustments may be necessary. Final Project layout (for example, WTG placement, access road alignment, power pole locations, and staging areas) shall include measures to avoid eligible sites where feasible. All work shall be completed as part of final design, and any necessary modifications shall be incorporated into the final plans. P&D shall confirm that this measure has been conducted prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall check plans prior to issuance of the Zoning Clearance and shall spot check in the field during ground disturbing activities.

45. **MM CULT-7 Final Plan Notification.** The Applicant shall include a note on a separate informational sheet to be recorded with the final plans for each construction phase designating the known archaeological sites as unbuildable areas, unless the archaeological site is formally evaluated by a County-approved archaeologist as ineligible for the CRHR or a Phase 3 data recovery program has been implemented. The areas shall not be identified as archaeological sites on the informational sheet.

Plan Requirements and Timing. The informational sheet shall be submitted to P&D prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall spot check to ensure compliance.

- 46. MM CULT-8 Temporary Fencing.** Known unevaluated or determined significant archaeological sites and 50-foot buffer areas shall be temporarily fenced with chain link flagged with color or other material authorized by P&D where ground disturbance is proposed within 100 meters of the site and buffer. A special circumstance of fencing will be applied to site SBA-2754. This site will not undergo impacts because no improvements to the paved road crossing through it will occur. The fencing is required to prevent inadvertent turns off the road into the site area by vehicles or equipment.

Plan Requirements and Timing. The fencing requirement shall be shown on approved grading and building plans. Plans are to be reviewed and approved prior to issuance of the Zoning Clearance and fencing is to be in place prior to start of construction. The areas shall not be identified as archaeological sites on the informational sheet.

Monitoring. P&D compliance monitoring staff shall verify installation of fencing by reviewing photo documentation or by site inspection prior to issuance of the Zoning Clearance to ensure fencing in place throughout grading and construction through site inspections.

- 47. MM CULT-9 Site Capping.** Current grading plans designate areas within resources where soils will be cut and filled for creation of WTG pads, O&M facilities, and all road improvements. All areas currently designated as fill within a cultural resource site are areas of impact. These locations shall be subject to measures contained within a capping plan to be prepared as part of MM-10 below.

Plan Requirements and Timing. The capping requirement shall be shown on approved grading and building plans. Plans are to be reviewed and approved prior to issuance of the Zoning Clearance; and capping is to be in place prior to start of Project construction. The areas capped shall not be identified as archaeological sites on the informational sheet.

Monitoring. P&D compliance monitoring staff shall verify installation of capping by reviewing photo documentation or by site inspection prior to issuance of the Zoning Clearance. P&D compliance monitoring staff will ensure capping remains in place throughout grading and construction through site inspections.

- 48. MM CULT-10 Archaeological Data Recovery Excavation, Monitoring, and Reporting Plan.** All potentially impacted cultural resources have been evaluated and impacts to these resources will be mitigated through implementation of a Data Recovery Excavation, Monitoring, and Reporting Plan (Plan). The Plan shall be initiated with the minimum excavated sample sizes specified in Table 4.6-3 below. The data recovery sample sizes specified are based on a suggested minimum one percent sampling of the areas that will be impacted. The minimum one percent sample size is arbitrary but consistently applied in Table 4.6-3. The final Data Recovery volumes will have to have input from the archaeologists and SYBCI conducting the Phase III work. If the Data Recovery program includes data quantity thresholds, then the thresholds will determine the quantity when thresholds are met. Thresholds to consider could include excavation of 100 percent of features exposed, general quantities of various artifacts and materials to compromise a representative sample for chronology

building, and other data requirements for studies of site and artifact function, among others, identified in the Project Data Recovery Research Design.

Investigative elements in the Plan shall be conducted sequentially and shall include:

- Geophysical survey with ground penetrating radar, proton magnetometer, ground resistivity or conductivity, as determined appropriate by specific soil conditions.
- Canine forensic surveys at sites with conditions indicating habitation features and domestic artifact and food remains, where human burials may be more likely to occur.

Additional elements of the Plan shall include, but are not limited to:

1. A detailed capping plan that will identify that the following conditions are met to consider capping as a mitigation measure:
 - The soils to be covered will not suffer serious compaction.
 - The covering materials are not chemically active.
 - The site is one in which the natural processes of deterioration have been effectively arrested.
 - Although the placement of fill on top of an archaeological site may reduce direct impacts of construction, impacts will result from the loss of access to the site for research purposes. Also, scarification and compaction of soils must be reduced to the uppermost three inches and capped with a sterile sand or other fill. A sample of the cultural resource shall be excavated and appropriately curated for research purposes.
2. A Horizontal Directional Drilling (HDD) Plan. The depths of sites subject to collection line impacts have been identified. The use of HDD would have to place conduit at least two feet below the maximum depth of the resource. Impacts to the resource at junction boxes or trench entry and exit points will require data recovery mitigation.
3. The identification, evaluation and treatment of unanticipated discoveries.
4. Archaeological and Native American Monitor requirements, duties and responsibilities.
5. Worker Environmental Awareness Program training.

Plan Requirements and Timing. All work, including Plan development, implementation, and completion, shall be funded by the Applicant. The scope of work for the Plan shall be prepared by a County-approved archaeologist and submitted to P&D for review and approval. Once the scope of work is approved, the Plan shall be prepared by a County-approved archaeologist and submitted to P&D for review and approval prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall review all phases of Plan development and implementation for compliance with this measure.

SEIR Table 4.6-3. Minimum Phase III Data Recovery Excavations at Recommended CRHR Eligible Archaeological Resources Impacted

| Resource Designations | Site Area (m ²) | Area to be Disturbed (m ²) | % of Site Impacted | Data Recovery (m ²)* |
|--|-----------------------------|--|--------------------|----------------------------------|
| Primary No.: P-42-002465 Trinomial: CA-SBA-2465 | 199,150 | 2,770 | 1.39% | 28 |
| Primary No.: P-42-002754 Trinomial: CA-SBA-2754 | 21,770 | 0 | 0% | 0 |
| Primary No.: P-42-002756 | 180,450 | 62,480 | 34.62% | 625 |
| Primary No.: P-42-002757 Trinomial: CA-SBA-2757 | 51,680 | 15,416 | 29.83% | 154 |
| Primary No.: P-42-003840 | 206,350 | 25,500 | 12.36% | 255 |
| Primary No.: P-42-003841/42 | 68,760 | 1,700 | 2.47% | 17 |
| Primary No.: P-42-003843 | 40,550 | 472 | 1.16% | 5 |
| Primary No.: P-42-003844 | 34,520 | 7,575 | 21.94% | 76 |
| Primary No.: P-42-003849 | 42,530 | 2,528 | 5.94% | 25 |
| Primary No.: P-42-003993 | 14,810 | 605 | 4.09% | 6 |

49. MM FPES-1 Fire Protection Plan. The Applicant shall prepare a Fire Protection Plan that meets SBCFD requirements. The plan shall contain (but not be limited to) the following provisions:

- a. All construction equipment shall be equipped with appropriate spark arrestors and carry fire extinguishers.
- b. A fire watch with appropriate firefighting equipment shall be available at the Project site at all times when welding activities are taking place. Welding shall not occur when sustained winds exceed that set forth by the SBCFD unless a SBCFD-approved wind shield is on site.
- c. A vegetation management plan shall be prepared to address vegetation clearance around all WTGs and a regularly scheduled brush clearance of vegetation on and adjacent to all access roads, power lines, and other facilities.
- d. Operational fire water tanks shall be installed prior to construction.
- e. Provisions for fire/emergency services access if roadway blockage occurs due to large loads during construction and operation.
- f. Cleared, maintained parking areas shall be designated; no parking shall be allowed in non-designated areas.
- g. The need for and/or use of dedicated repeaters for emergency services.
- h. Appropriate Hot work permits (such as cutting and welding permits) shall be obtained from the jurisdictional fire agency.
- i. Compliance with California PRC 4291, 4442, and 4443.

Permit Requirements and Timing. The Fire Protection Plan shall be provided to the SBCFD and P&D for review and approval prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall confirm that appropriate measures are implemented during construction. County fire inspectors will verify compliance with measures applicable to operations and periodically spot check

compliance during operations.

- 50. MM FPES-2 Smoking and Open Fires.** Smoking and open fires shall be prohibited at the Project site during construction and operations. A copy of the notification to all contractors regarding prohibiting smoking and burning shall be provided to P&D.

Permit Requirements and Timing. A copy of the notification to all contractors regarding prohibition of smoking and burning shall be provided to P&D for review and approval prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall verify the notification prior to issuance of the Zoning Clearance, and the onsite monitor shall confirm compliance during construction.

- 51. MM FPES-3 Install Gravel around Substation and Switchyard.** Gravel shall be placed around the perimeter of the Project Substation and Switchyard as a fire prevention measure. This requirement shall be noted on building plans.

Permit Requirements and Timing. This requirement shall be noted on building plans. Gravel shall be installed prior to the start of operations.

Monitoring. P&D compliance monitoring staff shall verify requirement is noted on building plans and that gravel has been installed.

- 52. MM FPES-4 Access Roads.** Access roads shall remain passable by emergency vehicles for the duration of the Project. Turnaround requirements at the terminus of access roads shall be included in roadway designs. The final design shall be approved by the SBCFD, and the final access road map (including topographic map) shall be provided to both the SBCFD and the City of Lompoc Fire Department.

Permit Requirements. The approved access road design shall be included on the final plans with a note that the roads shall remain passable at all times.

Timing. The plans shall be submitted to P&D for review and approval prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall verify the approval of the access road design prior to construction and confirm compliance upon completion of construction. SBCFD inspectors will periodically verify that the access roads are maintained in an acceptable condition.

- 53. MM FPES-5 Flammable Fuel Buffers and Electrical Clearances.** Annually, a 10-foot buffer area around the base of each the transmission line's wood pole structures shall be cleared of flammable fuels (vegetation). To minimize the potential for electrical arcing between the transmission line's electrical conductors and nearby vegetation, a minimum 15-foot clearance shall be maintained between vegetation and conductors consistent with Public Resources Code Section 4292. Fast-growing trees shall be removed or vegetation trimmed back farther than this minimum required to achieve at least 3 to 4 years of clearance before the next trim. The maintenance program shall also include removing dead, rotten, or diseased trees or vegetation that hang over the conductors or lean toward the transmission line.

Permit Requirements. The buffer areas around each wood pole structure shall be included on the final plans with a note that a minimum 15-foot clearance shall be maintained between vegetation and conductors.

Timing. The plans shall be approved prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall verify the buffer areas around wood pole structures prior to construction approval and confirm compliance upon completion of construction. SBCFD inspectors shall periodically verify that proper clearance is maintained between vegetation and conductors.

54. **MM FPES-6** **Red Flag Warning.** The Applicant shall participate in the Red Flag Warning program with local fire agencies and the National Weather Service. The Applicant shall stop work during Red Flag conditions reduces the risk of wildlife ignition.

Permit Requirements. The construction contractor shall stop work during Red Flag conditions. If work is necessary during red flag conditions, the construction contractor shall obtain prior approval from P&D and the appropriate fire agency. P&D and/or the appropriate fire agency may require that work during a red flag condition utilize onsite fire monitoring or all additional conditions as deemed necessary to reduce fire risk.

Timing. During red flag conditions, P&D and the appropriate fire agency shall be notified about potential work during red flag conditions as soon as Red Flag conditions are anticipated.

Monitoring. In addition to SBCFD, P&D compliance monitoring staff shall have the authority to stop work on the Project during red flag conditions.

55. **MM GEO-1** **Seismic Design.** Project facilities shall be designed using the appropriate seismic design criteria from the CBC and County of Santa Barbara Building Regulations based on seismic design parameters provided by the Project-specific Geotechnical/Seismic Evaluation report. Substation and switchyard components shall be designed based on IEEE 693 recommended seismic design practices and other applicable IEEE standards. The transmission line shall be designed consistent with recommended practices and procedures of the IEEE, standards for overhead line construction consistent with CPUC General Order 95, and other applicable rules and standards. The wind turbines design shall incorporate seismic design guidelines from IEC Standard 61400-1 (or equivalent wind turbine seismic design guidelines).

Plan Requirements and Timing. The Applicant shall submit plans for buildings and structures indicating compliance with standards to P&D for review and approval prior to issuance of the Zoning Clearance.

Monitoring. P&D building and safety inspectors shall inspect the site prior to occupancy clearance (for the O&M facility) and prior to operation of the WTGs and power line.

56. **MM GEO-2** **Grading and Drainage Plan.** The Applicant shall prepare a final Grading and Drainage Plan, designed to minimize erosion and landslides, which includes the following measures:

- a. Avoidance of identified landslides and areas of unstable slopes, as feasible.
- b. If slope instability impacts cannot be avoided, submit detailed plans of the placement of structures and/or excavation/grading measures (with limits of cut and fill and slope restoration method) as related to stabilization of slopes prior to construction for review and approval.
- c. Where fill is placed upon a natural or excavated slope steeper than about 5:1 (20 percent), construct a base key at the toe of the fill and bench the fill into the

- existing slopes. Embed the base key at least 2 feet into competent inorganic soils; then bench the fill horizontally into the existing slope at least 2 feet normal to the slope as the fill is brought up in layers.
- d. Construct cut slopes no steeper than 1.5:1 unless topographic constraints prevent this possibility; then, incorporate special design features to prevent slope failure.
 - e. Construct fill slopes no steeper than 2:1 unless topographic constraints prevent this possibility; then, incorporate special design features to prevent slope failure.
 - f. Design grading on slopes steeper than 3:1 to minimize surface water runoff.
 - g. Use diversion structures and spot grading to reduce siltation into adjacent streams during grading and construction activities.
 - h. Limit grading during construction to the dry season (April 15 to November 1) to the extent practicable. If grading needs to be done outside of the dry season, Applicant will coordinate grading work with P&D and will follow all applicable guidelines.
 - i. Keep soil damp during grading activities to reduce the effects of dust generation.
 - j. Stockpile excess topsoil on site and segregate it from other soils to facilitate future land restoration
 - k. Any disturbed area that is not covered with base or paving within 14 days of its disturbance shall be stabilized through use of soil coating mulch, dust palliatives, compaction, reseeding, or other approved methods.
 - l. Install erosion control structures where appropriate, including temporary erosion control structures, such as trench plugs and water bars, on moderately steep slopes.
 - m. Restore soil elevation/topography consistent with the approved grading and erosion control plans.
 - n. Reseed all exposed graded surfaces with deep-rooted, native, drought-tolerant ground cover to minimize erosion. Geotextile binding fabrics shall be used if necessary to hold slope soils until vegetation is established.
 - o. Strip areas to receive fill of vegetation, organic topsoil, debris, and other unsuitable material. Place engineered fill in layers not exceeding 12 inches in loose thickness, properly moistened and compacted, and tested for 90 percent compaction.
 - p. Designate a place for temporary storage of construction equipment at least 100 feet from any water bodies.
 - q. Project grading and earthwork shall be observed and tested by a geotechnical engineer or his representative to verify compliance with these mitigation measures.

Plan Requirements. A Grading and Drainage Plan shall be prepared. The Plan shall be designed to address erosion and sediment control throughout Project construction. Plan requirements shall be noted on all grading and building plans. The Applicant shall notify P&D prior to commencement of grading.

Timing. The Grading and Drainage Plan shall be submitted for review and approval by P&D and County Flood Control, prior to issuance of the Zoning Clearance. Erosion and sediment control measures shall be in place throughout grading and development of the site until all disturbed areas are permanently stabilized. Graded surfaces shall be reseeded within 60 days of grading completion, with the exception of surfaces graded for the placement of structures. These surfaces shall be reseeded if construction of structures does not commence within 60 days of grading completion.

Monitoring. P&D staff shall perform site inspections throughout the construction.

57. MM GEO-3

Expansive Soils. Soil analyses shall be completed for expansion potential. Once Project design has been developed and the criteria for the facility performance have been established, the soils engineer shall review the mitigation measures and modify them as appropriate. If further measures are considered necessary to mitigate problems posed by expansive soils, the following alternatives shall be considered:

- a. Over-excavation of expansive soils and replacement with non-expansive fill.
- b. Support of structures on drilled shaft foundations.
- c. Lime treatment of expansive subgrades.

Plan Requirements and Timing. Soil analyses and performance criteria shall be completed and submitted to P&D for review and approval prior to issuance of the Zoning Clearance.

Monitoring. P&D building and safety inspectors shall inspect the site to ensure that construction complies with the appropriate performance standards.

58. MM GEO-4

Foundation Support. Foundations for Project components, such as the O&M Building and substation, and for other Project support facilities, such as bridge foundations, shall be sited on cut pads that have been engineered and treated, if necessary, to provide a uniform foundation support and reduce differential settlement. Soil treatment could include soil removal and recompaction, pre-wetting, and potentially, deep foundation or deep soil densification techniques. Alternatively, structure foundations shall be designed to tolerate potential differential settlement.

Plan Requirements. Final building plans, including foundation design elements and requirements for engineered site preparation shall be submitted to P&D for review and approval prior to issuance of the Zoning Clearance.

Monitoring. P&D building and safety inspectors shall inspect the site to ensure that construction complies with the appropriate standards.

59. MM RISK-1

Hazardous Materials Management Plan. The Applicant shall prepare a Hazardous Materials Management Plan.

Plan Requirements. The plan shall meet SBCFD requirements and shall be submitted to SBCFD prior to issuance of the Zoning Clearance.

Monitoring. The P&D compliance monitoring staff shall verify the completion and approval of the plan prior to issuance of the Zoning Clearance.

60. MM RISK-2

Refueling Spill Notification. Refueling vehicles shall have a sign listing pertinent contacts to notify in the event of a spill.

Plan Requirements and Timing. A copy of the notification to all contractors regarding this requirement shall be provided to P&D prior to the issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall verify the notification prior to issuance of the Zoning Clearance and confirm compliance during construction.

61. **MM RISK-3 Equipment Maintenance.** All equipment shall be adequately maintained to minimize operational losses of hazardous materials and to reduce the risk of accidental spillage.

Plan Requirements and Timing. A copy of the notification to all contractors regarding this requirement shall be provided to P&D prior to issuance of the Zoning Clearance.

Monitoring. The P&D compliance monitoring staff shall verify the notification prior to issuance of the Zoning Clearance and compliance confirmed during construction.

62. **MM RISK-4 Avoidance of Sensitive Areas for Refueling.** Construction fueling shall be designated such that sensitive areas are avoided. A copy of the notification to all contractors regarding this requirement shall be provided to P&D.

Plan Requirements and Timing. The copy of the notification to all contractors regarding this requirement shall be provided to P&D prior to issuance of the Zoning Clearance.

Monitoring. The P&D compliance monitoring staff shall verify the notification prior to issuance of the Zoning Clearance and confirmed during construction.

63. **MM WAT-1 Construction Water Source.** If the proposed new onsite well is used for construction water, the Applicant shall install a monitoring well as close to the existing offsite well as reasonably possible to monitor groundwater levels within the aquifer. The monitoring well shall be equipped with an automatic water-level recorder (e.g., pressure transducer). Water level data from the monitoring well shall be recorded hourly and reported to P&D on a bi-weekly basis during the first six months of construction and monthly thereafter until three months following the end of construction. Water-level data reported to P&D shall include an interpretation of water levels and anticipated construction activity and water use. The reporting interval shall change from bi-weekly to weekly if the water level declines in the monitoring well 7 feet or more.

If water-level trends at the monitoring well indicate that a drawdown of 14 feet or more is anticipated to occur at any time during the use of the well for construction purposes, the Applicant shall adjust and/or reduce construction well production to avoid water levels reaching the drawdown threshold of 14 feet in the nearest offsite well.

Plan Requirements. The Applicant shall prepare a groundwater monitoring plan for the onsite well to be used as a water source during construction. The monitoring plan shall remain in effect during construction and three months after completion of construction activities.

The Applicant shall provide P&D with documentation of an alternate available source of water, i.e., City of Lompoc recycled water, prior to the initiation of

construction.

Timing. The groundwater monitoring plan shall be submitted to P&D for review and approval prior to the initiation of construction. Water level data from the monitoring well shall be reported to P&D on a bi-weekly basis during the first six months of construction and monthly thereafter until three months following the end of construction. Water-level data reported to P&D shall include an interpretation of water levels and anticipated construction activity and water use.

Monitoring. P&D compliance monitoring staff shall review reports and ensure compliance with the requirements of this measure.

- 64. MM WAT-2 Minimize Watercourse Encroachment.** A Watercourse Encroachment Plan showing all watercourse encroachments shall be submitted to P&D permitting staff for review and approval. The plan shall demonstrate that any disturbance to riparian vegetation is the minimum practicable, and does not adversely affect the creek channel, vegetative cover over the stream, or flow pattern.

Plan Requirements. Plan requirements shall be noted on all grading and building plans. The Applicant shall notify P&D prior to commencement of grading.

Timing. The Watercourse Encroachment Plan shall be submitted for review and approval by P&D prior to issuance of the Zoning Clearance for construction.

Monitoring. P&D compliance monitoring staff shall ensure compliance with the road widening plan. Grading inspectors will monitor technical aspects of the construction activities.

- 65. MM LU-1 Staking of Coastal Zone.** The Owner/Applicant shall install exclusion fencing or stake the coastal zone boundary to ensure that no construction activities occur within the coastal zone area. The Owner/Applicant shall ensure that no construction activity occurs beyond the designated construction boundaries.

Requirements and Timing. The installation of exclusion fencing or staking shall be completed prior to the start of construction activities associated with WTGs E-1, E-2, W-1, W-2, W-4, W-5, W-9, W-10, W-11, W-12, and W-13 as identified in Planning Commission Exhibit A (Modified Project Layout).

Monitoring. P&D compliance monitoring staff shall conduct inspections prior to and during construction to confirm compliance with this measure.

- 66. MM LU-2 Decommissioning & Reclamation Plan.** The Applicant shall develop a Decommissioning and Reclamation Plan that addresses facility decommissioning, abandonment, and post-abandonment reclamation efforts.

Requirements and Timing. The Decommissioning and Reclamation Plan shall be submitted to P&D for review and approval as part of the Applicant's permit application for a discretionary permit for facility decommissioning and abandonment. The plan shall be implemented during facility abandonment, with reclamation efforts following. This requirement shall apply in the case of partial decommissioning as well as decommissioning of the entire Project.

Monitoring. P&D will review and approve the Decommissioning and Reclamation Plan as part of discretionary permit review, and implementation of the plan will be conducted during County inspections of abandonment and reclamation activities.

- 67. MM LU-3 Financial Assurance for Decommissioning and Reclamation.** The Applicant shall submit to P&D:
- An itemized cost estimate for removal of all structures and equipment and reclamation of the Project site and an estimate from a qualified party of the reclamation value of the SWEP infrastructure. The bases for all estimates shall be identified and documented. The estimates shall be revised and updated and resubmitted to County staff every five years.
 - The Applicant shall submit to County staff a financial assurance mechanism acceptable to P&D for the cost of removal of structures and equipment and reclamation of the Project site. The amount of the assurance shall be based on the itemized cost estimate. The financial security shall be in place for the life of the Project. P&D will release the security upon successful completion of structure and equipment removal and site reclamation, as determined by County staff.
- Requirements and Timing.** The financial assurance for decommissioning and reclamation shall be submitted to P&D for review and approval prior to issuance of the Zoning Clearance. The permittee shall update and resubmit the financial assurance every five years.
- Monitoring.** P&D compliance monitoring staff shall monitor successful completion of structure and equipment removal and site reclamation. P&D shall release financial assurance upon determination that all structures and equipment have been removed and the site reclaimed pursuant to the approved Decommissioning and Reclamation Plan.
- 68. MM NOI-1 WTG Maintenance.** The Applicant shall maintain all WTGs in excellent working order to minimize operational noise impacts.
- Plan Requirements.** The Applicant shall provide maintenance records to P&D, upon request, demonstrating that the WTGs are being maintained appropriately.
- Timing.** Condition will be enforced throughout the life of the Project.
- Monitoring.** P&D compliance monitoring staff shall enforce compliance with this condition.
- 69. MM NOI-2 Construction Hours.** All Project construction activities within 1,600 feet of non-participating residences, including those that involve use or transit of heavy equipment (i.e., greater than 2-axle vehicles) along San Miguelito Road, shall be limited to between the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, unless otherwise approved by P&D as necessary for emergency repairs. Project construction activities subject to this restriction include those at the wind farm site, the switchyard site, and sites along San Miguelito Road. Temporary noise barriers, ensuring that noise is reduced at the nearby Sheffield residences to below 65 dBA Leq, shall be installed at all times at the switchyard site during switchyard construction to shield the nearest residences from switchyard construction noise. Project construction activities at locations at least 1,600 feet from non-participating residences shall be limited to 7:00 a.m. to 10:00 p.m., Monday through Friday. The use of helicopters, blasting, or pile driving shall not occur within 1,600 feet of non-participating residences. If it is not feasible to avoid use of blasting or pile driving within 1,600 feet of non-participating residences, then temporary noise barriers

shall be erected to break the line-of-sight and shield the affected residences by providing at least a 5-dBA reduction. The noise barriers shall have a Sound Transmission Class of STC-30 or greater and a Noise Reduction Coefficient rating of NRC-0.85 or greater, as subject to County approval and shown on construction plans.

Work may occur within the WTG sites after hours or on weekends and holidays, subject to at least 48 hours written authorization from P&D, and weekend and holiday work shall be limited to 8:00 a.m. to 5:00 p.m. Requests for weekend and holiday work shall be submitted to P&D for approval in advance shall include a description of the activity to occur, including equipment usage and duration. All complaints received regarding weekend and holiday work shall be immediately submitted to P&D.

Plan Requirements. The Applicant shall prepare a map showing which areas are subject to the limitation on construction hours (i.e., within 1,600 feet of non-participating residences) and include notes on the final plans requiring compliance with the construction time limits for blasting or pile driving. County staff shall review all requests for weekend and holiday work, and issue written approvals or denials as applicable. County staff shall consider all noise complaints when reviewing subsequent requests for weekend/holiday work.

Timing. County staff will review the map that shows areas subject to limitation on construction hours and confirm that the notification is included on the final plans prior to issuance of the Zoning Clearance. Prior to ground disturbance at the switchyard location, the Applicant shall demonstrate that the noise barrier reduces noise to the Sheffield residences to below 65 dBA Leq.

Monitoring. P&D compliance monitoring staff shall inspect the site during construction to verify compliance with this condition.

70. MM NOI-3

Telephone Number for Noise Complaints. The Applicant shall establish a telephone number for use by the public to report any significant undesirable noise conditions associated with the construction and operation of the Project. If the telephone is not staffed 24 hours per day, the Applicant shall include an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. This telephone number shall be posted at the Project site during construction in a manner visible to passersby and the number shall be maintained until the Project has been operational for at least 1 year.

Plan Requirements and Timing. The Applicant shall establish a phone number and required features prior to issuance of the Zoning Clearance for construction.

Monitoring. P&D compliance monitoring staff shall inspect the site during construction to enforce compliance with this condition.

71. MM NOI-4

Noise Complaint Resolution Plan. Throughout the construction and operation of the Project, the Applicant shall document, investigate, and evaluate all complaints and attempt to resolve all legitimate Project-related noise complaints.

Plan Requirements. The Applicant shall prepare a noise complaint resolution plan. The plan shall describe the specific steps that will be carried out by the Applicant in response to noise complaints. The final determination as to whether the response is adequate will be made by P&D. The noise complaint forms will include instructions for filing the form with the Applicant and with P&D.

Timing. The Applicant shall submit a noise complaint resolution plan for approval by P&D prior to issuance of the Zoning Clearance for construction.

Monitoring. P&D compliance monitoring staff shall review any forms submitted and ensure that complaints are being resolved. P&D may require further noise analyses and require additional mitigation measures, if appropriate.

72. MM NOI-5

Maintenance of Construction Equipment. Construction contractors shall be required to ensure that construction equipment is well tuned and maintained according to the manufacturer's specifications, and that the standard noise reduction devices on the equipment are in good working order.

Plan Requirements. The Applicant shall ensure that equipment is maintained in good working order during construction.

Timing. Conditions will be enforced throughout construction.

Monitoring. P&D compliance monitoring staff shall inspect the site during construction to enforce compliance with this condition

73. MM NOI-6

Resident Notification. In coordination with P&D, the Applicant shall hold a pre-construction meeting for residents of Miguelito Canyon to review upcoming construction activities and associated noise and traffic. The Applicant shall notify residences within 1 mile of any unusually loud construction activities, including the use of helicopters, blasting or pile driving, at least 1 week prior to their scheduled occurrence. In addition, the Miguelito Canyon residents shall be notified at least one week prior of any anticipated road/lane closures and property owner ingress/egress restrictions. Such activities shall be limited to between the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, unless otherwise approved by P&D.

Plan Requirements and Timing. The Applicant shall provide proof of notification to P&D 1 week prior to the schedule occurrence of loud construction activities. An example of the notification shall be provided prior to issuance of the Zoning Clearance for construction.

Monitoring. P&D compliance monitoring staff shall review the notice and enforce compliance with this condition.

74. MM NOI-7

Acoustical Analysis. The Project will be designed and operated to ensure the noise level attributable to the Project does not exceed 43.3 dBA Leq (1 hour) under normal operating conditions at any existing nonparticipating residences, or 58.3 dBA Leq at participating residences. The Applicant shall submit to P&D a detailed acoustical analysis of the final site layout and selected WTGs. All calculations or modeling input and output files shall be made available to P&D. The analysis shall include all available vendor sound-level data (specified as either guaranteed or expected), including a site-specific analysis of how sound power levels increase with wind speed.

If a stall-controlled WTG is selected, sound power level data must be sufficient to estimate maximum sound levels under any stall condition because this could fall outside the range reported by IEC 61400-11 (IEC, 2006). Control strategies, if available, to reduce Project noise levels also shall be discussed and evaluated, and implemented, if decided appropriate.

Plan Requirements. This requirement shall be shown on the final plans. The

acoustical analysis and final layout and specification of WTGs shall be submitted to P&D for review. County acceptance of the acoustical analysis and WTG layout does not constitute endorsement nor relieve the Applicant from ensuring the actual WTG operating noise levels are in compliance with the limits of 43.3 dBA Leq (1-hour) limit for at nonparticipating residences, and 58.3 dBA Leq at the participating residences.

Timing. P&D shall review and approve the acoustical study and final WTG layout prior to issuance of the Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall ensure that the final plans incorporate the WTG layout and turbine specifications, as used for the approved acoustical analysis.

75. MM NOI-8

Noise Monitoring and Control Plan. The Applicant shall prepare and submit a “Noise Monitoring and Control Plan” prior to issuance of the Zoning Clearance.

Plan Requirements. The plan shall be authored and implemented under the direction of a County-approved professional acoustical engineer or an engineer who is certified by the Institute of Noise Control Engineering to characterize the existing ambient noise levels in terms of CNEL, Ldn, and Leq (1-hour) and determine the actual noise level generated by the Project at the participating and nonparticipating residences. The Applicant may use the IEC 61400-11 methodology to measure and analyze noise from the wind turbine generators, but the results will need to be presented in terms CNEL, Ldn, and Leq (1-hour) to determine noise levels at nearby residences.

Monitoring existing conditions shall occur for sufficient periods to characterize the existing noise levels during daytime and nighttime conditions and a range of wind speeds that includes calm conditions and wind speeds typical for WTG operation. Operational noise monitoring shall occur at the same locations for a period of at least 72 continuous hours of WTG operation. The Applicant shall be responsible for all expenditures associated with this analysis, including County staff time. If the analysis finds that the noise generated by the WTGs exceeds 43.3 dBA Leq (1-hour) or causes an increase of greater than 10 dBA CNEL at nonparticipating residences or exceeds 58.3 dBA Leq at the participating residences, the Applicant shall develop and implement measures to reduce Project noise levels to comply with this level. One example of a measure that can be implemented depending on the results of noise monitoring after commercial operations would be for the Applicant to engage with the turbine vendor for a control system that continuously adapts wind turbine operations to respond to local wind speeds and wind directions to achieve the targeted noise levels, known as a Wind Farm Noise Management system (GE, 2016). The proposed measures shall be submitted to P&D for approval before implementation. Post-mitigation noise monitoring may be conducted by P&D’s acoustical consultant. The Applicant shall also reimburse P&D for these expenditures.

Timing. The Plan shall be submitted to P&D for review and approval prior to issuance of the Zoning Clearance. The noise measurements to characterize baseline ambient noise levels shall commence at least 3 months prior to site grading or as otherwise approved by P&D. Operational noise monitoring shall commence within 3 months following startup of commercial operations.

Monitoring. P&D compliance monitoring staff shall ensure compliance with Plan

requirements.

- 76. MM NOI-9 Maintenance Hours.** Maintenance or other routine noise-generating operations activities within 1,600 feet of nonparticipating residences shall be limited to weekdays between the hours of 8:00 a.m. to 5:00 p.m. only, unless activities are for emergency repairs or as otherwise approved by P&D.

Plan Requirements. This note shall be printed on all final plan sets for Project components that are within 1,600 feet of nonparticipating residences.

Timing. Conditions will be enforced throughout Project operational phases.

Monitoring. P&D compliance monitoring staff shall ensure the note is printed on the appropriate final plan sets and will monitor compliance with the condition throughout the Project life.

- 77. MM PALEO-1 Pre-Construction Workshop.** The Applicant shall retain the services of a paleontologist who meets the Society of Vertebrate Paleontology (SVP; 2010) criteria of a Qualified Professional Paleontologist and who is County-qualified. Prior to any ground disturbance, the Qualified Professional Paleontologist shall submit a Paleontological Resource Mitigation and Monitoring Plan (PRMMP) to P&D for the review and approval. P&D shall review the plan for sufficiency prior to acceptance. The PRMMP shall be prepared and implemented under the direction of the Project Paleontologist and shall address and incorporate Mitigation Measures PALEO-1 through PALEO 4 (Conditions 69-72). The PRMMP shall be prepared at the sole expense of the Applicant and be based on SVP assessment and mitigation guidelines. The PRMMP shall, at a minimum, address the following:

- a. Identification and mapping of impact areas of high sensitivity what will be monitored during construction;
- b. A coordination strategy to ensure that a Qualified Professional Paleontologist or a qualified Paleontological Resource Monitor will conduct Monitoring at the appropriate locations at the appropriate intensity;
- c. The significance criteria to be used to determine which resources will be avoided or recovered for their data potential;
- d. The need for Paleontological Resource Monitors to test loose sediment for microvertebrate remains and to secure, store and process a standard sample [as defined by the SVP Guidelines (2010)] of sediment from each formation that shows signs of preserving identifiable microvertebrate fossils;
- e. The need for spoils from excavation and borings in diatomite sediments to be set aside until the Qualified Professional Paleontologist and/or the Paleontological Resource Monitor(s) can split the larger piece to test for the presence of significant fossils;
- f. Procedures for the discovery, recovery, preparation, and analysis of significant paleontological resources encountered during construction, in accordance with standards for recovery, reporting, and curation established by the SVP (2010);
- g. Stipulation that the Qualified Professional Paleontologist will oversee preparation, identification, and reporting of significant fossils recovered;
- h. Stipulation that the methods employed to monitor and recover fossils in each formation shall be included in the final report;

- i. Stipulation that the significance of the fossils recovered be analyzed in the final report;
- j. Provisions for verification that the Applicant has an agreement with a recognized paleontological repository, as defined by the guidelines of the SVP (2010), for the disposition of recovered fossils and that the fossils shall be prepared prior to submittal to the repository as required by the repository (e.g., stabilized, prepared, analyzed, curated, and catalogued);
- k. Description of monitoring reports that will be prepared which shall include daily logs, monthly reports, and a final report with an itemized list of specimens found to be submitted to P&D, the Applicant, and the designated repository within 90 days of completion of monitoring;
- l. Person(s) expected to perform each of the tasks, their responsibilities, and the reporting relationships between Project construction management and the mitigation and monitor team shall be identified;
- m. All impact avoidance measures (such as flagging or fencing to prohibit or otherwise restrict access to sensitive resource areas that are to be avoided during ground disturbance, construction, and/or operation shall be described. Any areas where these measures are to be implemented shall be identified. The description shall address how these measures would be implemented prior to the start of ground disturbance and how long they would be needed to protect the resources from project-related impacts

P&D compliance monitoring staff and the Qualified Professional Paleontologist shall conduct a pre-construction workshop with construction workers and other Project personnel. The workshop shall inform personnel what fossil resources are and what they look like, what do and who to notify in case of a paleontological discovery, and penalties for the illicit disturbance of fossils. The workshop shall inform personnel that the Qualified Professional Paleontologist and the Paleontological Resource Monitor(s) are authorized to halt construction in the vicinity of a suspected fossil find so that it may be investigated. Attendees shall receive sticker for hardhat. Construction personnel shall not be permitted on site without sticker.

Plan Requirements. All construction personnel shall receive training. All construction personnel shall have designated sticker. The Applicant shall keep training records onsite for review by P&D, if requested.

Timing. The PRMMP shall be reviewed and approved by County staff prior to issuance of the Zoning Clearance. Training shall occur prior to commencement of any construction-related activity.

Monitoring. P&D compliance monitoring staff will receive and review the PRMMP. P&D compliance monitoring staff will receive and review the training material prior to any training, spot check construction staff to ensure construction staff have required sticker, and request training attendance records, if determined necessary.

- 78. MM PALEO-2 Implement Monitoring Program.** Paleontological resources monitoring of mechanical disturbance only in Project areas known to have high sensitivity sediments shall occur concurrently with those construction activities. The Qualified Professional Paleontologist shall supervise the monitoring for paleontological

resources. Monitoring shall be performed by one or more individuals meeting the SVP (2010) criteria for a Paleontological Resource Monitor and who is determined by P&D to be qualified to identify paleontological resources. Based on field data, the Qualified Professional Paleontologist may decrease or increase in the monitoring of specific activities and areas. The Qualified Professional Paleontologist will ensure that all monitoring and specimen recovery be conducted in a manner consistent with the PRMMP.

Plan Requirements and Timing. Prior to start of construction, a contract or Letter of Commitment between the Applicant and Qualified Professional Paleontologist and the Paleontological Resource Monitor, consisting of a project description and scope of work, shall be prepared. The contract shall be executed and submitted to P&D for review and approval prior to issuance of the Zoning Clearance for construction.

Monitoring. P&D compliance monitoring staff shall confirm monitoring through the Qualified Professional Paleontologist and spot check field work.

79. MM PALEO-3 Discovery of Fossils. If fossils are found by the monitor or by construction personnel, the Qualified Professional Paleontologist and the Paleontological Resource Monitor(s) shall have the authority to temporarily halt surface disturbing actions in the immediate vicinity until an assessment of the find is completed, and the following actions will be taken:

- a. Construction activity shall cease within 50 feet of the find;
- b. Follow appropriate notification procedures consistent with the PRMMP;
- c. Assessment of the find, usually in the field by the Project paleontologist and determination of recovery procedures;
- d. Construction activity avoidance of the designated area until a find is assessed and, if recovery is called for, scientifically recovered; construction-related excavations would continue in other areas away from the discovery;
- e. Continued monitoring of construction in all appropriate areas while the find is being recovered;
- f. Post-field initial study, preparation, reporting, and subsequent curation.

Plan Requirements. Fossils that may be discovered during construction must first be assessed to determine whether they are scientifically significant and whether recovery measures are warranted. If recovery is recommended, it shall be completed in a manner reflecting scientific standards currently applied to paleontological excavations. Within those limits, all appropriate measures shall be taken to expedite recovery and to minimize interference with construction scheduling. P&D shall be notified within 48 hours of a paleontological resource discovery assessed by the Project paleontologist to be significant and warranting recovery. The paleontological monitor shall periodically update P&D during the recovery and notify them upon completion of recovery.

Timing. This measure shall be in effect throughout construction.

Monitoring. P&D compliance monitoring staff shall ensure that this measure is implemented through regular contact with the monitor and site visits as appropriate.

- 80. MM PALEO-4 Pre-construction Pedestrian Survey.** A Qualified Professional Paleontologist shall conduct or supervise a pedestrian survey of parts of the Project footprint on high sensitivity sediments to determine where clearing, grubbing, and grading could affect paleontological resources. The results of this survey must be utilized to design the PRMMP stipulated in Mitigation Measure PALEO-1. The boundaries of the areas having high paleontological sensitivity and to be cleared, grubbed, or graded shall be programed into a GPS device so that the places where sensitive sediments lying not far below the ground surface can be defined.

Timing. Survey will occur prior to completion of the PRMMP.

Monitoring. P&D compliance monitoring staff shall ensure that this measure is implemented prior to receiving PRMMP to review.

- 81. MM REC-01 Community Signage and Communication with LVDC, LVBC, LPAS, and SBAS.** The Applicant shall post signage at Miguelito County Park and communicate with the Lompoc Valley Distance Club (LVDC), Lompoc Valley Bicycling Club (LVBC), La Purisima Audubon Society (LPAS), and Santa Barbara Audubon Society (SBAS) regarding the proposed construction schedule and anticipated construction activities along San Miguelito Road.

Requirements. The Applicant shall communicate the proposed construction schedule directly with the LVDC, LVBC, LPAS, and SBAS. The Applicant shall post information regarding the Project construction schedule in a conspicuous location at Miguelito Canyon Park. In the event that there would be a substantial delay in the construction schedule (i.e., one month or longer beyond the original schedule), the Applicant shall update the signage at Miguelito County Park and shall communicate the revised construction schedule with the LVDC, LVBC, LPAS, and SBAS.

Timing. The Applicant shall provide the construction schedule to LVDC, LVBC, LPAS, and SBAS no less than 30 days prior to the start of Project construction. The Applicant shall also post the required Project information at Miguelito County Park no less than 30 days prior to construction. The Applicant shall provide P&D compliance monitoring staff with documentation of this communication no less than two weeks prior to the start of construction.

Monitoring. P&D compliance monitoring staff shall review submittals and spot check in the field to verify compliance with these requirements.

- 82. MM TC-1 Traffic Management Plan (TMP).** The Applicant shall prepare a TMP for submittal to P&D and the Public Works Department of Santa Barbara, City of Lompoc, and Caltrans. The purpose of the TMP is to address potential hazards associated with Project truck traffic and to address level of service impacts. The plan will require measures such as informational signs, flagmen when equipment may result in blockages of throughways, and traffic control to implement any necessary changes in temporary lane configuration.

Specific provisions would include, but not be limited to:

- a. Location and use of flag persons and pilot cars during the delivery of large/heavy loads.
- b. Requirements to limit the hours for transporting large/heavy loads to minimize traffic impacts.

- c. Limit the number of large/heavy loads per day, or to specific days.
- d. Provide for advance notification of residents, businesses, emergency providers, and hospitals when roads or intersections may be partially or completely closed.
- e. Develop protocols for passage of emergency vehicles and regular traffic when large/heavy vehicles are traveling at slow speeds.
- f. Ensure adequate parking for workers, construction vehicles, and trucks.
- g. Encourage measures for using carpooling, shuttle buses, cycling, or motorcycling to travel to the construction site.
- h. Transportation Demand Management (TDM), including agreements, employee information, reporting, and traffic count monitoring.
- i. Prepare and implement detailed plans to safely accommodate the movement of oversized vehicles along the proposed haul routes, with particular emphasis on constrained locations such as intersections where the oversized vehicles will be turning and curves on San Miguelito Road where the turning radius cannot adequately accommodate the passage of the oversized vehicles. The plans would include, but not be limited to, detour signage, use of traffic control officers, time of day and/or day of week restrictions, and required coordination with police, fire, and other emergency service providers. The oversized vehicles would also be required to have police escorts along the entire travel route. These provisions are subject to review and approval by the affected public agencies.

Plan Requirements. All requirements shall be shown on grading and building plans prior to issuance of the Zoning Clearance.

Timing. The TMP shall be approved by all involved agencies prior to Zoning Clearance.

Monitoring. P&D compliance monitoring staff shall ensure that the measures that are included in the TMP will be implemented throughout the construction phase and will monitor the locations to ensure compliance.

83. MM TC-3

Roadway Repairs. The Applicant shall enter into an agreement with affected jurisdictions to ensure that any damage to roadways attributable to Project traffic is mitigated through repair or reconstruction to original conditions. Roads will be photographed or videotaped prior to construction to ensure that final repairs are sufficient to return the road to pre-construction conditions and all repairs shall be made to the current standards or policies of the affected jurisdiction. The Applicant shall also comply with the requirements of the hauling permits from affected jurisdictions prior to the construction of the Project.

Plan Requirements. All requirements shall be included in the TMP. The applicant shall pay for any repairs needed during the construction phase to maintain the roads in acceptable condition, as determined by the TMP. At the conclusion of each major construction phase, all affected roads shall be restored to pre-construction conditions in consultation with the affected jurisdictions. In addition, prior to the start of the rainy season, the roadways impacted by construction activities and heavy load delivery shall be surveyed to ensure that any roadway damage will not be subject to further damage from erosion caused by precipitation. If roadways are

determined to need repair, interim repairs shall be proposed for review and approval by the affected jurisdictions and implemented in an approved timeframe to avoid further roadway damage.

Timing. The TMP shall be approved prior to issuance of the Zoning Clearance. Any bonds associated with post road repairs shall be secured prior to issuance of the Zoning Clearance. Bonds shall not be released until all roadway repairs meet agencies satisfaction.

Monitoring. P&D compliance monitoring staff shall ensure that road damage is adequately documented and required repairs are completed.

84. MM USS-1

Source Reduction and Solid Waste Management Plan (SWMP). The Applicant shall develop and implement a solid waste management plan to be reviewed and approved by Public Works Department Resource Recovery and Waste Management Division and the Planning and Development Department, which shall outline how all waste generated from the Project will be either recycled or disposed. The Plan shall identify all opportunities for recycling of construction and operations wastes and shall reduce the waste stream from the Project by at least 65 percent (or below 350 tons; whichever is more stringent). The Plan shall include the following measures:

- a. Require a minimum of 65 percent of construction waste generated from the Project be recycled.
- b. Disposal of vegetative waste by either chipping or mulching the waste and spreading in on site or recycling it at an off-site location. No vegetative waste shall enter local landfills.
- c. Provision of space and/or bins for storage of recyclable materials within the site.
- d. Establishment of a recyclable material pickup area.
- e. Development of a plan for accessible collection of materials on a regular basis (may require establishment of private pick-up depending on availability of County sponsored programs).
- f. Implementation of a monitoring program (quarterly, bi-annually) to ensure a 35 - 50 percent minimum participation in recycling efforts, requiring businesses to show written documentation in the form of receipts.
- g. Development of Source Reduction Measures, indicating method and amount of expected reduction.
- h. Implementation of a program to purchase recycled materials used in association with the proposed project (paper, newsprint etc.). This could include requesting suppliers to show recycled material content.

If feasible, the Applicant shall use concrete waste or excess rock as fill within the annulus of the WTG foundations, assuming Patrick and Henderson Inc. (P&H) foundations are used.

Permit Requirements. The Applicant shall submit the SWMP to the Santa Barbara County Public Works Department, Resource Recovery and Waste Management Division, and the Santa Barbara County Planning and Development Department for review and approval.

Timing. The SWMP shall be reviewed and approved by P&D prior to issuance of the Zoning Clearance. Implementation of the Plan shall begin prior to the start of construction and continue throughout the Project life. The Applicant shall provide all information P&D deems necessary to monitor compliance, including disposal manifests and chain of custody forms.

Monitoring. P&D compliance monitoring staff shall ensure compliance with the SWMP throughout all phases of construction and operation.

COUNTY RULES

85. **Rules-03 Additional Permits Required.** The use and/or construction of any structures or improvements authorized by this approval shall not commence until the all necessary planning and building permits are obtained. Before any Permit will be issued by Planning and Development, the Owner/Applicant must obtain written clearance from all departments having conditions; such clearance shall indicate that the Owner/Applicant has satisfied all pre-construction conditions. A form for such clearance is available from Planning and Development.
86. **Rules-05. Acceptance of Conditions.** The Owner/Applicant's acceptance of this permit and/or commencement of use, construction and/or operations under this permit shall be deemed acceptance of all conditions of this permit by the Owner/Applicant.
87. **Rules-08. Sale of Site.** The Project site and any portions thereof shall be sold, leased or financed in compliance with the exhibit(s), project description and the conditions of approval including all related covenants and agreements.
88. **Rules-20. Revisions to Related Plans.** The Owner/Applicant shall request a revision for any proposed changes to approved plans (such as habitat protection, tree protection, erosion and sediment control / storm water protection) plans. Substantial conformity shall be determined by the Director of P&D.
89. **Rules-22 Leased Facilities.** The Operator and Owner are responsible for complying with all conditions of approval contained in this Conditional Use Permit. Any zoning violations concerning the installation, operation, and/or abandonment of the facility are the responsibility of the Owner and the Operator.
90. **Rules-21 CUP Revisions-Change of Use.** Any change of use in the proposed structures shall be subject to appropriate environmental analysis and review by P&D, including Building Code compliance.
91. **Rules-23. Processing Fees Required.** Prior to issuance of the Zoning Clearance, the Owner/Applicant shall pay all applicable P&D permit processing fees in full as required by County ordinances and resolutions.
92. **Rules-26. Site Restoration and Revegetation Performance Security Required.** The Owner/Applicant shall post separate performance securities, the amounts and form of which shall be approved by P&D, to cover the full cost of installation and maintenance of habitat restoration. The restoration installation security shall be waived if installation is completed in conformance with applicable requirements prior to final building approval. Installation securities shall be equal to the value of a) all materials listed or noted on the approved referenced plan, and b) labor to successfully install the materials. Maintenance securities shall be equal to the value of maintenance and/or replacement of the items listed or noted on the approved referenced plan(s) for five years of maintenance of the items. The installation security shall be released when P&D determines that the Owner/Applicant has satisfactorily installed all approved restoration measures per the approved

plan. Maintenance securities shall be released after the specified maintenance time period and when all approved habitat restoration measures have been satisfactorily maintained. If they have not been maintained, P&D may retain the maintenance security until satisfied. If at any time the Owner fails to install or maintain the approved habitat restoration measures, use the security to complete the work.

- 93. Rules-27. EQAP Condition.** Prior to issuance of the Zoning Clearance, an Environmental Quality Assurance Program (EQAP) shall be prepared according to procedures established by P&D, paid for by the Owner/Applicant and submitted for review and approval by P&D. The EQAP shall include the following:
- a. All conditions and mitigation measures imposed on this project and the impacts they are mitigating separated by subject area.
 - b. A plan for coordination and implementation of all measures and any additional plans and programs required therein.
 - c. A description of all measures the Owner/Applicant will take to assure compliance, including field monitoring, data collection, management and coordination of all field personnel and feedback to field personnel and affected County agencies including P&D.
 - d. Contractor feedback responsibilities should include weekly, monthly and quarterly reports (as specified in EQAP) to be prepared throughout grading and construction. These shall include status of development, status of conditions, incidents of non-compliance and their results and any other pertinent or requested data.
 - e. A contractor to carry out the EQAP shall be selected by P&D in consultation with the Owner/Applicant. The contractor(s) will be under contract and responsible to P&D, with all costs to be funded by the Owner/Applicant. The EQAP contractor shall appoint at least one On-site Environmental Coordinator (OEC) responsible for overall monitoring, but shall employ as many qualified specialists as necessary, as determined by P&D, to oversee specific mitigation areas (e.g. archaeologists, biologists). In addition, the OEC has the authority and ability to ensure compliance with all project conditions and to stop work in an emergency. The EQAP shall also provide for any appropriate procedures not specified in the conditions of approval to be carried out if they are necessary to avoid environmental impacts.
- 94. Rules-29. Other Dept Conditions.** Compliance with the following Departmental/Division letters (provided in Attachment B-3) is required:
- a. Fire Department dated February 9, 2018.
 - b. Environmental Health Services dated October 23, 2019.
 - c. Air Pollution Control District dated October 25, 2019.
- 95. Rules-30. Plans Requirements.** The Owner/Applicant shall ensure all applicable final conditions of approval are printed in their entirety on applicable pages of grading/construction or building plans submitted to P&D or Building and Safety Division. These shall be graphically illustrated where feasible.
- 96. Rules-31. Mitigation Monitoring Required.** The Owner/Applicant shall ensure that the project complies with all approved plans and all project conditions including those which must be monitored after the project is built and occupied. To accomplish this, the Owner/Applicant shall:
- a. Contact P&D compliance staff as soon as possible after project approval to provide the name and phone number of the future contact person for the project and give estimated dates for future project activities;
 - b. Sign a separate Agreement to Pay for compliance monitoring costs and remit a security deposit

prior to issuance of the Zoning Clearance as authorized by ordinance and fee schedules. Compliance monitoring costs will be invoiced monthly and may include costs for P&D to hire and manage outside consultants when deemed necessary by P&D staff (e.g. non-compliance situations, special monitoring needed for sensitive areas including but not limited to biologists, archaeologists) to assess damage and/or ensure compliance. In such cases, the Owner/Applicant shall comply with P&D recommendations to bring the project into compliance. The decision of the Director of P&D shall be final in the event of a dispute. Monthly invoices shall be paid by the due date noted on the invoice;

- c. Note the following on each page of grading and building plans “This project is subject to Condition and Mitigation Compliance Monitoring and Reporting. All aspects of project construction shall adhere to the approved plans, notes, and conditions of approval, and mitigation measures from Environmental Impact Report #18EIR-00000-00001; SCH #2018071002;
- d. Contact P&D compliance staff at least two weeks prior to commencement of construction activities to schedule an on-site pre-construction meeting to be led by P&D Compliance Monitoring staff and attended by all parties deemed necessary by P&D, including the permit issuing planner, grading and/or building inspectors, other agency staff, and key construction personnel: contractors, sub-contractors and contracted monitors among others.

97. **Rules-33. Indemnity and Separation.** The Owner/Applicant shall defend, indemnify and hold harmless the County or its agents or officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul, in whole or in part, the County's approval of this project. In the event that the County fails promptly to notify the Owner/Applicant of any such claim, action or proceeding, or that the County fails to cooperate fully in the defense of said claim, this condition shall thereafter be of no further force or effect.
98. **Rules-37. Time Extensions-All Projects.** The Owner/Applicant may request a time extension prior to the expiration of the permit or entitlement for development. The review authority with jurisdiction over the project may, upon good cause shown, grant a time extension in compliance with County rules and regulations, which include reflecting changed circumstances and ensuring compliance with CEQA. If the Owner/Applicant requests a time extension for this permit, the permit may be revised to include updated language to standard conditions and/or mitigation measures and additional conditions and/or mitigation measures which reflect changed circumstances or additional identified project impacts.

CONDITIONS UNIQUE TO CONDITIONAL USE PERMITS

99. **Rules-01 Effective Date.** The Conditional Use Permit and Variance shall become effective upon the date of the expiration of the applicable appeal period provided an appeal has not been filed. If an appeal has been filed, the planning permits shall not be deemed effective until final action by the final review authority on the appeal. No entitlement for the use or development shall be granted before the effective date of the planning permit.
100. **Rules-12 CUP Expiration.** The Owner/Applicant shall obtain the required Zoning Clearance within five years following the effective date of this Conditional Use Permit. If the required Zoning Clearance is not issued within 18 months following the effective date of this Conditional Use Permit, or within such extended period of time as may be authorized in compliance with Section 35.84.030 (Time Extensions) of the County Land Use And Development Code, and an application for an extension has not been submitted to the Planning and Development Department, then this Conditional Use Permit shall be considered void and of no further effect.

- 101. Rules-17 CUP-Void.** This Conditional Use Permit shall become void and be automatically revoked if the development and/or authorized use allowed by this Conditional Use Permit is discontinued for a period of more than 12 months, or within such extended period of time as may be authorized in compliance with Section 35.84.030 (Time Extensions) of the County Land Use And Development Code. Any use authorized by this Conditional Use Permit shall immediately cease upon expiration or revocation of this Conditional Use Permit. Any Zoning Clearance approved or issued pursuant to this Conditional Use Permit shall expire upon expiration or revocation of the Conditional Use Permit. Conditional Use Permit renewals must be applied for prior to expiration of the Conditional Use Permit. (LUDC Section 35.82.060 and Chapter 35.84.)

CONDITIONS UNIQUE TO VARIANCES

- 102. Description of Variances.** The County's Land Use and Development Code (LUDC) Section 35.57.050 requires that the base of WTGs be set back from all property lines a minimum distance equal to the height of the system (150 meters or 492 feet for the SWEP). The following variances to this setback requirement shall apply to the SWEP:

Variance 1: The base of the towers of SWEP WTGs approved under 16CUP-00000-00031 shall be located not less than 70.05 meters (230 feet) away from exterior property lines located on the south and west sides of the Project site that are shared with Vandenberg AFB. No portion of the WTG shall cross over the property line shared with Vandenberg AFB. The Owner/Operator has executed an agreement with Vandenberg AFB that allows for placement of turbines within the limits specified above.

Variance 2: All setback requirements from internal contiguous participating properties within the Project boundary are reduced to zero for SWEP WTGs approved under 16CUP-00000-00031. If allowed by the Owner/Operator's leases with Project landowners, turbine blades may overhang adjacent participating properties. WTGs shall be setback a distance of at least two times the total tower height (300 meters or 984 feet) from any occupied structure. A setback equivalent to the total WTG height (150 meters / 492 feet) from all external property boundaries shall be maintained per LUDC Section 35.57.050).

ATTACHMENT B-1

SEIR Table 4.5-3 Impacts to Vegetation and Landforms (Condition 11.m)

| Vegetation/ Landform | Project Component Permanent Impacts (acres) / Temporary Impacts (acres) | | | | | | | | | | | TOTAL Perm. / Temp. | GRAND TOTAL |
|---------------------------|--|-------------|---------------|-----------------|-----------------|-----------------|----------------------|----------------------------|---------------------------|---------------|---|---------------------------|----------------|
| | Cut/Fill | WTG Pads | WTG Access | Laydown Yard | O&M Facility | Sub- station | Switching Station | Road Modifi- cations | Trans- mission Line | Water Well | Fuel Manage- ment Zones ¹ | | |
| Common Vegetation | | | | | | | | | | | | | |
| Non-Native Grassland | 0.64 / - | - | - | 0.58 / - | - | - | - | - | 0.87 / 0.53 | 0.01 / - | 0.48 / - | 2.59 / 0.53 | 3.12 |
| Non-Native Forb-Dominated | 0.56 / - | - | - | - | - | - | 0.13 / - | - | 0.39 / 0.28 | - | 0.50 / - | 1.58 / 0.28 | 1.86 |
| Non-Native Woodland | 0.23 / - | - | - | - | - | - | - | - | 0.32 / 0.02 | - | 0.04 / - | 0.59 / 0.02 | 0.61 |
| Subtotal | 1.43 / - | - | - | 0.58 / - | - | - | 0.13 / - | - | 1.58 / 0.83 | 0.01 / - | 1.02 / - | 4.76 / 0.83 | 5.59 |
| Sensitive Vegetation | | | | | | | | | | | | | |
| Native Grassland | 6.44 / - | 6.67 / - | 2.09 / - | 0.11 / - | - | 0.01 / - | - | - | 0.04 / - | - | 0.95 / - | 16.31 / - | 16.31 |
| Coastal Scrub | 61.65 / - | 26.10 / - | 22.67 / - | 12.60 / - | 0.71 / - | 0.71 / - | 0.27 / - | 0.46 / - | 5.53 / 2.97 | 0.01 / - | 10.25 / - | 140.96 / 2.97 | 143.93 |
| Riparian Scrub | 1.98 / - | 0.02 / - | 0.58 / - | 0.08 / - | - | - | - | 0.30 / - | - | - | 0.06 / - | 3.02 / - | 3.02 |
| Fremont Cottonwood Forest | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Tanoak Forest | 2.12 / - | 1.31 / - | 0.85 / - | - | - | - | - | - | - | - | 0.64 / - | 4.92 / - | 4.92 |
| Coast Live Oak Woodland | 0.73 / - | - | - | - | - | - | - | 1.24 / - | 0.26 / 0.10 | - | 0.16 / - | 2.39 / 0.10 | 2.49 |
| Subtotal | 72.92 / - | 34.10 / - | 26.19 / - | 12.79 / - | 0.71 / - | 0.72 / - | 0.27 / - | 2.00 / - | 5.83 / 3.07 | 0.01 / - | 12.06 / - | 167.60/ 3.07 | 170.67 |
| Other Landforms | | | | | | | | | | | | | |
| Agricultural Fields | 0.82 / - | 1.43 / - | 2.75 / - | - | - | - | - | - | - | - | 1.19 / - | 6.19 / - | 6.19 |
| Disturbed | 0.24 / - | - | - | - | - | - | 0.05 / - | - | 0.43 / 0.14 | - | 0.09 / - | 0.81 / 0.14 | 0.95 |
| Developed | 0.17 / - | - | 0.53 / - | 0.13 / - | - | - | - | 0.16 / - | 0.03 / - | 0.09 / - | 0.42 / - | 1.53 / - | 1.53 |
| Subtotal | 1.23 / - | 1.43 / - | 3.28 / - | 0.13 / - | - | - | 0.05 / - | 0.16 / - | 0.46 / 0.14 | 0.09 / - | 1.70 / - | 8.53 / 0.14 | 8.67 |
| Total Impacts | 75.58 / - | 35.53 / - | 29.47 / - | 13.50 / - | 0.71 / - | 0.72 / - | 0.45 / - | 2.16 / - | 7.87 / 4.09 | 0.11 / - | 14.78 / - | 180.88 / 4.04 | 184.92 |

1 – Fuel management zones estimated per Development Standard 6, County Fire Dept.'s Defensible Space Standards, which requires 100-foot reduced fuel zone around structures. This requirement applies to the Project's main structures (WTGs, O&M building, substation, and switchyard). The reduced fuel zone would consist of a 30-foot zone clear of flammable vegetation adjacent to each structure and a managed vegetation zone from 30 to 100 feet from each structure. Private roads on the Project site will maintain 10 feet of mowed area on each side of the roadways and a 15-foot reduced fuel area around each transmission structure; these distances may be reduced by County Fire Dept.

ATTACHMENT B-2

Condition 13.k

<http://sactree.com/pages/346>

Storing Acorns

After collecting and assessing the viability of the acorns, either plant them in growing containers or in their natural habitat. You may delay planting and keep the seeds in cold storage for several months. Acorns may be stored for up to four months as long as there is stable moisture and cool temperatures. A Ziploc plastic bag makes a great storage container. Store only healthy acorns.

Follow these steps:

1. Separate different species into separate storage bags.
2. Label each bag with the date, specific collection location, and type of oak.
3. Fill the bag no more than halfway with acorns and add 2-3 cups of vermiculite. Potting soil may be used if vermiculite is not available, but should have 2-5 tablespoons of water added prior to storage.
4. Check your acorns every few weeks. If it is wet inside the bags and mold begins to form, wash your acorns with water and repackage in fresh, dry vermiculite.

ATTACHMENT B-3

Condition 94

Departmental Condition Letters

MEMORANDUM

DATE: February 9, 2018

TO: Errin Briggs
Planning and Development
Santa Maria

FROM: Glenn Fidler, Captain
Fire Department



SUBJECT: APN: 083-080-004 ... Permit: 16CUP-00031
Site: 5555 San Miguelito Road ..., Lompoc
Project: Conditional Use Permit – Wind Energy Project

*This Condition Memorandum Supersedes the Previous Condition Memorandum
Dated February 1, 2018*

Conditional Use Permit Timing

All Conditions Remain the Same

The above project is located within the jurisdiction of the Santa Barbara County Fire Department.

I have reviewed your project and find that it will require corrections before it can be approved by the Santa Barbara County Fire Department.

PRIOR TO CONDITIONAL USE PERMIT ISSUANCE

1. Revised plans shall provide a complete access plan to each turbine site showing all aspects of the roadway. Plans shall be approved by the fire department. The following information drawn to scale must be included with your revised plans.
 - Width of access.
Private roadway shall have a minimum width of 16 feet.
 - Percent of slope (including a profile section view).
 - Type of paving or surface material to be used.
 - Turnouts.
 - Dead-end access exceeding 150 feet shall terminate with a fire department approved turnaround.
 - Structural section view showing how the access shall be constructed.
 - Access plans shall require civil engineering design and certification.

2. If cattle guards are required for this project, the cattle guards shall conform to the following standards.
 - Plans shall be certified and stamped by a civil engineer as meeting all applicable standards for load bearing capacity and construction.
 - Cattle guard shall have a minimum H-20 rated load-bearing capacity.
 - Cattle guard width shall be equal to approved road width.
3. Provide a complete Stored Water Fire Protection System Plan. Plan shall be approved by the fire department. Plan shall include tank capacity, water supply, fire hydrant(s), water flow rate and fire sprinklers.
4. Provide a complete Safety Plan. Training regarding the possible use of special equipment to remove a victim from inside the turbine and lower to the pad area shall be included in the required safety plan.

As always, if you have any questions or require further information, please call me at 805-681-5528 or 805-681-5523.

GF:mkb



Environmental Health Services

225 Camino del Remedio • Santa Barbara, CA 93110
805/681-4900 • FAX 805/681-4901

Van Do-Reynoso, MPH, PhD *Director*
Suzanne Jacobson, CPA *Chief Financial Officer*
Paige Batson, MA, PHN, RN *Interim Deputy Director*
Douglas Metz, DPM, MPH *Deputy Director*
Polly Baldwin, MD, MPH *Medical Director*
Polly Baldwin, MD, MPH *Interim Health Officer*

2125 S. Centerpointe Pkwy. #333 • Santa Maria, CA 93455-1340
805/346-8460 • FAX 805/346-8485

Lawrence Fay *Director of Environmental Health*

TO: Kathy Pfeifer, Planner
Planning & Development Department
Energy, Minerals & Compliance Division

FROM: Deanna Talerico
Environmental Health Services

DATE: October 23, 2019

SUBJECT: Case No. 16CUP-00000-00031

Applicant: Strauss Wind, LLC

Owner: Strauss Wind, LLC

Assessor's Parcel No: 11 + Parcels involved. See narrative below.

Located at: Southwest of the City of Lompoc, near the intersection of San Miguelito Road and Sudden Road.

16CUP-00000-00031 represents a request for a Conditional Use Permit for a wind generating facility, including 30 wind turbines up to 492' tall, a maintenance/operation building, an onsite electrical substation, onsite electrical switchyard, onsite electrical collection powerlines, a 7.3-mile transmission line from the onsite substation to the onsite switchyard, and reconductor (replacing wires and poles) for 0.8 miles along PG&E's existing Manville 115-kV power line from the proposed switchyard to PG&E's Cabrillo substation, and equipment upgrades to PG&E substation in the City of Lompoc. Approximately 5 to 7 employees will manage onsite operations.

The project site encompasses 5,887 acres, shown as the following Assessor's Parcel Numbers (APNs); Wind Site: 083-100-008, 083-250-011, 083-250-016, 083-250-019, 083-090-001, 083-090-002, 083-090-003, 083-080-004, 083-100-007, 083-100-004, and 083-090-004; and transmission line route: 093-140-016, 083-060-013, 083-030-031, 083-030-005, 083-030-006, 083-110-012, 083-110-007, 083-110-008, 083-060-017, 083-110-002, and 099-141-034. The site is located southwest of the City of Lompoc near the intersection of San Miguelito Road and Sudden Road in the unincorporated territory of Santa Barbara County in the Third and Fourth Supervisorial Districts.

Domestic Water is proposed to be provided by a private water system and private onsite well. Environmental Health Services (EHS) has received and reviewed a satisfactory well completion report, well yield pump test, and water quality analysis for a well that was constructed on site in January-

February 2019. EHS has determined this well to be a feasible source of water to support the domestic water supply demand for the proposed project.

Waste water is proposed to be provided by a private onsite wastewater treatment system utilizing leach lines. Environmental Health Services has received and reviewed a satisfactory soils report and percolation testing from Terracon Consultants, dated February 14, 2019. The use of an onsite wastewater treatment system to serve this project has been deemed feasible based on the information provided.

Providing the Planning Commission grants approval of the applicant's request, Environmental Health Services recommends the following be included as Conditions of Approval:

1. Prior to Issuance of Zoning Clearance, an application for a **Domestic Water Supply Permit** shall be submitted to Environmental Health Services.
2. Prior to Issuance of Zoning Clearance, an application for an **Onsite Wastewater Treatment System** permit shall be submitted to Environmental Health Services. The plans shall include a layout for the installation of a 200% primary installation (dual disposal field) and 100% future expansion area.
3. Prior to Issuance of a Building Permit, the application for the domestic water system permit shall be approved by Environmental Health Services.
4. Prior to Issuance of a Building Permit, the applications for the onsite wastewater treatment system permit shall be approved by Environmental Health Services.
5. Prior to Occupancy, the approved domestic water supply system shall be installed, constructed and fully operational, to be verified by Environmental Health Services.
6. Prior to Occupancy, the approved onsite wastewater treatment system shall be installed, constructed and fully operational, to be verified by Environmental Health Services.



Deanna Talerico, REHS
Senior Environmental Health Specialist



October 25, 2019

Kathy Pfeifer
Santa Barbara County
Planning and Development
123 E. Anapamu Street
Santa Barbara, CA 93101

**Re: Air Pollution Control District Suggested Conditions on the Strauss Wind Energy Project,
16CUP-00000-00031, 18CDP-00000-00001, 18VAR-00000-00002**

Dear Ms. Pfeifer:

The Air Pollution Control District (District) has reviewed the referenced project, which consists of the development, construction, and operation of a utility-scale wind energy project that would produce up to 98 megawatts of electric power. The project's main components are as follows: construction and operation of up to 29 wind turbine generators (WTGs), 7.05 miles of new turbine access roads and widening of 1.76 miles of existing non-County roads at the wind farm site, 0.91 miles of new transmission line access roads and modifications to 9.03 miles of existing roads, modifications to San Miguelito Road, communications system and meteorological towers, onsite electrical collection lines and onsite project substation, operations and maintenance building, 7.3 mile, 115-kilvolt transmission line from onsite substation to PG&E Cabrillo Substation in Lompoc, and upgrades to the PG&E substation for interconnection. The project would be constructed in one phase and is anticipated to take approximately 10 months. Cut volumes for the entire project are estimated to be 950,237 cubic yards (cy), and fill volumes are estimated at 961,778 cy, leaving a net differential value of 11,541 cy for all the required project earthwork. As a result of shrinkage and settling, the applicant expects earthwork to be balanced on site. The project will be located on approximately 5,887 acres of rural, agriculturally zoned land, southwest of the City of Lompoc.

Please note that the fugitive dust control measures and diesel particulate and NOx reduction measures suggested below are standard measures recommended for all projects with operations/equipment that have the potential to emit dust and exhaust. The lead agency has the discretion to require more stringent standards. Mitigation measures listed in the Final Supplemental Environmental Impact Report to reduce air quality and greenhouse gas impacts should be enforced as conditions of approval for the project.

Air Pollution Control District staff offers the following suggested conditions:

1. Standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the District prior to grading/building permit issuance.
2. District Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities* establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/rule345.pdf.

Aeron Arlin Genet, Air Pollution Control Officer

District Suggested Conditions on the Strauss Wind Energy Project, 16CUP-031, 18CDP-001, 18VAR-002
October 25, 2019
Page 2

3. The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible.
4. All portable diesel-fired construction engines rated at 50 bhp or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from the District permit, provided they will be on-site for less than 12 months. If the portable concrete batch plant (and associated engines, if any) will be present at the project site for more than 12 months, a District Authority to Construct (ATC) permit will be required. If a District permit is required, proof of receipt of the District permits shall be submitted by the applicant to planning staff.
5. If the project area to be disturbed: a) is located in a geographic ultramafic rock unit; b) has naturally-occurring asbestos, serpentine, or ultramafic rock as determined by the owner/operator; or c) is discovered by the owner/operator, a registered geologist, or the Air Pollution Control Officer to have naturally-occurring asbestos, serpentine, or ultramafic rock after the start of any construction or grading; then appropriate abatement measures must be undertaken pursuant to the requirements of the Air Resources Board Air Toxic Control Measure (ATCM) for Construction, Grading, Quarrying and Surface Mining Operations (see www.arb.ca.gov/toxics/asbestos/asbestos.htm).
6. If contaminated soils are found at the project site, the District must be contacted to determine if Authority to Construct and/or Permit to Operate permits will be required. District permits are required for all soil vapor extraction activities. District permits are also required for the excavation ("dig-and-haul") of more than 1,000 cubic yards of contaminated soil.
7. At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:
 - Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
 - 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).
 - See www.arb.ca.gov/noidle for more information.
8. The application of architectural coatings, such as paints, primers, and sealers that are applied to buildings or stationary structures, shall comply with District Rule 323.1, *Architectural Coatings* that places limits on the VOC-content of coating products.
9. Asphalt paving activities shall comply with District Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8890 or via e-mail at BarhamC@sbcapcd.org if you have questions.

District Suggested Conditions on the Strauss Wind Energy Project, 16CUP-031, 18CDP-001, 18VAR-002
October 25, 2019
Page 3

Sincerely,

A handwritten signature in cursive script that reads "Carly Barham".

Carly Barham
Planning Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: Chron File



ATTACHMENT A FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345).

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
- Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one 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.
- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, OR using roll-compaction, OR revegetating, OR by 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 should be completed as soon as possible.
- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
- 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 offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

PLAN REQUIREMENTS: 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.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



ATTACHMENT B
DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (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.
- Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NO_x and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 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 five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five 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.

The following measures are recommended:

- Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
- Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.
- Construction staging areas should 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.

PLAN REQUIREMENTS AND TIMING: 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 onsite and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

ATTACHMENT C

Final Supplemental EIR Summary

The full Supplemental EIR for the SWEP and the certified LWEP EIR are available at
<https://cosantabarbara.app.box.com/s/o9fp2865sykaqn98s0702plaa96xj7t5/folder/73430397660>

Summary

S.1 Overview

The purpose of this summary is to provide the reader with a brief overview of the proposed Strauss Wind Energy Project (SWEP or Project) and its anticipated environmental impacts, which are described in detail in ~~Draft~~ Final Supplemental Environmental Impact Report (SEIR). This summary also lists the mitigation measures proposed to reduce the severity of the Project's environmental impacts and presents the alternatives to the Project analyzed in the SEIR. The County of Santa Barbara (County), as lead agency under the California Environmental Quality Act (CEQA), has prepared this ~~Draft~~ Final SEIR in accordance with CEQA, Public Resources Code Sections 21000 et seq., the State CEQA Guidelines, 14 CCR Sections 15000 et seq., and the County Guidelines for the Implementation of CEQA. It addresses the potential environmental impacts of the proposed Strauss Wind Energy Project (SWEP or Project).

This ~~Draft~~ Final SEIR is an informational document that will be used by the general public, utility providers, and governmental agencies to review and evaluate the Project. The reader should not rely exclusively on this summary as the sole basis for judgment of the Project and alternatives. The complete ~~Draft~~ Final SEIR should be consulted for specific information about the Project's environmental impacts and the associated mitigation measures intended to reduce the severity of those impacts.

Proposed Project Overview and Background

Strauss Wind, LLC, proposes to construct and operate a wind energy facility on 5,887 acres of rural land in an unincorporated area of the County of Santa Barbara, California, south of the City of Lompoc. The SWEP proposes the installation of 30 wind turbine generators (WTGs) with an electrical generating capacity of 102 megawatts (MW). The SWEP would also involve construction of various facilities required for the operation of the Project, including a substation, operation and maintenance facility, a switchyard and electrical transmission line. The components of the proposed SWEP include:

- Up to 30 WTGs,
- New access roads and improvements to existing roads,
- A communication system,
- One meteorological towers and two SODAR devices,
- On-site electrical collection lines,
- On-site substation, including a control building,
- On-site operations and maintenance (O&M) facility,
- A new 115-kilovolt electrical transmission line up to 7.3 miles in length to interconnect with Pacific Gas & Electric (PG&E) Company's electric grid via a new switching station,
- A new switchyard, and
- Upgrades to existing PG&E facilities.

The Project requires a Conditional Use Permit (CUP) pursuant to the Santa Barbara County Land Use & Development Code (LUDC) Section 35.82.060, two variances for reduced setbacks from exterior property lines, and the removal of setback requirements for all internal property lines, and a Coastal Development Permit for grading in the Coastal Zone.

The Project site is the location of the previously proposed Lompoc Wind Energy Project (LWEP), which was approved by the County in 2009, but never constructed. The Applicant has purchased the LWEP and proposes changes to the previously approved project. The SWEP would involve the construction of fewer but larger WTGs than the LWEP and would have a slightly increased generating capacity. The locations of the WTGs, O&M facility, and substation have been changed compared to the LWEP, and on-site road alignments have been modified. The SWEP also includes modifications to San Miguelito Road to provide necessary clearances for trucks hauling turbine components and equipment, which were not specified for the LWEP. The proposed alignment for the 115-kV transmission line to interconnect with the PG&E system has also been altered compared to the LWEP and a new location for the switchyard is proposed.

A Final Environmental Impact Report (EIR) was prepared for the LWEP and certified by the County in February 2009 (County EIR No. 06EIR-00000-00004).¹ The project approvals were renewed several times since the initial approvals and have since expired.² The SWEP environmental review is a supplement to the LWEP EIR.

S.1.1 Environmental Impact Report Scope

This ~~Draft~~ Final SEIR examines potential short-term and long-term impacts of the Project. These impacts were determined through a rigorous process mandated by CEQA in which existing conditions are compared and contrasted with conditions that would exist once the Project was implemented. The significance of each identified impact was determined using either County Thresholds of Significance (revised March 2018) or CEQA thresholds where there is no County threshold. The following categories are used for classifying Project related impacts:

- *Class I* – Class I impacts are significant adverse effects that cannot be mitigated below a level of significance through the application of feasible mitigation measures. Class I impacts are significant and unavoidable.
- *Class II* – A Class II impact is a significant adverse effect that can be reduced to a less-than-significant level through the application of feasible mitigation measures presented in this SEIR.
- *Class III* – A Class III impact is a minor change or effect on the environment that does not meet or exceed the criteria established to gauge significance.
- *Class IV* – Class IV impacts represent beneficial effects that would result from project implementation.

For each significant impact identified, mitigation measures that are designed to reduce impacts to less than significant levels are presented. Avoidance and Protection measures were identified to minimize impacts from upgrades to connect to the Pacific Gas & Electric (PG&E) electrical system

¹ Project Case Nos. 06CUP-00000-00009 and 06ORD-00000-00002.

² A lawsuit was filed in Superior Court charging that the certified EIR was inadequate and that the project was improperly approved by the Board of Supervisors. The Court denied the petition, and the Appeals Court affirmed the lower court ruling.

(see Section 2.5.5). These measures were considered in the assessment of Project impacts to determine whether they would be mitigated and in the development of additional mitigation measures. In those instances in which mitigation measures cannot reduce such impacts to less-than-significant levels, the impacts are identified as Class I. In many cases, these mitigation measures would also further reduce adverse, but less-than-significant impacts (Class III).

The ~~Draft~~ Final SEIR also presents alternatives to the Project, including the “No Project” alternative, and a qualitative assessment of the impacts that would be associated with the implementation of each. Finally, the cumulative impacts of the Project when added to other local proposed or approved projects were also evaluated.

S.1.2 Notice of Preparation

In July 2018, the County filed a Notice of Preparation (NOP) with the State Clearinghouse in the Office of Planning and Research to announce the intention to prepare a Draft SEIR. The filing of the NOP initiated a 30-day period during which public and agency input was solicited on the scope of issues that should be addressed in the SEIR. As part of the scoping process, a public meeting was conducted in the City of Lompoc on July 19, 2018, to present information on the proposed Project and receive public input. Relevant comments received from agencies and members of the public in response to the NOP were considered in preparation of the Draft SEIR, as appropriate. More information on the scoping process is provided in Section 1.5.1 of the SEIR.

S.1.3 Summary of Project Impacts

The significance of each impact resulting from implementation of the proposed Project has been determined according to the County Thresholds and Guidelines Manual and/or State CEQA Guidelines thresholds. Table S-1 presents a summary of the impacts, mitigation measures, and residual significance of impacts associated with implementation of the proposed Project. In summary, the proposed Project would result in the following key impacts:

- Beneficial Impacts (Class IV)
 - The Project could be consistent with federal goals and state legislation related to the use of renewable energy.
 - The Project would result in GHG emissions reductions in the power generation sector, resulting in a beneficial effect related to greenhouse gas emissions.
- Significant and Unavoidable Impacts (Class I)
 - Operation of the WTGs and related structures have the potential to be visible in the vicinity of the Project.
 - The westernmost WTGs could be visible to users of Jalama Beach County Park.
 - The Project’s transmission line could be visible from two segments of San Miguelito Road, south Lompoc roads, and residential areas.
 - Vehicular transport of Project components would require road widening and tree removal that could alter the landscape characteristics along portions of San Miguelito Road.
 - FAA-required hazard lighting on the WTGs could result in adverse nighttime light impacts.
 - Oak woodland and tanoak forest could be impacted during construction, including the loss of an estimated 607 individual oak trees.

Summary

- Unknown numbers of special status and non-sensitive birds and bats ~~are~~ could be at risk of dying through collisions with the WTGs over the duration of the Project.
- The proposed Project would be inconsistent with County Plans, Policies, and Development Standards concerning tree removal.
- Cumulative Impacts
 - Since the FAA would require red, synchronized-flashing hazard lights on all of the WTGs, the synchronized flashing across the dark ridgeline landscape above the night-lighted urban landscape of the greater Lompoc Valley would attract a casual viewer's attention and would be a considerable contribution to the night lighting cumulative impact.
 - Some cumulative projects in the southern portion of the City (including cumulative projects 16 and 20 southeast of the City) would combine with the visible impact from the Project's transmission line descending the north slopes of the Lompoc Hills. Cumulative projects would be visible in the same field of view as the visible portion of the transmission line segment and switchyard. The Project's contribution to the cumulative impact would be considerable.
 - The Project's contribution to cumulative impacts to vegetation and wildlife habitat would be considerable.
 - The Project's contribution to cumulative impacts to the loss of woodland and forest within the Lompoc Valley would be considerable.
 - The Project's contribution to cumulative impacts to jurisdictional resources would be considerable.
 - The Project's contribution to cumulative impacts to Gaviota tarplant would be considerable.
 - The Project's contribution to cumulative impacts to special-status plants would be considerable.
 - The Project's contribution to cumulative impacts to special-status wildlife and nesting birds would be considerable.

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|---|---|---|
| Aesthetics | | |
| VIS-1: WTG Visibility. Construction and operation of the WTGs and related structures have the potential to be visible in the vicinity of the Project. | VIS-1: Materials Storage During Construction. VIS-2: Location of Construction Activities. VIS-4: Landscape and Lighting Plan. | Class I (Operation) |
| VIS-2: Views from Jalama Beach County Park, Miguelito County Park, and La Purisima Mission. Westernmost WTGs could be visible to users of Jalama Beach County Park; Northeastern-most WTGs could be visible to users of La Purisima Mission. | VIS-3: Contribution to County Parks Fund. VIS-4: Landscape and Lighting Plan. | Class I (Jalama Beach County Park) Class III (La Purisima Mission) No impact (Miguelito Park) |
| VIS-3: Views from State Route 1. WTGs could be visible from the SR-1 corridor and the Lompoc Valley. | VIS-4: Landscape and Lighting Plan (recommended). | Class III |
| VIS-4: Transmission Line Skyline Silhouette. Placement of the transmission line in the area of SR-1 introduces three new structures that could partially silhouette against the skyline. | None. | Class III |
| VIS-5: Transmission Line Visibility. Construction and operation of the transmission line could be visible from public roadways and residential areas. | VIS-1: Materials Storage During Construction. VIS-2: Location of Construction Activities. VIS-4: Landscape and Lighting Plan. | Class III (Majority of San Miguelito Road & SR-1) Class I (South Lompoc roads and residential areas and two segments of San Miguelito Road) |
| VIS-6: Transmission Line and Switchyard Visibility from State Route 1. Placement of the transmission line switchyard in the area of SR-1 introduces a new industrial facility that could be visible from SR-1. | VIS-4: Landscape and Lighting Plan. | Class II |
| VIS-7: San Miguelito Road Landscape. Vehicular transport of Project components | VIS-4: Landscape and Lighting Plan. | Class I |

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|---|---|--|
| would require road widening and tree removal that could alter the landscape characteristics along portions of San Miguelito Road. | | |
| VIS-8: Nighttime Lighting. The Project could result in nighttime light impacts. | VIS-4: Landscape and Lighting Plan (for facility lighting - recommended). VIS-5: Reduced FAA Hazard Lighting Plan. | Class III (Facility lighting) Class I (FAA hazard lighting) |
| Agricultural Resources | | |
| AG-1: Important Farmland/ Williamson Act Contract Lands. Development of the SWEP and power line installation could result in the temporary and permanent disturbance of farmland. | None. | Class III |
| Air Quality | | |
| AQ-1: Short-Construction Emissions. Construction emissions could result in a considerable net increase of pollutants that would violate air quality standards or contribute substantially to an existing or projected air quality violation. | AQ-1: Construction Equipment Emission Reduction Plan. AQ-2: Dust Control Plan. | Class II |
| AQ-2: Long-term Operation Emissions. Operation emissions could result in a considerable net increase of pollutants that would violate air quality standards or contribute substantially to an existing or projected air quality violation. | None. | Class III |
| Biological Resources | | |
| BIO-1a: Vegetation and Wildlife Habitat Impacts during Construction. Vegetation and wildlife habitat could be temporarily and permanently lost during construction. | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-3: Site Restoration and Revegetation Plan. BIO-8: Native Grassland Restoration. BIO-11b: Fencing. BIO-11c: Biological Monitoring. BIO-11d: Monitoring Report. | Class II |
| BIO-1b: Vegetation and Wildlife Habitat Impacts during O&M. Vegetation and wildlife habitat could be impacted during O&M. | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-3: Site Restoration and Revegetation Plan. BIO-8: Native Grassland Restoration. BIO-11b: Fencing. BIO-11c: Biological Monitoring. | Class II |

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|--|--|-----------------------|
| | BIO-11d: Monitoring Report. | |
| BIO-2a: Construction Impacts to Woodland and Forest. Oak woodland and tanoak forest could be impacted during construction. | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-4a: Tree Protection Plan. BIO-4b: Tree Replacement Plan – Planned Removal and Unexpected Damage. BIO-4c: Invasive Plant Pathogen Abatement (SOD Prevention). BIO-11c: Biological Monitoring. BIO-11d: Monitoring Report. | Class I |
| BIO-2b: O&M Impacts to Woodland and Forest. Oak woodland and tanoak forest could be impacted during Project operations. | None. | Class III |
| BIO-3: Wetlands, Seeps, and Springs, and Features Subject to Regulation by the USACE, Santa Barbara County, or CDFW. Direct loss of wetlands and seeps could occur at creek crossings, the laydown yard, water well, road improvement and access road locations, pole locations along the transmission line, and WTG pads. Additionally, soil erosion or spills could reduce water quality during construction. | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-3: Site Restoration and Revegetation Plan. BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. BIO-11c: Biological Monitoring. BIO-11d: Monitoring Report. | Class II |
| BIO-5a: Construction Impacts to Gaviota Tarplant. Impacts to Gaviota tarplant and designated critical habitat could occur during construction. | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-3: Site Restoration and Revegetation Plan. BIO-5: Pre-construction Rare Plant Surveys and Restoration. BIO-6: Gaviota Tarplant Disturbance. BIO-11c: Biological Monitoring. BIO-11d: Monitoring Report. | Class II |
| BIO-5b: O&M Impacts to Gaviota Tarplant. Occasional disturbance to small areas of Gaviota tarplant habitat could occur as a result of operations or maintenance activities involving clearing or vehicle operation in occupied habitat | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-3: Site Restoration and Revegetation Plan. BIO-5: Pre-construction Rare Plant Surveys and Restoration. BIO-6: Gaviota Tarplant Disturbance. BIO-11c: Biological Monitoring. BIO-11d: Monitoring Report. | Class II |
| BIO-6: Other Special-Status Plants. A number of other special-status plant species may be present on site or in the transmission line corridor and could be lost during construction. | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-3: Site Restoration and Revegetation Plan. | Class II |

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|--|--|-----------------------|
| | BIO-5: Pre-construction Rare Plant Surveys and Restoration. BIO-7: Kellogg's and Mesa Horkelia Habitats. BIO-11c: Biological Monitoring. BIO-11d: Monitoring Report. | |
| BIO-7: Common Wildlife. Individual animals could be injured or killed by vehicles, equipment, or large holes during construction. | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-11a: Pre-construction Wildlife Surveys. BIO-11b: Fencing. BIO-11c: Biological Monitoring. BIO-11d: Monitoring Report. | Class II |
| BIO-8: Nesting Birds. Nesting birds could potentially lose nests through destruction or abandonment. | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-11a: Pre-construction Wildlife Surveys. BIO-11b: Fencing. BIO-11c: Biological Monitoring. BIO-11d: Monitoring Report. BIO-12: Avoidance Measures for Nesting Birds. BIO-14e: Sensitive Avian and Bat Species <u>Roosting Bats.</u> | Class II |
| BIO-9: Special-Status Wildlife. Direct and indirect impacts could occur to special-status wildlife species. | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-3: Site Restoration and Revegetation Plan. BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. BIO-11a: Pre-construction Wildlife Surveys. BIO-11b: Fencing. BIO-11c: Biological Monitoring. BIO-11d: Monitoring Report. BIO-13: Pre-construction Surveys and Conservation of El Segundo Blue Butterfly. BIO-14a: California Horned Lizard. BIO-14b: Northern California Legless Lizard. BIO-14c: San Diego Desert Woodrat. BIO-14d: American Badger. BIO-14e: Sensitive Avian and Bat Species <u>Roosting Bats.</u> | Class II |

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|---|--|-----------------------|
| | BIO-14f: Vernal Pool Fairy Shrimp. BIO-14g: California Red-Legged Frog. BIO-14h: Western Spadefoot Toad. BIO-14i: California Condor. BIO-14j: Maternity Colony or Hibernaculum Surveys and Avoidance Measures for Sensitive Bats. | |
| BIO-10: Avian and Bat Collisions with WTGs. Unknown numbers of special status and non-sensitive birds and bats could be at risk of dying through collisions with the WTGs over the duration of the Project. | BIO-15a: Siting. BIO-15b: Appropriate WTG and Project-Element Design. BIO-16: Monitoring and Adaptive Management Plan / Bird and Bat Conservation Strategy. BIO-16a: Before-After/Control-impact Study. BIO-16b: Bird/Bat Mortality Study. BIO-16c: Remove Carrion Near Turbines. BIO-16d: Adaptive Management Plan. | Class I |
| BIO-11: Avian and Bat Collisions with Power Lines and Meteorological Towers. Birds and bats could collide with transmission and power collection poles, transmission and power collection lines, and meteorological towers. | BIO-15b: Appropriate WTG and Project-Element Design. | Class II |
| BIO-12: Avian Displacement from WTGs. Birds with habitat within 200 feet of WTG towers may be displaced. | None. | Class III |
| BIO-13a: Indirect Construction Effects (Wildlife). Indirect impacts to wildlife could occur during construction from a variety of sources, resulting in temporary wildlife displacement. | None. | Class III |
| BIO-13b: Indirect O&M Effects (Wildlife). Indirect operational impacts could occur to terrestrial wildlife compared to pre-Project levels. | None. | Class III |
| BIO-14: Indirect Impacts (Vegetation). Invasive species carried from other work sites could establish on site and displace native plant species or interfere with revegetation; topsoil removal and equipment operation could reduce the ability of soils to support vegetation. | BIO-1: Worker Education and Awareness Program. BIO-2: Ground Disturbance. BIO-3: Site Restoration and Revegetation Plan. BIO-5: Pre-construction Rare Plant Surveys and Restoration. BIO-6: Gaviota Tarplant Disturbance. BIO-9: Wetland Avoidance and Riparian Habitat Restoration Plan. BIO-11c: Biological Monitoring. BIO-11d: Monitoring Report. BIO-17: Weed Control Plan. | Class II |

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|--|--|-----------------------|
| Archaeological and Tribal Cultural Resources | | |
| CULT-1: Known Prehistoric Archaeological Sites. Construction activities could result in significant impacts to 29 prehistoric archaeological sites. | CULT-6: Avoidance. CULT-7: Final Plan Notification. CULT-8: Temporary Fencing. CULT-9: Site Capping. CULT-10: Archaeological Evaluation, Data Recovery Excavation, Monitoring, and Reporting Plan. | Class II |
| CULT-2: Unidentified Archaeological Resources. Impacts to unidentified subsurface archaeological resources may occur as a result of earth-disturbing activities. | CULT-6: Avoidance. CULT-7: Final Plan Notification. CULT-8: Temporary Fencing. CULT-9: Site Capping. CULT-10: Archaeological Evaluation, Data Recovery Excavation, Monitoring, and Reporting Plan. | Class II |
| CULT-3: Unauthorized Artifact Collection. Impacts to known and unidentified archaeological resources may occur as a result of increased public access to archaeological sites via new or improved roads. | CULT-10: Archaeological Evaluation, Data Recovery Excavation, Monitoring, and Reporting Plan. | Class II |
| CULT-4: Impacts on Traditional Cultural Properties. Construction and operation of WTGs could adversely affect Native cultural practices at known Traditional Cultural Properties (Sacred Sites). | None. | Class III |
| Energy | | |
| EEU-1: Federal and State Renewable Energy Goals. The Project could be consistent with federal goals and state legislation related to the use of renewable energy. | None. | Class IV |
| EEU-2: Nonrenewable Energy Resources. Construction and operation of the Project could result in consumption of diesel fuel and gasoline. | None. | Class III |
| EEU-3: New/Altered PG&E Facilities. Impacts from temporary and long-term modifications to the PG&E system to implement the Project could occur. | None. | Class III |
| Fire Hazards and Emergency Services | | |
| FPES-1: Increased Fire Risk (Construction). The Project could result in an increased risk of wildland fires that could spread to more developed areas. Fire risks include vehicle exhaust, sparks, welding, parking on dry grass, and fuel tanks. | FPES-1: Fire Protection Plan. FPES-2: Smoking and Open Fires. FPES-6: Red Flag Warning. | Class II |
| FPES-2: Increase Fire Risk (Operations). Operation of the Project could increase baseline fire risks. | FPES-1: Fire Protection Plan. FPES-2: Smoking and Open Fires. | Class II |

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|---|---|-----------------------|
| | FPES-3: Install Gravel around Substation. FPES-4: Access Roads. FPES-5: Flammable Fuel Buffers and Electrical Clearances. | |
| FPES-3: Fire Department Response Times. The Project could have the potential to increase demand for fire protection services. | FPES-1: Fire Protection Plan. FPES-2: Smoking and Open Fires. FPES-4: Access Roads. | Class II |
| FPES-4: Emergency Services Response Times. The Project could temporarily increase the need for emergency medical services during construction. | Although not required, FPES-1: Fire Protection Plan, would reduce the adverse impact. | Class III |
| FPES-5: Interference with Fire Prevention Techniques. The Project could interfere with controlled burns in the Project area. | FPES-1: Fire Protection Plan. | Class II |
| FPES-6: Emergency Evacuation/Response. The Temporary closure of Sudden Road and Upper Miguelito Canyon Road <u>during construction</u> could hinder emergency response. | None. | Class III |
| Geology and Soils | | |
| GEO-1: Fault Rupture. There could be a risk of damage to structures by fault rupture. | None. | Class III |
| GEO-2: Ground Shaking and Liquefaction. A major earthquake could result in ground shaking, liquefaction, or seismically induced landslides resulting in damage to structures or exposure of people to injury or death. | GEO-1: Seismic Design. GEO-2: Grading and Drainage Plan. | Class II |
| GEO-3: Landslides. Construction activities could increase the potential for landslides and/or reactivate existing landslides. | GEO-2: Grading and Drainage Plan. | Class II |
| GEO-4: Soil Erosion. Construction could accelerate or increase the potential for erosion from water and wind. | GEO-2: Grading and Drainage Plan. | Class II |
| GEO-5: Expansive Soils. Project Structures could be damaged by expansive soils. | GEO-3: Expansive Soils. | Class II |
| GEO-6: Sewage Effluent Disposal. Soils could be found incapable for use of septic or alternative wastewater disposal. | None. | Class III |
| GEO-7: Compressible and Collapsible Soil, Subsidence. Subsidence or compressible or collapsible soils could cause settlement damage to structures and roadways. | GEO-4: Foundation Support. | Class II |
| Greenhouse Gases | | |
| GHG-1: Reduction in GHG Emissions. The Project would result in GHG emissions reductions in the power generation sector, resulting in a beneficial effect related to greenhouse gas emissions. | None. | Class IV |
| Hazards and Hazardous Materials | | |

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|--|--|-----------------------|
| RISK-1: Tower Failure and Blade Throw. There could be a risk to the public from possible WTG tower collapse or blade throw. | None. | Class III |
| RISK-2: Blade Icing and Ice Throw. Risk to the public could occur from blade icing and ice throw. | None. | Class III |
| RISK-3: Electromagnetic Field Effect. Electromagnetic fields could cause a possible hazard when associated with the siting of high-voltage overhead power lines or cables in proximity to residences. | None. | Class III |
| RISK-4: Utility/Turbine Interface and Worker Safety. Construction workers could be exposed to safety risks, including electrical shock and falls. Risk could occur to members of public who incidentally or intentionally enter the Project site. | None. | Class III |
| RISK-5: Release of Hazardous Materials. Accidental spills or leakage of hazardous materials could occur, including fuels (gasoline and diesel), lubricants, motor oil, and paints. | RISK-1: Hazardous Materials Management Plan (recommended). RISK-2: Refueling Spill Notification (recommended). RISK-3: Equipment Maintenance (recommended). RISK-4: Avoidance of Sensitive Areas for Refueling (recommended). | Class III |
| RISK-6: Radiofrequency Radiation. The Project could expose people to radiofrequency radiation (RFR) in excess of the IEEE-ANSI C95.1-1992 standard. | None. | No Impact |
| Hydrology and Water Quality | | |
| WAT-1: Erosion and Sedimentation. Project-related ground disturbance could induce erosion and sedimentation into local watercourses. | None; however, standard regulatory requirements apply. | Class III |
| WAT-2: Pollutant Discharge. Water quality could be affected by small fuel or oil spills, concrete, and trash and litter during construction and operation. | None; however, standard regulatory requirements apply. | Class III |
| WAT-3: Stormwater Runoff/Flooding. Temporary and permanent land disturbance could affect stormwater runoff/flooding and stormwater quality. | None. | Class III |
| WAT-4: Groundwater. The Project could substantially deplete groundwater supplies or interfere with groundwater recharge. | WAT-1: Construction Water Source. Also, standard regulatory requirements apply. | Class II |
| WAT-5: Riparian Vegetation Removal. The Project could result in the removal or reduction of vegetation from the buffer zone of streams, creeks, or wetlands, which could affect water quality. | WAT-2: Minimize Watercourse Encroachment. MM BIO-3: Site Restoration and Revegetation Plan. MM BIO-10: Riparian Habitat Restoration. | Class II |
| Land Use and Planning | | |
| LU-1a: LUDC Visual Impact Development Standards. The Project poses potential inconsistency with County Plans, Policies, and Development Standards concerning visual impacts. | None. | Class III |
| LU-1b: Tree Protection. The proposed Project is inconsistent with County Plans, Policies, and Development Standards concerning tree removal. | MM BIO-1: Worker Education and Awareness Program. MM BIO-2: Ground Disturbance. | Class I |

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|---|--|-----------------------|
| | MM BIO-4a: Tree Protection Plan. MM BIO-4b: Tree Replacement Plan. MM BIO-4c: Invasive Plant Pathogen Abatement (SOD Prevention). MM BIO-11c: Biological Monitoring. MM BIO-11d: Monitoring Report | |
| LU-2: FAA Air Navigation Requirements. Potential conflict with FAA air navigation requirements from installation of WTGs and meteorological towers, and possible use of helicopters during construction. | None. | Class III |
| LU-3: Compatibility with VAFB Operations. Potential incompatibility with VAFB operations, such as radar, telemetry antennas, and microwave links. | None. | Class III |
| LU-4: Quality of Life – Traffic. Construction activities would result in increased traffic in relatively quiet neighborhoods. | TC-1: Traffic Management Plan. (construction) | Class II |
| LU-5a: Quality of Life – Noise. Noise from Project construction could cause temporary impacts to quality of life of residences within and surrounding the Project area. | NOI-2: Construction Hours. NOI-3: Telephone Number for Noise Complaints. NOI-4: Noise Complaint Resolution Plan. NOI-5: Maintenance of Construction Equipment. NOI-6: Resident Notification. | Class II |
| LU-5b: Quality of Life – Noise. Noise from WTG operation could potentially impact quality of life of nearby residences. | NOI-1: WTG Maintenance. NOI-3: Telephone Number for Noise Complaints. NOI-4: Noise Complaint Resolution Plan. NOI-7: Acoustical Analysis. NOI-8: Noise Monitoring and Control Plan. NOI-9: Maintenance Hours. | Class II |
| LU-6: Coastal Resources. Possible unpermitted encroachment into the Coastal Zone, impacting coastal resources. | LU-1: Staking of Coastal Zone. | Class II |
| LU-7: Decommissioning and Reclamation Plan. Long-term impacts to land use following end of Project. | LU-2: Decommissioning & Reclamation Plan. LU-3: Financial Assurance for Decommissioning and Reclamation | Class II |
| Noise | | |
| NOI-1: Short-term Construction Noise. Some types of construction equipment could generate short-term noise impacts to residences less than 1,600 2,000 feet from a construction area. | NOI-2: Construction Hours. NOI-3: Telephone Number for Noise Complaints. NOI-4: Noise Complaint Resolution Plan. NOI-5: Maintenance of Construction Equipment. NOI-6: Resident Notification. | Class II |

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|---|--|-----------------------|
| NOI-2: Long-term Wind Turbine Generator Noise. Adjacent residences could be exposed to substantial noise levels during Project operations. | NOI-1: WTG Maintenance. NOI-3: Telephone Number for Noise Complaints. NOI-4: Noise Complaint Resolution Plan. NOI-7: Acoustical Analysis. NOI-8: Noise Monitoring and Control Plan. NOI-9: Maintenance Hours. | Class II |
| Paleontological Resources | | |
| PALEO-1: Exposure and Potential Destruction of Significant Paleontological Resources. Ground-disturbing activities such as mechanical excavation, drilling, or trenching could affect paleontological resources. | PALEO-1: Pre-construction Workshop. PALEO-2: Implement Monitoring. PALEO-3: Discovery of Fossils. | Class II |
| PALEO-2: Unauthorized Fossil Collection. Unauthorized collection of fossils by construction workers or operational personnel may occur. | PALEO-1: Pre-construction Workshop. PALEO-4: Pre-construction Pedestrian Survey. | Class II |
| Recreation | | |
| REC-1: Loss of Recreation. Project construction-related activities could interfere with recreational activities in the Project area. | REC-01: Community Signage and <u>Communication</u> Coordination with LVDC, LVBC, LPAS, and SBAS. | Class II |
| Transportation and Traffic | | |
| TC-1: LOS and V/C Ratio. Project-related construction traffic could temporarily affect traffic levels and LOS on Project area roadways. | TC-1: Traffic Management Plan. | Class II |
| TC-2: Roadway Safety. Long, heavy trucks used to deliver equipment during construction could present safety concerns and physical modifications to the roadway or nearby trees will be required. | TC-1: Traffic Management Plan. | Class II |
| TC-4: Road Blockages/Traffic Delays. During peak construction, several oversized trucks per day could slow traffic and necessitate temporary blockages of intersections. | TC-1: Traffic Management Plan. | Class II |
| TC-5: Damage to Roadways. Trucks carrying heavy equipment could damage existing streets. | TC-3: Roadway Repairs. | Class II |
| TC-6: Soil on Roadways. Project vehicles could track dust and soil onto public roads. | None. | Class III |
| Utilities and Service Systems | | |
| USS-1: Solid Waste Generation. The Project could potentially impact landfills with disposal of solid waste generated during construction. | USS-1: Source Reduction and Solid Waste Management Plan. | Class II |
| USS-2: Water Supply. The proposed Project could impact water supplies during both construction and operation. | None. | Class III |

Table S-1. Summary of Impacts, Development Standard/Mitigation, and Residual Impacts

| Impact | Mitigation Measures | Residual Significance |
|--|---------------------|-----------------------|
| USS-3: Wastewater. The Project's proposed wastewater system could impact groundwater or watercourses on site. | None. | Class III |
| USS-4: Public Infrastructure. The Project could impact public infrastructure in the City of Lompoc. | None. | Class III |

S.1.4 Summary of Project Alternatives

Seven potential were considered for analysis in the SEIR and four of these alternatives were selected for evaluation in the SEIR, including the No Project Alternative. These alternatives were selected because they are capable of achieving most Project objectives, are feasible, and have the potential to reduce significant impacts associated with the proposed Project. The selected alternatives are described below and analyzed in Section 5.5 of the SEIR. A comparison of the impacts of the proposed Project and the alternatives (excluding the No Project Alternative) is presented in Table S-2 at the end of this SEIR summary.

No Project Alternative

CEQA requires that the impacts associated with a “No Project” alternative be evaluated as part of the SEIR. For a project that would involve construction or other property development activities, the No Project Alternative is the circumstance under which a project does not proceed. If disapproval of the project under consideration would result in predictable actions by others, such as a proposal for another project, this No Project consequence should be discussed. The State CEQA Guidelines further direct the Lead Agency to analyze the impacts of the No Project Alternative by projecting what would reasonably be expected to occur in the foreseeable future if a proposed Project was not approved.

Under the No Project Alternative, the SWEP and associated transmission line would not be constructed, and the underlying land uses at the Project site would remain unchanged. PG&E would not interconnect an additional 102 MW of renewable generating capacity from a wind energy project in the Lompoc area. However, PG&E and other electric utilities would continue to seek alternative locations for development of renewable energy sources to meet the State’s mandated goal of 60 percent of electricity sales from renewable sources by 2030.

Modified Project Layout, Including Elimination of WTGs E-7 and E-8

This alternative was identified to reduce the severity of the significant and unavoidable impacts to oak woodlands and to eliminate direct impacts to Coastal Zone resources. This alternative would be implemented at the same site as the Project, and Project construction practices and regulatory requirements would be unchanged. Project components would also be unchanged with the exception of:

- The elimination WTGs E-7 and E-8 and associated new roads and widening of existing roads from the eastern string;
- Construction of a new 1.79-MW WTG along the access road on the north string between proposed WTGs N-8 and N-9 (the newly proposed WTG would be designated as WTG N-10);
- Substitution of the proposed Project’s 1.79-MW WTGs at locations W-7 and N-3 with larger 3.8-MW WTGs; and
- Construction of a new access road from the laydown area to WTG E-1 and a new access road from WTG E-1 to WTG E-2 to eliminate direct impacts on Coastal Zone resources.

As currently proposed, WTGs E7 and E8 would be located in particularly rugged and steep terrain and would require existing roads to be graded and widened as well as construction of new roads to accommodate equipment. The elimination of WTGs E-7 and E-8 under this alternative would reduce

the earthwork and grading activities required along the eastern string. Furthermore, this alternative would avoid the removal of approximately 382 oak trees, which are proposed for removal under the proposed Project (and potentially more if the Fire Department requires defensive-space clearing around each WTG). There would be additional grading impacts associated with construction of a new access road to WTG E-1, but all grading in the Coastal Zone would be eliminated with this alternative. With implementation of this alternative, there would be 29 WTGs installed (one less than the proposed Project) and the maximum electrical generating capacity would be approximately 98.14 MW (compared to 102 MW for the proposed Project). In total, this alternative would include the construction of twenty-three 3.8-MW WTGs and six 1.79-MW WTGs. It would also include construction of the other components of the Project, including the electrical collection lines, substation, O&M building, transmission line, and switchyard.

Alternative Switchyard Location

This alternative was identified to reduce the severity of the significant but mitigable impact associated with views of the proposed switchyard from SR-1 and to reduce the significant and unavoidable visual impact associated with the section of the transmission line along the ridge entering the proposed switchyard location. This alternative would place the Project's switchyard at a location along the proposed transmission line route that is approximately 1.1 miles south and west of the Project's proposed switchyard location. This alternate location for the switchyard is in the hills on the Imerys mine property. This location for the switchyard would reduce the total length of the Project's 115-kV transmission line to 6.2 miles, compared to 7.3 miles in length for the proposed Project. Like the proposed Project, the existing PG&E 115-kV transmission line would need to be re-conducted between the Cabrillo Substation in Lompoc and the Project switchyard, but due to the more southerly location of the alternate switchyard site, approximately 1.7 miles of re-conductoring would need to occur compared to 0.6 mile under the proposed Project.

Alternate Surface Transport Route

This alternative would alter the transportation route to move the majority of the transport outside of the City of Lompoc and reduce the number of turns that are required within the City of Lompoc. The alternate surface transport route would deviate from the proposed transport route at the intersection of CA-1 and Santa Lucia Canyon Road. The blades would then travel south along Santa Lucia Canyon Road, which becomes Floradale Avenue. The blades would proceed south along Floradale Avenue, making an easterly turn at W. Ocean Avenue. The blades would then proceed east along W. Ocean Avenue, entering the City of Lompoc and proceeding to South I Street where the route would turn south for one block before re-connecting with the portion of the proposed transport route at the intersection of South I Street and Cypress Avenue. This alternative transportation route would require ~~the same number of turns~~ one less turn from CA-1 through to South I street ~~but and~~ would reduce the length of transport within the City of Lompoc from approximately 2.67 miles to approximately 1.9 miles, although the overall length of the transport route would increase slightly. Additionally, this route would move one of the required turns outside of the City of Lompoc, as the CA-1 and W. Ocean Avenue turn would now be made outside of the City.

Environmentally Superior Alternative

As discussed in Section 5.6 of the SEIR, the analysis concluded that, other than the No Project Alternative, the environmental superior alternative is the Modified Project Layout, Including Elimina-

Summary

tion of WTGs E-7 and E-8, primarily due to its reduced disturbance of native vegetation in comparison to the proposed Project, particularly the reduction in loss of native oak trees. Also, because this alternative would have one less WTG than the proposed Project, there would be slightly reduced impacts on visual resources and air quality. This alternative also eliminates direct impacts in the Coastal Zone. Overall, this alternative reduces 18 impacts compared to the proposed Project, including impacts associated with aesthetics, air quality, biological resources, land use, and vegetative waste disposal.

The three alternatives (other than the No Project Alternative) are not mutually exclusive and could be implemented together. However, The County Fire Department has indicated that the alternative switchyard location has certain disadvantages compared to the switchyard location for the proposed Project in terms of emergency access and associated response times. Therefore, while the Modified Project Layout alternative is the single alternative most capable of reducing adverse impacts associated with the proposed Project, the combination of ~~all three alternatives~~ the Modified Project Layout and the Alternate Surface Transport Route would be the most effective in reducing adverse impacts.

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|---|--|---|--|--|
| Meets most Project objectives? | | Yes | Yes | Yes |
| Reduces impacts compared to the proposed Project? | | 19 reduced impacts 2 reduction in significance determinations No impacts in the Coastal Zone | 15 reduced impacts 1 reduction in significance determinations Same Coastal Zone impacts as the proposed Project | 4 reduced impacts No changes to significance determinations Same Coastal Zone impacts as the proposed Project |
| Aesthetics/Visual Resources | | | | |
| VIS-1: WTG Visibility. | Construction and operation of the WTGs and related structures have the potential to be visible in the vicinity of the Project. (Class I) | <i>Slightly Reduced.</i> WTG visibility and associated visual contrast would be slightly reduced compared to the proposed Project. (Class I) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class I) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class I) |
| VIS-2: Views from Jalama Beach County Park, Miguelito County Park, and La Purisima Mission. | Westernmost WTGs could be visible to users of Jalama Beach County Park; Northeastern-most WTGs could be visible to users of La Purisima Mission. (Class I – Jalama Beach Co. Park) (Class III – La Purisima Mission) | <i>Similar.</i> Impacts to views from Jalama Beach County Park (Class I) and La Purisima Mission (Class III) would not substantially differ from the proposed Project. | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class I and Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class I and Class III) |
| VIS-3: Views from State Route 1. | WTGs could be visible throughout from the SR-1 corridor and the Lompoc Valley. (Class III) | <i>Similar.</i> Impacts on views from State Route 1 would not substantially differ from the proposed Project. (Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class III) |
| VIS-4: Transmission Line Skyline Silhouette. | Placement of the transmission power line in the area of SR-1 introduces three new structures that could partially silhouette against the skyline. (Class III) | <i>Similar.</i> Impacts on views from State Route 1 would not substantially differ from the proposed Project. (Class III) | <i>Similar.</i> Impacts would not substantially differ from the proposed Project. (Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class III) |
| VIS-5: Transmission Line Visibility. | Construction and operation of the transmission line could be visible from public roadways and residential areas. (Class III – Majority of San Miguelito Road & SR-1) (Class I – South Lompoc roads and residential areas and two segments of San Miguelito Road) | <i>Similar.</i> Impacts on views from San Miguelito Road and some roads and residential areas in south Lompoc would not substantially differ from the proposed Project. (Class I and Class III) | <i>Reduced.</i> Impacts on views from San Miguelito Road would be the same as the proposed Project (Class I) for two road segments south of Miguelito County Park. Impacts on views from public roadways and residential areas in south Lompoc would be reduced (Class III). All other viewing locations would experience impacts similar to the proposed Project. | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class I and Class III) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|--|--|--|--|--|
| VIS-6: Transmission Line and Switchyard Visibility from State Route 1. | Placement of the transmission line switchyard in the area of SR-1 introduces a new industrial facility that could be visible from SR-1. (Class II) | <i>Similar.</i> Impacts on views from State Route 1 would not substantially differ from the proposed Project. (Class II) | <i>Reduced.</i> Impacts on views from SR-1 would be substantially reduced (Class III). | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class II) |
| VIS-7: San Miguelito Road Landscape. | Vehicular transport of Project components would require road widening and tree removal that could alter the landscape characteristics along portions of San Miguelito Road. (Class I) | <i>Similar.</i> Impacts on views from San Miguelito Road would not substantially differ from the proposed Project. (Class I) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class I) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class I) |
| VIS-8: Nighttime Lighting. | The Project could result in nighttime lighting impacts. (Class III – Facility lighting) (Class I – FAA hazard lighting) | <i>Similar.</i> Impacts on aesthetics / visual resources would not substantially differ from the proposed Project. (Class I and Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class I and Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class I and Class III) |
| Agricultural Resources | | | | |
| AG-1: Important Farmland/ Williamson Act Contract Lands. | Development of the SWEP and power line installation could result in the temporary and permanent disturbance of farmland. (Class III) | <i>Similar.</i> Impacts to agricultural resources would be slightly greater than the proposed Project due to the added disturbance to an actively farmed area, but there would be no change in the severity of impact. (Class III) | <i>Similar.</i> Impacts to agriculture resources would not substantially differ from the proposed Project. (Class III) | <i>Similar.</i> Impacts to agriculture resources under this alternative would not differ from the proposed Project. (Class III) |
| Air Quality | | | | |
| AQ-1: Short-Construction Emissions. | Construction emissions could result in a considerable net increase of pollutants that would violate air quality standards or contribute substantially to an existing or projected air quality violation. (Class II) | <i>Slightly Reduced.</i> Short-term construction air pollutant emissions would be slightly reduced compared to the proposed Project. (Class II) | <i>Slightly Reduced.</i> Short-term localized construction emissions associated with transmission line construction site would be slightly reduced. (Class II) | <i>Similar.</i> Impacts would not differ substantially from the proposed Project. Emission increases associated with the slightly longer blade transport route would be minor in the context of total construction emissions. (Class II) |
| AQ-2: Long-term Operation Emissions. | Operation emissions could result in a considerable net increase of pollutants that would violate air quality standards or contribute substantially to an existing or projected air quality violation. (Class III) | <i>Slightly Reduced.</i> Long-term operation air pollutant emissions would be slightly reduced compared to the proposed Project. (Class III) | <i>Similar.</i> Long-term operation air pollutant emissions would not differ substantially from the proposed Project. (Class III) | <i>Similar.</i> Long-term operation air pollutant emissions would not differ substantially from the proposed Project. (Class III) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|--|---|---|--|---|
| Biological Resources | | | | |
| BIO-1a: Vegetation and Wildlife Habitat Impacts during Construction. | Vegetation and wildlife habitat could be temporarily and permanently lost during construction. (Class II) | <i>Slightly Reduced.</i> Overall vegetation and habitat impacts would be reduced compared to the proposed Project due to the net reduction of one WTG but impacts to sensitive native grassland would be slightly increased. (Class II) | <i>Slightly Reduced.</i> The reduction in transmission line length would result in a minor reduction in ground disturbance under this alternative. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. Vegetation and wildlife habitat impacts would be the same. (Class II) |
| BIO-1b: Vegetation and Wildlife Habitat Impacts during O&M. | Vegetation and wildlife habitat could be impacted during O&M. (Class II) | <i>Similar.</i> O&M impacts would not differ appreciably from the proposed Project, but the net reduction of one WTG may marginally decrease impacts. (Class II) | <i>Similar.</i> O&M impacts would not differ appreciably from the proposed Project, but the reduced transmission line length may marginally decrease impacts. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. O&M impacts would be the same. (Class II) |
| BIO-2a: Construction Impacts to Woodland and Forest. | Oak woodland and tanoak forest could be impacted during construction. (Class I) | <i>Reduced.</i> Impacts to oaks would be reduced by 67%. However, because oak woodlands are sensitive and take decades to recover even when restoration is successful, impacts to 225 oaks under this alternative would remain significant and unavoidable. (Class I) | <i>Slightly Reduced.</i> Impacts would not differ appreciably from the proposed Project, but the reduced transmission line length may slightly decrease impacts. (Class I) | <i>Similar.</i> Impacts would not differ from the proposed Project. Oak woodland and tanoak forest impacts would be the same. (Class I) |
| BIO-2b: O&M Impacts to Woodland and Forest. | Oak woodland and tanoak forest could be impacted during Project operations. (Class III) | <i>Similar.</i> O&M impacts would not differ appreciably from the proposed Project, but the net reduction of one WTG may marginally decrease impacts. (Class III) | <i>Similar.</i> Impacts would not differ appreciably from the proposed Project, but the reduced transmission line length may marginally decrease impacts. (Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. O&M impacts would be the same. (Class III) |
| BIO-3: Wetlands, Seeps, and Springs, and Features Subject to Regulation by the USACE, Santa Barbara County, or CDFW. | Direct loss of wetlands and seeps would occur at creek crossings, the laydown yard, water well, road improvement and access road locations, pole locations along the transmission line, and WTG pads. Additionally, soil erosion or spills could reduce water quality during construction. (Class II) | <i>Similar.</i> Impacts would not differ appreciably from the proposed Project, but the net reduction of one WTG may marginally decrease impacts. (Class II) | <i>Similar.</i> Impacts would not differ appreciably from the proposed Project, but the reduced transmission line length may marginally decrease impacts. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. Impacts to jurisdictional resources would be the same. (Class II) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|---|---|---|---|--|
| BIO-5a: Construction Impacts to Gaviota Tarplant. | Impacts to Gaviota tarplant and designated critical habitat could occur during construction. (Class II) | <i>Slightly Reduced.</i> The realigned access road to WTG E-1 would slightly increase impacts to Gaviota tarplant because it is within a mapped population. However, the realigned access road to WTG E-2 would reduce impacts to Gaviota tarplant by slightly decreasing the length of road within a mapped population. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. Impacts to Gaviota tarplant would be the same. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. Impacts to Gaviota tarplant would be the same. (Class II) |
| BIO-5b: O&M Impacts to Gaviota Tarplant. | Occasional disturbance to small areas of Gaviota tarplant habitat could occur as a result of operations or maintenance activities involving clearing or vehicle operation in occupied habitat. (Class II) | <i>Slightly Reduced.</i> O&M impacts would not differ appreciably from the proposed Project, but the slight reduction in widening an existing access road length in a mapped population may marginally decrease impacts. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. O&M impacts would be the same. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. O&M impacts would be the same. (Class II) |
| BIO-6: Other Special-Status Plants. | A number of other special-status plant species may be present on site or in the transmission line corridor and could be lost during construction. (Class II) | <i>Slightly Reduced.</i> Impacts would be slightly reduced compared to the proposed Project due to the net reduction of one WTG. (Class II) | <i>Similar.</i> There are four scattered, small occurrences of black-flowered figwort (CRPR 1B.2) consisting of 1 to 4 plants each in the general area of the alternative switchyard location; however, these occurrences may be able to be avoided during micrositeing. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. Impacts to special-status plants would be the same. (Class II) |
| BIO-7: Common Wildlife. | Individual animals could be injured or killed by vehicles, equipment, or large holes during construction. (Class II) | <i>Slightly Reduced.</i> Impacts would be slightly reduced compared to the proposed Project due to the net reduction of one WTG. (Class II) | <i>Slightly Reduced.</i> Impacts would be slightly reduced compared to the proposed Project due to the reduced transmission line length. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. Impacts to common wildlife would be the same. (Class II) |
| BIO-8: Nesting Birds. | Nesting birds could potentially lose nests through destruction or abandonment. (Class II) | <i>Slightly Reduced.</i> Impacts would be slightly reduced compared to the proposed Project due to the net reduction of one WTG. (Class II) | <i>Slightly Reduced.</i> Impacts would be slightly reduced compared to the proposed Project due to the reduced transmission line length. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. Impacts to nesting birds would be the same. (Class II) |
| BIO-9: Special-Status Wildlife. | Direct and indirect impacts could occur to special-status wildlife species. (Class II) | <i>Slightly Reduced.</i> Impacts would be slightly reduced compared to the proposed Project due to the net reduction of one WTG. (Class II) | <i>Slightly Increased.</i> The alternative switchyard location supports a small amount of mapped seaciff buckwheat (0.003 acre), the host plant for the federally listed EI Segundo blue butterfly. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. Impacts to special-status wildlife would be the same. (Class II) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|--|---|---|---|--|
| BIO-10: Avian and Bat Collisions with WTGs. | Unknown numbers of special status and non-sensitive birds and bats are could be at risk of dying through collisions with the WTGs over the duration of the Project. (Class I) | <i>Slightly Reduced.</i> Impacts would be slightly reduced compared to the proposed Project due to the net reduction of one WTG. (Class I) | <i>Similar.</i> Impacts would not differ from the proposed Project. O&M impacts to birds and bats from WTGs would be the same. (Class I) | <i>Similar.</i> Impacts would not differ from the proposed Project. O&M impacts to birds and bats from WTGs would be the same. (Class I) |
| BIO-11: Avian and Bat Collisions with Power Lines and Meteorological Towers. | Birds and bats could collide with transmission and power collection poles, transmission and power collection lines, and meteorological towers. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. Overhead transmission facilities and meteorological towers would be the same. (Class II) | <i>Slightly Reduced.</i> The reduced transmission line length would slightly decrease impacts. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. O&M impacts would be the same. (Class II) |
| BIO-12: Avian Displacement from WTGs. | Birds with habitat within 200 feet of WTG towers may be displaced. (Class III) | <i>Similar.</i> While impacts would be slightly reduced compared to the proposed Project due to the net reduction of one WTG, the two larger WTGs would marginally increase the area of displacement at WTGs W-7 and N-3. (Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. Avian displacement would be the same. (Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. Avian displacement would be the same. (Class III) |
| BIO-13a: Indirect Construction Effects (Wildlife). | Indirect impacts to wildlife could occur during construction from a variety of sources, resulting in temporary wildlife displacement. (Class III) | <i>Slightly Reduced.</i> Impacts would be slightly reduced compared to the proposed Project due to the net reduction of one WTG. (Class III) | <i>Slightly Reduced.</i> Impacts would be slightly reduced compared to the proposed Project due to the reduced transmission line length and associated decrease in ground disturbance. (Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. Indirect impacts to wildlife would be the same. (Class III) |
| BIO-13b: Indirect O&M Effects (Wildlife). | Indirect operational impacts could occur to terrestrial wildlife compared to pre-Project levels. (Class III) | <i>Similar.</i> O&M impacts would not differ appreciably from the proposed Project, but the net reduction of one WTG may marginally decrease impacts. (Class III) | <i>Similar.</i> O&M impacts would not differ appreciably from the proposed Project, but the reduced transmission line length may marginally decrease impacts. (Class III) | <i>Similar.</i> Impacts would not differ from the proposed Project. (Class III) |
| BIO-14: Indirect Impacts (Vegetation). | Invasive species carried from other work sites could establish on site and displace native plant species or interfere with revegetation; topsoil removal and equipment operation could reduce the ability of soils to support vegetation. (Class II) | <i>Slightly Reduced.</i> Impacts would not differ appreciably from the proposed Project, but the net reduction of one WTG may slightly decrease indirect impacts. (Class II) | <i>Slightly Reduced.</i> Impacts would not differ appreciably from the proposed Project, but the reduced transmission line length and associated reduction in ground disturbance may slightly decrease indirect impacts. (Class II) | <i>Similar.</i> Impacts would not differ from the proposed Project. Indirect impacts to vegetation would be the same. (Class II) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|---|--|--|--|--|
| Archaeological and Tribal Cultural Resources | | | | |
| CULT-1: Known Prehistoric Archaeological Sites. | Construction activities could result in significant impacts to 29 prehistoric archaeological sites. (Class II) | <i>Similar.</i> No impacts on cultural or tribal resources would be avoided by the elimination of WTGs E-7 and E-8. There is the potential for slightly increased disturbance of several cultural resource sites near WTGs N-10, W-7, and N-3, and the access road to WTG E-2. (Class II) | <i>Slightly Reduced.</i> The reduced length of the transmission line under this alternative would avoid potential impacts to one cultural resource site. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| CULT-2: Unidentified Archaeological Resources. | Impacts to unidentified subsurface archaeological resources may occur as a result of earth-disturbing activities. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| CULT-3: Unauthorized Artifact Collection. | Impacts to known and unidentified archaeological resources may occur as a result of increased public access to archaeological sites via new or improved roads. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| CULT-4: Impacts on Traditional Cultural Properties. | Construction and operation of WTGs could adversely affect Native cultural practices at known Traditional Cultural Properties (Sacred Sites). (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. WTG N-10 would be visible from the Traditional Cultural Properties (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| Energy | | | | |
| EEU-1: Federal and State Renewable Energy Goals. | The Project could be consistent with federal goals and state legislation related to the use of renewable energy. (Class IV) | <i>Similar.</i> The beneficial effects of the proposed Project would be slightly reduced. (Class IV) | <i>Similar.</i> There would be no change to energy-related impacts under this alternative. (Class IV) | <i>Similar.</i> There would be no change to energy-related impacts under this alternative. (Class IV) |
| EEU-2: Nonrenewable Energy Resources. | Construction and operation of the Project could result in consumption of diesel fuel and gasoline. (Class III) | <i>Similar.</i> Fuel consumption would be similar to the proposed Project. (Class III) | <i>Similar.</i> Fuel consumption would be similar to the proposed Project, although slightly increased due to construction of a longer transmission line. (Class III) | <i>Similar.</i> Fuel consumption would be similar to the proposed Project. (Class III) |
| EEU-3: New/Altered PG&E Facilities. | Impacts from temporary and long-term modifications to the PG&E system to implement the Project could occur. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the similar to the proposed Project although the amount of work on PG&E's system would be slightly increase. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|---|--|--|---|--|
| Fire Hazards and Emergency Services | | | | |
| FPES-1: Increased Fire Risk (Construction). | The Project could result in an increased risk of wildland fires that could spread to more developed areas. Fire risks include vehicle exhaust, sparks, welding, parking on dry grass, and fuel tanks. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| FPES-2: Increase Fire Risk (Operations). | Operation of the Project could increase baseline fire risks. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| FPES-3: Fire Department Response Times. | The Project could have the potential to increase demand for fire protection services. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| FPES-4: Emergency Services Response Times. | The Project could temporarily increase the need for emergency medical services during construction. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| FPES-5: Interference with Fire Prevention Techniques. | The Project could interfere with controlled burns in the Project area. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| FPES-6: Emergency Evacuation/Response. | The temporary closure of Sudden Road and Upper Miguelito Canyon Road during construction could hinder emergency response. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| Geology and Soils | | | | |
| GEO-1: Fault Rupture. | There could be a risk of damage to structures by fault rupture. (Class III) | <i>Similar.</i> The modified layout would not change hazards associated with fault rupture. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| GEO-2: Ground Shaking and Liquefaction. | A major earthquake could result in ground shaking, liquefaction, or seismically induced landslides resulting in damage to structures or exposure of people to injury or death. (Class II) | <i>Similar.</i> The modified layout would not change hazards associated with ground shaking and liquefaction. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| GEO-3: Landslides. | Construction activities could increase the potential for landslides and/or reactivate existing landslides. (Class II) | <i>Similar.</i> The modified layout would not substantially change the potential for landslides. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| GEO-4: Soil Erosion. | Construction could accelerate or increase the potential for erosion from water and wind. (Class II) | <i>Similar.</i> The modified layout would not substantially change the potential for soil erosion. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|---|--|--|--|---|
| GEO-5: Expansive Soils. | Project structures could be damaged by expansive soils. (Class II) | <i>Similar.</i> The modified layout would not substantially change the potential for damage from expansive soils. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| GEO-6: Sewage Effluent Disposal. | Soils could be found incapable for use of septic or alternative wastewater disposal. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| GEO-7: Compressible and Collapsible Soil, Subsidence. | Subsidence or compressible or collapsible soils could cause settlement damage to structures and roadways. (Class II) | <i>Similar.</i> The modified layout would not substantially change the potential for damage from subsidence or compressible or collapsible soils. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| Greenhouse Gas Emissions | | | | |
| GHG-1: Reduction in GHG Emissions. | The Project would result in GHG emissions reductions in the power generation sector, resulting in a beneficial effect related to greenhouse gas emissions. (Class IV) | <i>Similar.</i> The potential to offset GHG emissions in the power generation sector would be reduced slightly compared to the proposed Project, but impacts would remain similar. (Class IV) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class IV) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class IV) |
| Hazards and Hazardous Materials | | | | |
| RISK-1: Tower Failure and Blade Throw. | There could be a risk to the public from possible WTG tower collapse or blade throw. (Class III) | <i>Similar.</i> The modified layout of this alternative, including installation of one less WTG, does not substantially change potential hazards. (Class III) | <i>Similar.</i> The different switchyard location and shorter transmission line associated with this alternative does not change potential hazards. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| RISK-2: Blade Icing and Ice Throw. | Risk to the public could occur from blade icing and ice throw. (Class III) | <i>Similar.</i> The modified layout of this alternative, including installation of one less WTG, does not substantially change potential hazards associated with blade icing and ice throw. (Class III) | <i>Similar.</i> The different switchyard location and shorter transmission line associated with this alternative does not change potential hazards associated with blade icing and ice throw. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| RISK-3: Electromagnetic Field Effect. | Electromagnetic fields could cause a possible hazard when associated with the siting of high-voltage overhead power lines or cables in proximity to residences. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|--|--|--|---|--|
| RISK-4: Utility/Turbine Interface and Worker Safety. | Construction workers could be exposed to safety risks, including electrical shock and falls. Risk could occur to members of public who incidentally or intentionally enter the Project site. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| RISK-5: Release of Hazardous Materials. | Accidental spills or leakage of hazardous materials could occur, including fuels (gasoline and diesel), lubricants, motor oil, and paints. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) |
| RISK-6: Radiofrequency Radiation. | The Project could expose people to radiofrequency radiation (RFR) in excess of the IEEE-ANSI C95.1-1992 standard. (No Impact) | <i>Similar.</i> Impacts would be the same as the proposed Project. (No Impact) | <i>Similar.</i> Impacts would be the same as the proposed Project. (No Impact) | <i>Similar.</i> Impacts would be the same as the proposed Project. (No Impact) |
| Hydrology and Water Quality | | | | |
| WAT-1: Erosion and Sedimentation. | Project-related ground disturbance could induce erosion and sedimentation into local watercourses. (Class III) | <i>Similar.</i> The modified layout of this alternative, including installation of one less WTG, does not substantially change the potential for erosion and sedimentation. (Class III) | <i>Slightly Reduced.</i> The shorter transmission line would result in slightly reduced growth disturbance during construction. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| WAT-2: Pollutant Discharge. | Water quality could be affected by small fuel or oil spills, concrete, and trash and litter during construction and operation. (Class III) | <i>Similar.</i> The modified layout of this alternative, including installation of one less WTG, does not substantially change the potential for pollutant discharge. (Class III) | <i>Slightly Reduced.</i> The shorter transmission line would result in slightly reduced potential for pollutant discharge during construction. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| WAT-3: Stormwater Runoff/Flooding. | Temporary and permanent land disturbance could affect stormwater runoff/flooding and stormwater quality. (Class III) | <i>Similar.</i> The modified layout of this alternative, including installation of one less WTG, does not substantially change potential impacts related to stormwater runoff. (Class III) | <i>Similar.</i> The alternative switchyard location and shorter transmission line does not substantially change potential impacts related to stormwater runoff. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| WAT-4: Groundwater. | The Project could substantially deplete groundwater supplies or interfere with groundwater recharge. (Class III) | <i>Similar.</i> The modified layout of this alternative, including installation of one less WTG, does not substantially change potential impacts related to groundwater. (Class III) | <i>Similar.</i> The alternative switchyard location and shorter transmission line does not substantially change potential impacts related to groundwater. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| WAT-5: Riparian Vegetation Removal. | The Project could result in the removal or reduction of vegetation from the buffer zone of streams, creeks, or wetlands, which could affect water quality. (Class II) | <i>Similar.</i> Impacts would not differ appreciably from the proposed Project, but the net reduction of one WTG may marginally decrease impacts. (Class II) | <i>Similar.</i> Impacts would not differ appreciably from the proposed Project, but the reduced transmission line length may marginally decrease impacts. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|--|--|--|--|--|
| Land Use and Planning | | | | |
| LU-1a: LUDC Visual Impact Development Standards. | Potential inconsistency with County Plans, Policies, and Development Standards concerning visual impacts. (Class III) | Reduced. This alternative would not be subject to the requirements of the County's Coastal Land Use Plan and Coastal Zoning Ordinance but would be subject to the requirements of the Comprehensive Plan and the Land Use and Development Code. (Class III) | Similar. Impacts would be the same as the proposed Project. (Class III) | Similar. Impacts would be the same as the proposed Project. (Class III) |
| LU-1b: Tree Protection. | The proposed Project is inconsistent with County Plans, Policies, and Development Standards concerning tree removal. (Class I) | Reduced. The elimination of WTGs E-7 and E-8 would substantially reduce tree loss, including a 67% reduction of loss of oak trees. (Class III) | Similar. Impacts would be similar to the proposed Project. (Class I) | Similar. Impacts would be the same as the proposed Project. (Class I) |
| LU-2: FAA Air Navigation Requirements. | Potential conflict with FAA air navigation requirements from installation of WTGs and meteorological towers, and possible use of helicopters during construction. (Class III) | Similar. Impacts to air navigation would be similar to the proposed Project. (Class III) | Similar. Impacts would be the same as the proposed Project. (Class III) | Similar. Impacts would be the same as the proposed Project. (Class III) |
| LU-3: Compatibility with VAFB Operations. | Potential incompatibility with VAFB operations, such as radar, telemetry antennas, and microwave links. (Class III) | Similar. Compatibility with VAFB operations would be similar to the proposed Project. (Class III) | Similar. Impacts would be the same as the proposed Project. (Class III) | Similar. Impacts would be the same as the proposed Project. (Class III) |
| LU-4: Quality of Life – Traffic. | Construction activities would result in increased traffic in relatively quiet neighborhoods. (Class II) | Similar. Construction traffic impacts would be similar to the proposed Project. (Class II) | Similar. Impacts would be similar to the proposed Project. (Class II) | Slightly Reduced. Temporary traffic impacts in Lompoc associated with blade transport would be reduced (Class II) |
| LU-5a: Quality of Life – Noise. | Noise from Project construction could cause temporary impacts to quality of life of residences within and surrounding the Project area. (Class II) | Similar. Construction noise impacts would be similar to the proposed Project. (Class II) | Similar. Impacts would be the same as the proposed Project. (Class II) | Similar. Impacts would be the same as the proposed Project. (Class II) |
| LU-5b: Quality of Life – Noise. | Noise from WTG operation could potentially impact quality of life of nearby residences. (Class II) | Similar. Operational noise impacts would be similar to the proposed Project. (Class II) | Similar. Impacts would be the same as the proposed Project. (Class II) | Similar. Impacts would be the same as the proposed Project. (Class II) |
| LU-6: Coastal Resources. | Possible unpermitted encroachment into the Coastal Zone, impacting coastal resources. (Class II) | Reduced. The elimination of widening a portion of an existing road in the Coastal Zone would result in reduced impacts. (Class III) | Similar. Impacts would be the same as the proposed Project. (Class II) | Similar. Impacts would be the same as the proposed Project. (Class II) |
| LU-7: Decommissioning and Reclamation Plan. | Long-term impacts to land use following end of Project. (Class II) | Similar. Impacts would be similar to the proposed Project. (Class II) | Similar. Impacts would be similar to the proposed Project. (Class II) | Similar. Impacts would be the same as the proposed Project. (Class II) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|---|---|--|--|--|
| Noise | | | | |
| NOI-1: Short-term Construction Noise. | Some types of construction equipment could generate short-term noise impacts to residences less than 2,000 feet from a construction area. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) |
| NOI-2: Long-term Wind Turbine Generator Noise. | Adjacent residences could be exposed to substantial noise levels during Project operations. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) |
| Paleontological Resources | | | | |
| PALEO-1: Exposure and Potential Destruction of Significant Paleontological Resources. | Ground-disturbing activities such as mechanical excavation, drilling, or trenching could affect paleontological resources. (Class II) | <i>Similar.</i> Ground disturbance would be substantially similar to the proposed Project and, therefore, impacts would be similar. (Class II) | <i>Similar.</i> Ground disturbance would be substantially similar to the proposed Project and, therefore, impacts would be similar. (Class II) | <i>Similar.</i> Ground disturbance would be the same as the proposed Project and, therefore, impacts would be similar. (Class II) |
| PALEO-2: Unauthorized Fossil Collection. | Unauthorized collection of fossils by construction workers or operational personnel may occur. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| Recreation | | | | |
| REC-1: Loss of Recreation. | Project construction-related activities could interfere with recreational activities in the Project area. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| Transportation and Traffic | | | | |
| TC-1: LOS and V/C Ratio. | Project-related construction traffic could temporarily affect traffic levels and LOS on Project area roadways. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) |
| TC-2: Roadway Safety. | Long, heavy trucks used to deliver equipment during construction could present safety concerns and physical modifications to the roadway or nearby trees will be required. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Slightly Reduced.</i> The change in transport route would slightly reduce impact severity because a portion of the turning activities would be transferred to a less constrained area. (Class II) |
| TC-4: Road Blockages/Traffic Delays. | During peak construction, several oversized trucks per day could slow traffic and necessitate temporary blockages of intersections. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Slightly Reduced.</i> The change in transport route would slightly reduce impact severity because a portion of the turning activities would be transferred to a less constrained area. (Class II) |

Table S-2. Comparison of Alternatives (Excluding No Project)

| | Proposed Project | Modified Project Layout | Alternative Switchyard Location | Alternate Surface Transport Route |
|--------------------------------------|--|--|--|--|
| TC-5: Damage to Roadways. | Trucks carrying heavy equipment could damage existing streets. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class II) |
| TC-6: Soil on Roadways. | Project vehicles could track dust and soil onto public roads. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| Utilities and Service Systems | | | | |
| USS-1: Solid Waste Generation. | The Project would potentially exceed Santa Barbara County thresholds for solid waste generation during construction. (Class II) | <i>Reduced.</i> Vegetative waste due to removal of oaks trees and other vegetation would be reduced compared to the proposed Project. (Class II) | <i>Slightly Reduced.</i> Due a shorter length of transmission line, vegetative waste from construction would be slightly reduced compared to the proposed Project (Class II) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class II) |
| USS-2: Water Supply. | The proposed Project would consume water during both construction and operation, but adequate supplies exist to meet these needs. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be similar to the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| USS-3: Wastewater. | The Project would generate nominal amounts of wastewater but would not affect the capacity of the local wastewater treatment system. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) |
| USS-4: Public Infrastructure. | The Project would require temporary relocations of minor facilities within the City of Lompoc. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) | <i>Similar.</i> Impacts would be the same as the proposed Project. (Class III) | <i>Slightly Reduced.</i> Impacts associated with temporary removal of street infrastructure (signs, signals, lights) would be reduced within central Lompoc. (Class III) |

ATTACHMENT D

FINAL SEIR REVISION LETTER NO. 1

Modified Project Layout and Alternative Surface Transport



**COUNTY OF SANTA BARBARA
PLANNING AND DEVELOPMENT**

MEMORANDUM

TO: County Planning Commission

FROM: Kathy Pfeifer, Planner
Planning and Development, Development Review Division

DATE: November 12, 2019

RE: Revisions to 18EIR-00000-0001, the proposed Final Supplemental EIR for the Strauss Wind Energy Project (16CUP-00000-00031, 18CDP-00000-00001, 18VAR-00000-00002) to add description and analysis of the impacts associated with recommended Modified Project Layout Alternative (including elimination of WTGs E-7 and E-8) and Alternative Surface Transport Route to the proposed project subsequent to completion of the proposed Final SEIR for the project and prior to decision-maker action (including potential certification of the Final SEIR)

1.0 Background

The Draft Supplemental Environmental Impact Report (Draft SEIR) for the Project was released for public review from April 23, 2019, to June 14, 2019. A public comment hearing was held May 30, 2019, in Lompoc. The Planning & Development Department received oral comments from speakers at the hearing and written comments from public agencies, organizations, members of the public, and the applicant. Chapter 8 of the Final SEIR includes all comments received and staff's responses to them. Revisions to the Draft SEIR did not result in any new significant environmental impacts or any increase in the severity of significant impacts identified in the Draft SEIR. The proposed Final SEIR was released on October 31, 2019.

The November 20, 2019, Planning Commission staff report includes staff's recommendation to conditionally approve two of the alternatives discussed in the SEIR, the Modified Project Layout Alternative (including elimination of WTGs E-7 and E-8 locations) and the Alternative Surface Transport Route. The applicant has accepted the description of the project as presented in recommended Condition 1 as the proposed project for consideration by the County decision makers. This Revision Letter No. 1 provides additional analysis to document that the recommended combination of these two alternatives would not result in any additional significant and unavoidable Class I environmental impacts, and would mostly lessen previously identified Class I or Class II impacts, as described in the Final SEIR. The mitigation measures identified in the Final SEIR apply to this recommended alternative project as well and all mitigation measures identified in the Final SEIR are included as conditions of approval in the

staff recommendation for the combination of the Modified Project Layout Alternative and Alternative Surface Transport Route (see Attachment B, Conditions of Approval, to the Planning Commission staff report).

2.0 Originally Proposed Project Description

The proposed Strauss Wind Energy Project evaluated in the Final SEIR dated October 2019 includes a request for a conditional use permit (CUP), coastal development permit (CDP), and variance for construction and operation of up to 30 wind turbine generators (WTGs), on-site power collection lines, a meteorological tower, two SODAR units, a substation, operations and maintenance (O&M) facility, on-site communications system, 7.3-mile 115-kV transmission line, and switchyard. The project also includes widening or modification of 10.8 miles of existing roads, construction of 8.2 miles of new roads, replacing wires and poles along 0.8 miles of an existing PG&E transmission line and upgrading the PG&E substation. Approximately 149 acres would be permanently disturbed for the project. When complete, the project would be capable of generating up to 102 megawatts (MW) of electrical energy. The project site is identified by the boundaries of Assessor Parcel Numbers 083-100-008, 083-250-011, 083-250-016, 083-250-019, 083-090-001, 083-090-002, 083-090-003, 083-080-004, 083-100-007, 083-100-004, 083-090-004, 093-140-016, 083-060-013, 083-030-031, 083-030-005, 083-030-006, 083-110-012, 083-110-007, 083-110-008, 083-060-017, 083-110-002, and 099-141-034, and is located in western Santa Barbara County, Third and Fourth Supervisorial Districts. The proposed project is described in more detail in Chapter 2 of the Final SEIR.

3.0 Project Description Changes

As indicated in Section 5.6 of the Final SEIR, the alternatives considered in the Final SEIR are not mutually exclusive and can be combined in order to reduce impacts. The Final SEIR determined that the combination of the Modified Project Layout Alternative (Final SEIR Section 5.5.2) and the Alternative Surface Transport Route (Final SEIR Section 5.5.4) would be the most effective in reducing adverse impacts and therefore was identified as the environmentally superior alternative. The combination of these two alternatives is the project recommended for approval.

The Modified Project Layout Alternative includes installation of 29 WTGs, which is one less than the proposed project, and the maximum electrical generating capacity would be approximately 98.14 MW (compared to 102 MW for the proposed project). In total, this alternative would include the construction of twenty-three 3.8-MW WTGs and six 1.79-MW WTGs. It would also include construction of all the other components of the proposed project listed above. This alternative modifies the proposed project by:

- Eliminating WTGs E-7 and E-8 and associated 0.5 mile of new roads;
- Constructing a new 1.79-MW WTG along the access road on the north string between proposed WTGs N-8 and N-9 (the new WTG location is designated as WTG N-10);
- Substituting the proposed project's 1.79-MW WTGs at locations W-7 and N-3 with larger 3.8-MW WTGs; and
- Constructing 0.2 mile of a new access road from the laydown area to WTG E-1 and 0.3 mile of a new access road from WTG E-1 to WTG E-2 to eliminate direct impacts on Coastal Zone resources.

The Alternative Surface Transport Route would further reduce the significant but mitigable impacts associated with traffic disruptions and the temporary infrastructure dismantling in the City of Lompoc. This alternative would alter a portion of the proposed surface transport route for the wind turbine blades and other large turbine components. As discussed in Final SEIR Section 2.6.2, the proposed local route for wind turbine blade transportation begins at I-5 and proceeds westerly along CA-166 to CA-101 South, and then proceeds along Highways CA-135 and CA-1 to Santa Lucia Canyon Road and Ocean Avenue, and then entering City of Lompoc from the west.

This Alternative Surface Transport Route would alter the transportation route to move the majority of the transport outside of the City of Lompoc and reduce the number of turns that are required within the City of Lompoc. The alternate surface transport route would deviate from the proposed transport route at the intersection of CA-1 and Santa Lucia Canyon Road. The blades would then travel south along Santa Lucia Canyon Road, which becomes Floradale Avenue. The blades would proceed south along Floradale Avenue, making an easterly turn at W. Ocean Avenue. The blades would then proceed east along W. Ocean Avenue, entering the City of Lompoc and proceeding to South I Street where the route would turn south for one block before re-connecting with proposed transport route at the intersection of South I Street and Cypress Avenue. This alternative surface transportation route is shown on Final SEIR Figure 5-4. This surface transportation route alternative would require one less turn from CA-1 through to South I street. This route would increase the overall route by about one mile but would reduce the length of transport within the City of Lompoc by approximately 0.75 miles from approximately 2.67 miles to approximately 1.9 miles. Additionally, this route would move one of the required turns outside of the City of Lompoc, as the CA-1 and W. Ocean Avenue turn would now be made outside of the City.

4.0 Environmental Analysis of the Modified Project Layout Alternative

The Final SEIR compares the impacts of the Modified Project Layout Alternative and the Alternative Surface Transport Route to those identified for the proposed project for each issue area and Final SEIR Chapter 5 identifies this alternative as environmentally superior to the proposed project (after the No Project alternative), pursuant to CEQA Guidelines §15126.6(e)(2). The impacts of the Modified Project Layout Alternative and the Alternative Surface Transport Route are discussed below by issue area.

Aesthetics/Visual Resources, Final SEIR Section 4.2. The Modified Project Layout Alternative would result in a slight reduction in project visibility and the associated impacts. While the removal of WTGs E-7 and E-8 would reduce by two the number of visible WTGs from SR-1 (KOP 1) and La Purisima Mission (KOP 8), there would be no change in the impact from Jalama Beach County Park (KOP 4). The elimination of E-7 and E-8 combined with the addition of N-10 would result in a net reduction of one visible WTG when viewed from the northern portion of Lompoc Valley including Harris Grade Road (KOP 9) and SR-1 (KOP 10). From both of these locations, the change in WTG size for N-3 and N-7 would result in no readily discernible difference. From some locations in the northern portion of the City of Lompoc, an additional WTG (N-10) would be visible under this alternative while the WTG change at N-7 would result in no readily discernible difference. Overall, this alternative would result in a slight reduction in project visibility and the associated visual impact but not to the degree that any of the visual impact significance findings would change. The Alternative Surface Transport Route

would neither introduce a new significant visual impact, nor eliminate or reduce significant and unavoidable impacts that would occur with implementation of the proposed project.

Visual resource Impacts VIS-1, VIS-2, VIS-5, VIS-7, and VIS-8 would remain significant (Class I), Impact VIS-6 would remain Class II, other visual impacts would remain Class III under this alternative and the same mitigation measures would apply. As for the proposed project, visual impacts would not be cumulatively considerable, with the exception of Impact VIS-5 where the transmission line and switchyard would be in the same visual field as the cumulative projects.

Agricultural Resources, Final SEIR Section 4.3. The Modified Project Layout Alternative would involve construction of a new WTG (N-10) in an area of the project site that is currently developed for dryland farming, which would slightly increase permanent disturbance to active agriculture. As WTG N-10 would only be located on designated Grazing Land, this alternative would have no effect on Important Farmland. Impacts to agricultural resources would be less than one acre greater than the proposed project due to the added disturbance to an actively farmed area, but there would be no change in the severity of impact compared to the proposed project. Furthermore, the proposed location of the WTGs, substation, and access roads relative to existing agricultural activities would not change. Impacts would remain less than significant.

The Alternative Surface Transport Route would pass by areas of Prime Farmland for approximately 3.4 miles. Prime Farmland has been designated by the California Department of Conservation both east and west of Floradale Avenue as it extends south of the Federal Correctional Institution towards W. Ocean Avenue. Prime Farmland has also been designated north and south of W. Ocean Avenue until it intersects with V Street, with the exception of a 0.25-mile stretch of W. Ocean Avenue between North Z Street and V Street that borders residential development to the north. This alternative does not require the widening of existing roadways into adjacent Farmland, and no new impacts to agricultural resources would occur. Impacts to agriculture resources under this alternative would not differ from the proposed project and would remain less than significant, Class III. Similar to the proposed project, the Modified SWEP's contribution to cumulative impacts to agricultural resources would not be significant.

Air Quality, Final SEIR Section 4.4. The Modified Project Layout Alternative would reduce the short-term construction and long-term operation air pollutant emissions in comparison with the proposed project. The construction emission reductions would occur due to one fewer WTG being constructed, a reduction in overall grading requirements, and a substantial reduction in tree removal. However, these construction emissions reductions are not substantial enough to change the project's unmitigated and mitigated impact significance levels, nor affect the recommended air quality mitigation measures. The operation emissions, which would be slightly reduced due to 0.3 mile less of unpaved road and one fewer WTG to maintain, would remain less than significant. Overall, this alternative would marginally reduce the adverse air quality impacts in comparison with the proposed project.

The air quality impacts for Alternative Surface Transport Route would not differ substantially from the proposed project. The small increase in the overall blade transportation route by about one mile would slightly increase the construction emissions associated with transportation miles. However, the emissions increase would be minor in the context of the proposed project's total construction emissions increases, and the same mitigation measures would apply. This alternative route would, to a small extent, reduce the short-term localized construction emissions impacts of blade transportation, while moving the location of these impacts, based on the

reduction of the route length through populated areas within Lompoc. Air quality Impact AQ-1 would remain less than significant after mitigation (Class II) and Impact AQ-2 would not be significant (Class III). Similar to the proposed project, the Modified SWEP's contribution to cumulative air quality impacts would not be significant.

Biological Resources, Final SEIR Section 4.5. The Modified Project Layout Alternative would reduce impacts to oaks by approximately 63 percent by eliminating WTGs E-7 and E-8 and the access roads to those WTGs. The proposed project would remove approximately 607 oak trees; with this alternative, approximately 225 oak trees would be removed, saving 382 oak trees. One fewer WTG would marginally decrease potential for bird and bat strikes with the WTGs; however, this reduction is expected to be minor. Larger WTGs at W-7 and N-3 would have a negligible effect on bird and bat strike potential, as the difference in height is only 65 feet. The realigned access roads to WTG E-2 and E-3 would impact an additional 1.1 acres of native grassland, as well as have an additional impact of 3.9 acres to Gaviota tarplant. The realigned access road to WTG E-1 would affect an additional 1.8 acres of native grassland and result in an additional impact of 2.9 acres to a mapped population of Gaviota tarplant. Direct impacts in the Coastal Zone would be eliminated with the alternative. Overall, this alternative would substantially reduce impacts to oaks, would result in a minor increase in impacts to Gaviota tarplant, and would not appreciably change the severity of impacts to other biological resources. Nonetheless, because oak woodlands are sensitive and take decades to recover even when restoration is successful, the impacts to approximately 225 oaks (Impact Bio-2a) under this alternative would remain significant and unavoidable.

The Alternative Surface Transport Route would not introduce a new significant biological resource impact, nor eliminate or reduce significant and unavoidable impacts that would occur with implementation of the proposed project. Class I (BIO-2a and BIO-10) and Class II impacts (BIO-1a and 1b, BIO-3, BIO-5a and 5b, BIO-6, BIO-7, BIO-8, BIO-9, BIO-11, and BIO-14) to biological resources would remain significant under this alternative and the same mitigation measures would still apply. As for the proposed project, the Modified SWEP's contribution to cumulative impacts would be significant for loss of native vegetation and wildlife habitat, loss of woodland and forest resources, habitat for common and special-status plant and wildlife species, including Gaviota tarplant and nesting birds and the project's contribution to cumulative impacts due to avian and bat collisions or displacement related to the WTGs, transmission lines and meteorological tower would not be cumulatively considerable.

Archaeological and Tribal Cultural Resources, Final SEIR Section 4.6. No cultural or tribal resources are located at the sites of WTGs E-7 and E-8. Therefore, the removal of these two WTGs would not eliminate any impacts on archaeological or Tribal Cultural Resources associated with the proposed project. The addition of WTG N-10 would increase the impacts to the western one-fifth of resource SBA-3847 by adding a larger turbine pad with its associated grading. The turbine proposed at N-10 would also be visible from the locations of two Tribal Cultural Resource sites where Tribal cultural practices occur periodically. Increasing the size of the turbines at WTGs W-7 and N-3 could increase grading and may result in increased impacts on sites SBA-3992 and SBA-3840, respectively. The new access road to WTG E-1 would increase disturbance at cultural resource sites SBA-2757 and SBA-3848, and the new access road to WTG E-2 may result in additional impacts to sites SBA-3848, SBA-2754, and SBA-2757, the latter being eligible for the California Register of Historical Resources. The additional impacts under this alternative would require implementation of mitigation measures identified in Final

SEIR Section 4.6.4 to reduce impacts. Overall, while some impacts to specific archeological sites may increase, the significance of impacts under this alternative would remain the same as the proposed project, Class II (Impacts CULT-1, CULT-2, and CULT-3) and Class III (Impact CULT-4).

The Alternative Surface Transport Route would not introduce a new significant impact to cultural and tribal resources, nor eliminate or reduce significant impacts that would occur with implementation of the proposed project. Impacts to cultural and tribal resources would be the same as for the proposed project and the mitigation measures identified in Final SEIR Section 4.6.4 would be required to reduce impacts.

Similar to the proposed project, cumulative impacts to cultural resources would be less than significant.

Energy, Final SEIR Section 4.7. Under the Modified Project Layout Alternative, the adverse impacts to energy would be identical to the proposed Project while the beneficial effects would be slightly reduced. Given that the design and construction of this alternative would be very similar to the proposed project, with the exception of the installation of one less WTG, this alternative would consume nearly the same quantity of fossil fuels during construction and would require identical modifications to PG&E's electrical system. The potential generation capacity under this alternative (98.14 MW) would be approximately 4 MWs less beneficial for federal and State renewable energy goals than under the proposed project (102 MW). Similar to the proposed project, this alternative would continue to support renewable energy goals and would continue to have a less-than-significant impact on nonrenewable energy resources as well as on the existing electrical system.

There would be no change to energy-related impacts with the Alternative Surface Transport Route. The design and construction of this alternative would not substantially change from the proposed project, as this alternative would only differ in the proposed transport route through the City of Lompoc. While an alternative route may require a slight increase in fossil fuel consumption during transport due to a transportation route that is about one mile longer, the total fossil fuel use during construction would be comparable to the proposed project. Furthermore, potential generation capacity would be identical to the proposed project and this alternative would continue to support renewable energy goals. Both the transportation alternative and the proposed project would have a less-than-significant impact on nonrenewable energy resources as well as on the existing electrical system. As for the proposed project, cumulative energy impacts associated with the Modified SWEP would not be significant.

Fire Hazards & Emergency Services, Final SEIR Section 4.8. Under this alternative, the elimination of two WTGs along the eastern string and the addition of one WTG along the northern string would not alter the types or severity of impacts to emergency service response times or to anticipated fire risk identified for the proposed project. Impacts associated with fire hazards and emergency services would remain significant but could be reduced to a less-than-significant level (Class II) with implementation of the mitigation measures identified in Final SEIR Section 4.8.4.

The Alternative Surface Transport Route would not introduce a new fire hazard compared to the proposed project, nor would it create a new conflict with an adopted emergency evacuation/response plan. Impacts to fire hazards and emergency services would remain

significant but could be reduced to a less-than-significant level with implementation of the mitigation measures identified in Final SEIR Section 4.8.4.

With implementation of required mitigation measures, the Modified SWEP's contribution to cumulative impacts due to increased wildland fire risk during construction and operations, increased demand for fire protection and emergency medical services, and interference with controlled burns and emergency evacuations would not be cumulatively considerable.

Geology and Soils, Final SEIR Section 4.9. The elimination of two WTGs along the eastern string would not avoid potential impacts associated with geology or soils that may occur from construction and operation of the proposed project. The addition of WTG N-10 would not create a new impact that has not already been discussed for the proposed project. Similarly, the construction of new access roads under this alternative would not result in new or more severe impacts to soils or geology compared to the proposed project. Earth movement in the Coastal Zone would be eliminated with the alternative. The total amount of graded area would be reduced by about 1.3 acres compared to the proposed project. Geology- and soils-related impacts under this alternative would be basically the same as the proposed project (Impacts GEO-2, GEO-3, GEO-4, GEO-5 and GEO-7) and would require the implementation of mitigation measures to reduce impacts to a less-than-significant level. Impacts GEO-1 (fault rupture) and Impact GEO-6 sewage effluent disposal) would remain Class III.

The Alternative Surface Transport Route would not introduce a new significant impact to geology and soils, nor eliminate or reduce significant impacts that would occur with implementation of the proposed project. Impacts to geology and soils would remain less than significant with implementation of the mitigation measures identified in Final SEIR Section 4.9.4.

Similar to the proposed project, cumulative impacts would be less than significant for the Modified SWEP.

Greenhouse Gas Emissions, Final SEIR Section 4.10. While there may be reductions in GHG emissions from the construction and operation of this alternative, the primary factor in the long-term GHG emissions reduction is the total electrical generating capacity of the project. Given that the proposed project is marginally larger than this alternative in generating capacity (102 MW compared to 98.14 MW), the beneficial GHG emissions effects, as well as the local and State GHG emissions regulations and policy conformance, of this alternative would be marginally less than under the proposed project (approximately 4 MW).

The total electrical generating capacity of the project would not be affected by implementation of the Alternative Surface Transport Route. Likewise, there would be no change in either the beneficial GHG emissions effects or the local and state GHG emissions regulations and policy conformance under this alternative as compared to the proposed project. There would be a minor increase to the construction GHG emissions due to the slightly longer blade transportation route, but this increase is minimal in comparison to the beneficial GHG emissions impacts of the proposed project. As for the proposed project, the Final SEIR GHG analysis addresses global cumulative impacts.

Hazards and Hazardous Materials, Final SEIR Section 4.11. The elimination of two WTGs along the eastern string would not avoid potential hazard-related impacts to the public from construction and operation of the proposed project. The location of alternative WTG N-10 would

be over 3,000 feet from the nearest participating or nonparticipating residence and, therefore, would not create a new impact that has not already been discussed for the proposed project. Similarly, the new access roads to WTGs E-1 and E-2 associated with this alternative would not result in new or greater hazards than the proposed project. All hazard-related impacts under this alternative would be identical to the proposed project. Both project-specific and cumulative impacts associated with blade icing and ice throw, blade throw, tower failure, EMF exposure, worker safety, and release of hazardous materials would remain less than significant (Class III).

The Alternative Surface Transport Route would not create a new hazard-related impact that has not already been discussed for the proposed project, nor would the alternative avoid any of the potential impacts that would occur with implementation of the proposed project. Impacts associated with blade icing and ice throw, blade throw, tower failure, EMF exposure, worker safety, and release of hazardous materials would remain less than significant.

Hydrology and Water Quality, Final SEIR Section 4.12. The elimination of two WTGs along the eastern string would not avoid potential impacts to hydrology and water quality that would occur from construction and operation of these WTGs. Further, the addition of WTG N-10 would not create a new impact that has not already been discussed for the proposed project. All hydrology and water quality-related impacts under this alternative would be identical to those for the proposed project. Impacts associated with erosion/sedimentation (Impact WAT-1), pollutant discharge (Impact WAT-2), and stormwater runoff (Impact WAT-3) would remain less than significant (Class III), while impacts associated with groundwater depletion (Impact WAT-4) and riparian vegetation removal (Impact WAT-5) would remain significant but could be reduced to less-than-significant levels with implementation of the mitigation measures identified in Final SEIR Section 4.12.4.

The Alternative Surface Transport Route would not introduce a new significant impact to hydrology and water quality, nor eliminate or reduce significant impacts that would occur with implementation of the proposed project. Impacts to hydrology and water quality would remain less than significant with implementation of the mitigation measures identified in Final SEIR Section 4.12.4.

Similar to the proposed project, the Modified SWEP's contribution to cumulative hydrology and water quality impacts would not be significant.

Land Use and Planning, Final SEIR Section 4.13. Construction and operation of the proposed project's eastern WTG string, including WTGs E-7 and E-8, would be supported by access roads and grading activities that extend into the Coastal Zone. The Modified Project Layout Alternative would eliminate all construction and grading within the Coastal Zone. This alternative would not be subject to the requirements of the County's Coastal Land Use Plan and Coastal Zoning Ordinance but would be subject to the requirements of the Comprehensive Plan and the Land Use and Development Code.

This Modified Project Layout Alternative would result in substantially reduced impacts to trees (including coast live oaks) than the proposed project, in both the Coastal Zone and Inland areas. This alternative would reduce the number of trees lost from approximately 607 to 225 and eliminate altogether the loss of 81 trees in the Coastal Zone. Whereas the proposed project was found to have a Class I significant impact due to its potential inconsistency with County policies and ordinances concerning tree protection, this alternative would reduce that Class I impact to a Class II impact and, with mitigation, would be consistent with County policies and ordinances

concerning tree protection. This alternative would also be consistent with other County plans, policies, and ordinances. Quality of life impacts related to traffic and noise (Impacts LU-4, LU-5a and LU-5b) during project construction and operation would not be significant with implementation of the mitigation measures (Class II) identified in Final SEIR Section 4.13.4. Impacts LU-1 (visual impact development standards), LU-2 (FAA air navigation requirements), and LU-3 (VAFB operations compatibility) would remain less than significant (Class III).

With the Alternative Surface Transport Route, increased noise from transport vehicles would shift west of CA-1 and would primarily affect communities along Floradale Avenue and W. Ocean Avenue (mainly agricultural/open space land with a few residences). While the specific communities affected by transport noise would slightly vary, this alternative would not introduce a new significant impact nor eliminate or reduce significant impacts that would occur under the proposed project.

All land use impacts described in Final SEIR Section 4.13.4 would remain the same except that Land Use Impact 1b (Tree Protection) would be reduced from a Class I to Class II. As for the proposed project, cumulative land use and planning impacts would not be significant.

Noise, Final SEIR Section 4.14. The elimination of two WTGs along the eastern string would not avoid potential noise impacts to residences from construction and operation of the proposed project. The location of alternative WTG N-10 would be over 3,000 feet from the nearest participating or nonparticipating residence and, therefore, would not create a new impact that has not already been discussed for the proposed project. All noise-related impacts under this alternative would be identical to the proposed project. Impacts associated with temporary construction noise (Impact NOI-1) and long-term operational noise (Impact NOI-2) would remain Class II, significant but could be reduced to a less-than-significant level with implementation of the mitigation measures identified in Final SEIR Section 4.14.4.

The Alternative Surface Transport Route would not introduce a new significant noise impact, nor eliminate or reduce significant impacts that would occur with implementation of the proposed project. Receptors in the City of Lompoc that would experience increased construction traffic noise under the proposed project would have reduced impacts under this alternative, because the transport route would avoid off-site locations north of W. Ocean Avenue. Impacts to residences and other receptors in the City of Lompoc south of W. Ocean Avenue would not change and would remain less than significant with implementation of the mitigation measures identified in Final SEIR Section 4.14.4.

Similar to the proposed project, the Modified SWEP's contribution to noise impacts would not be cumulatively considerable.

Paleontological Resources, Final SEIR Section 4.15. Impacts to paleontological resources under this alternative would be identical to the proposed project (Impacts PALEO-1 and Paleo-2; Class II). The elimination of two WTGs along the eastern string would not avoid impacts to High Potential Rock Units occurring within the project area, as shown in Figure 4.15-1 and Table 4.15-1. Further, the addition of WTG N-10 and the new access roads to WTGs E-1 and E-2 would not create a new impact that has not already been discussed for the proposed Project. Impacts during construction and operation would remain significant but could be reduced to a less-than-significant level with implementation of the mitigation measures identified in Final SEIR Section 4.15.4.

The Alternative Surface Transport Route would not introduce a new significant impact to paleontological resources, nor eliminate or reduce significant impacts that would occur with implementation of the proposed project. Impacts to paleontological resources would remain less than significant with implementation of the mitigation measures identified in Final SEIR Section 4.15.4.

Similar to the proposed project, the Modified SWEP's contribution to impacts to paleontological resources would not be cumulatively considerable.

Recreation, Final SEIR Section 4.16. Impact REC-1 (loss of recreational resources) under this alternative would be identical to the proposed project (Class II). The elimination of WTGs E-7 and E-8, and the addition of WTG N-10, would not change the temporary or permanent impacts to recreational groups who use the project area.

Impacts to recreational resources under the Alternative Surface Transport Route would be identical to the proposed project. The alternative transportation route would not change the temporary or permanent impacts to recreational groups who use the project area. Impacts would remain significant but mitigable with implementation of the mitigation measures identified in Final SEIR Section 4.16.4.

Similar to the proposed project, the Modified SWEP's contribution to impacts to recreational resources would not be cumulatively considerable.

Transportation and Traffic, Final SEIR Section 4.17. Impacts to transportation and traffic under this alternative would not substantially differ from the proposed project. The elimination of WTGs E-7 and E-8 and the addition of WTG N-10 would slightly reduce construction traffic levels due to the installation of one less WTG, which would not change LOS nor substantially alter the potential for safety concerns along roadways, road blockages and traffic delays, or roadway damage (Impacts TC-1, TC-2, TC-4, and TC-5). Construction impacts would remain significant but could be reduced to a less-than-significant level with implementation of the mitigation measures identified in Final SEIR Section 4.17.4.

The Alternative Surface Transport Route would not introduce a new significant transportation/traffic impact, nor eliminate or reduce significant and unavoidable impacts that would occur with implementation of the proposed project. However, it would reduce the need for temporary removal of public infrastructure along streets in the City of Lompoc and reduce the short-term disruptions associated with blade transport through the City described in Impacts USS-4 (public infrastructure), TC-2, and TC-4. The alternative would transfer the impacts of oversized truck movements to different roadways and transfer one of the critical turning locations from the W. Ocean Avenue/H Street intersection to the W. Ocean Avenue/Floradale Avenue intersection. This shift would result in a reduction in impact severity because the turning activities would be transferred from an intersection in the Lompoc central business district to an intersection within a largely residential area; however, one turn in the Lompoc central business district would still be required (at Ocean Avenue/I Street). The overall change in impacts would be relatively small as both the proposed project and the Alternative Surface Transport Route would both result in significant but mitigable transportation/traffic impacts.

Similar to the proposed project, the Modified SWEP's contribution to impacts to transportation infrastructure and traffic would be temporarily significant and mitigable during construction and would not be cumulatively significant during operations.

Utilities and Service Systems, Final SEIR Section 4.18. Impacts to utilities and service systems under this alternative would be very similar to the proposed project. The elimination of WTGs E-7 and E-8 would not substantially reduce the total amount of solid waste generated during construction (Impact USS-1), and the siting of a new WTG along the northern string would not create a new impact to existing utilities (Impacts USS-2, USS-3, and USS-4). Construction impacts would remain significant but would be reduced to a less-than-significant level (Class II) with implementation of the mitigation measures identified in Final SEIR Section 4.18.4.

This Alternative Surface Transport Route would not introduce a new significant impact to utilities and service systems, nor would it eliminate or reduce any significant impacts associated with the proposed project, but it would reduce the need to temporarily remove some infrastructure (e.g., light poles, signs, traffic signals) in the City of Lompoc described in Impact USS-4. Impacts to utilities and service systems would remain less than significant with implementation of the mitigation measures identified in Final SEIR Section 4.18.4.

As for the proposed project, the Modified SWEP would generate minor amounts of waste during operations and implementation of mitigation measure USS-1 (Source Reduction and Solid Waste Management Plan) would ensure Project operations do not generate solid waste quantities in excess of the County's 40 tons/per year threshold for long-term waste generation. Therefore, the Modified SWEP's contribution to cumulative utility and service systems impacts would not be significant.

Policy Consistency

The Final SEIR includes an evaluation of the proposed project's consistency with applicable policies of the Santa Barbara County Comprehensive Plan, Coastal Land Use Plan, and Coastal Zoning Ordinance. That evaluation concluded that the proposed project would be inconsistent with the following identified policies related to oak tree preservation:

- Santa Barbara County Comprehensive Plan, Conservation Element, Oak Tree Protection Supplement of the Conservation Element, Oak Tree Protection Policy 1;
- Santa Barbara County Comprehensive Plan, Development Standards for Development, Development Standard 1: Protection of all species of mature oak trees;
- Santa Barbara County Comprehensive Plan, Land Use Element, Hillside and Watershed Protection Policies, Policy 2;
- Santa Barbara County Coastal Land Use Plan, Hillside and Watershed Protection, Policy 3-14;
- Santa Barbara County Coastal Land Use Plan, Environmentally Sensitive Habitat Areas, Policy 9-35;
- Santa Barbara County Article II Coastal Zoning Ordinance, Section 35-97.18 Development Standards for Native Plant Community Habitats; and
- Santa Barbara County Article II Coastal Zoning Ordinance, Section 35-140. Tree Removal.

The Final SEIR indicates that the Modified Project Layout Alternative would substantially reduce impacts to oak trees. Implementation of this alternative would bring the project into compliance with these policies because there would be no tree removal in the Coastal Zone. It would also be consistent with the Oak Tree Protection Supplement and the Land Use Element,

notwithstanding that some 225 trees would be removed for transmission line construction and San Miguelito Road widening. The consistency determination can be made, because (with the mitigation measures described in Section 4.5.4.2), impacts to trees, and oak trees in particular, would be avoided to the maximum extent feasible.

The Final SEIR analysis concluded that Strauss Wind's proposed project would be consistent with each of the other applicable policies identified in the Final SEIR.

The policy consistency analysis in Table 6, Section 6.2 of the November 20, 2019, Planning Commission staff report accurately reflects the Modified Project Layout Alternative and Alternative Surface Transport Route project.

Other CEQA-Mandated Sections

The discussions of these mandated topics for the proposed project in the Final SEIR apply to the Modified Project Layout Alternative and Alternative Surface Transport Route as well.

Mitigation Monitoring Program

The mitigation measures and mitigation monitoring program listed and discussed in Chapter 9 of the Final SEIR also apply to the Modified Project Layout Alternative and Alternative Surface Transport Route.

CONCLUSION: Based on the foregoing, impacts resulting from implementation of the Modified Project Layout Alternative and Alternative Surface Transport Route project would result in a reduction in the significance of impacts on oak trees (see Impacts LU-1b and BIO-2a) described in the analyses in the Final SEIR, and would reduce impacts associated with traffic safety and traffic delays in the City of Lompoc (see Impacts TC-2, TC-4, and USS-4). Other impacts would also be reduced, such as impacts on visual resources (due to visibility of one less WTG) and air quality (due to reduced construction emissions), although the significance determinations for these impacts would remain unchanged. Direct impacts in the coastal zone would be avoided. Overall, the Modified Project Layout Alternative and Alternative Surface Transport Route project reduces 18 impacts compared to the proposed project, including impacts associated with aesthetics, air quality, biological resources, land use, and vegetative waste disposal.

A few impacts would be slightly increased with the Modified Project Layout Alternative and Alternative Surface Transport Route project, but not enough to change the significance of these impacts or require additional mitigation. Increased impacts include a small increase in disturbance of actively farmed area, a small increase in impacts on Gaviota tarplant and native grassland, and slightly increased potential for disturbance of cultural resource sites near WTGs N-10, W-7, and N-3. Also, this project would slightly decrease the potential to offset GHG emissions due to its reduced generating capacity compared to the proposed project.

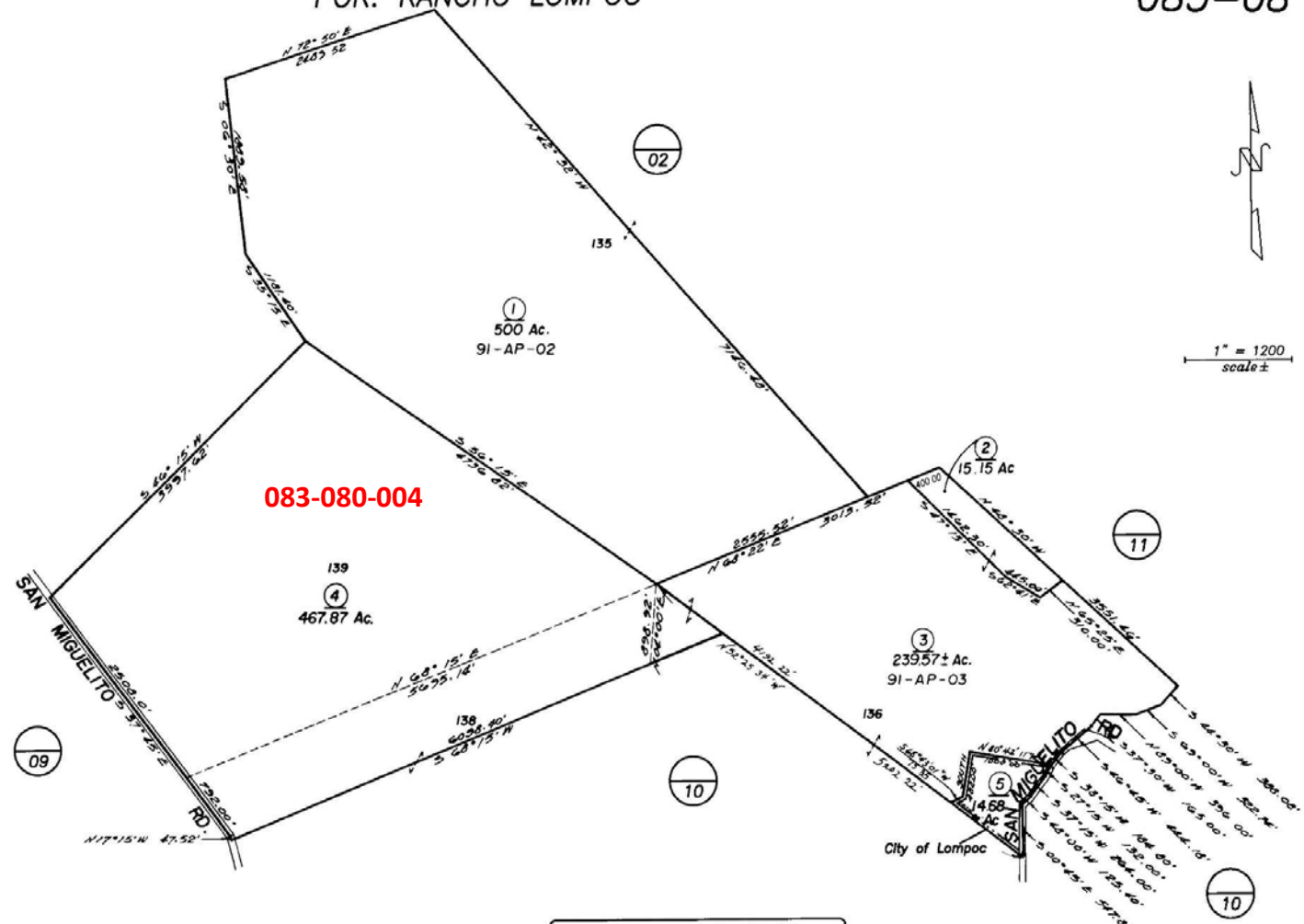
Incorporation of this Revision Letter #1 dated November 12, 2019, into the Final SEIR fulfills the environmental review requirements for the Modified Project Layout Alternative and Alternative Surface Transport Route and the information contained herein does not require recirculation of the project SEIR pursuant to CEQA Guidelines Section 15088.5.

ATTACHMENT E

ASSESSOR PARCEL MAPS

POR. RANCHO LOMPOC

083-08



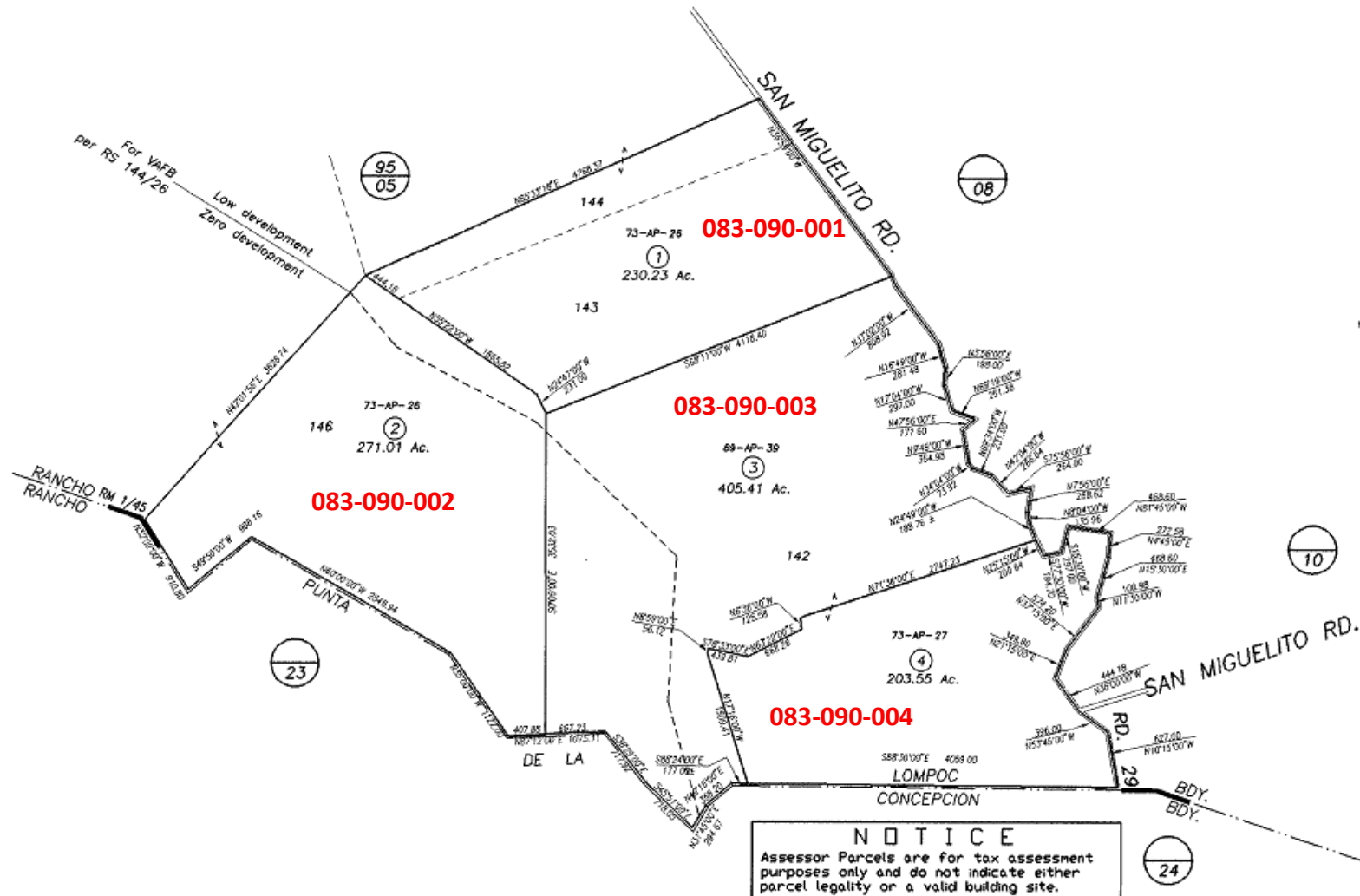
NOTICE

Assessor Parcels are for tax assessment purposes only and do not indicate either parcel legality or a valid building site.

City & Vicinity of Lompoc
Assessor's Map Bk, 083-Pg, 08
County of Santa Barbara, Calif.

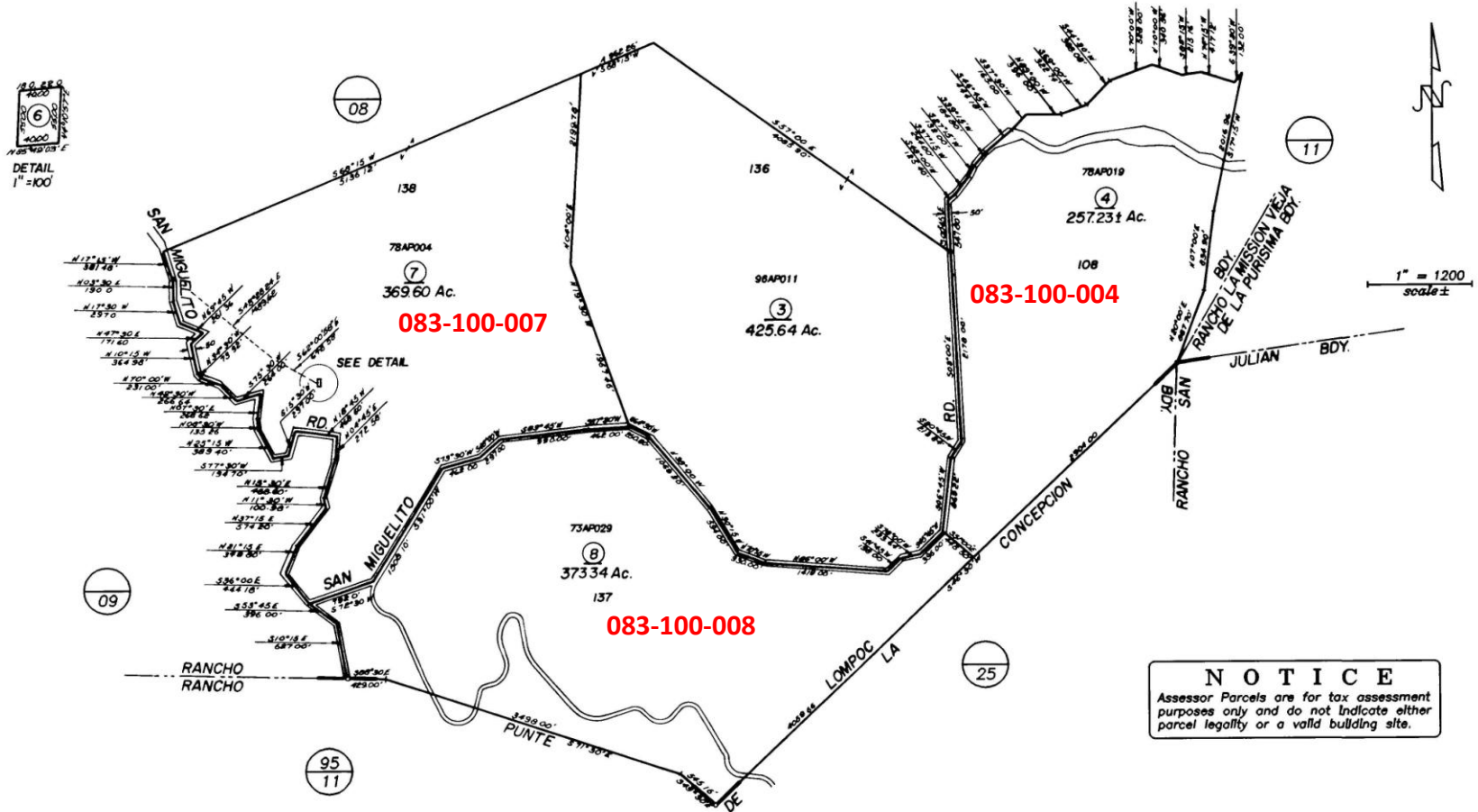
RANCHO LOMPOC

083-09



NOTICE
Assessor's Parcels are for tax assessment purposes only and do not indicate either parcel legality or a valid building site.

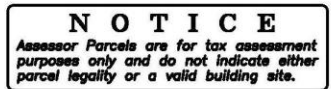
Assessor's Map Bk. 083-Pg. 09
County of Santa Barbara, Calif.



NOTICE
Assessor's Map Bk, 083-Pg, 10
County of Santa Barbara, Calif.

City of Lompoc
Assessor's Map Bk, 083-Pg, 10
County of Santa Barbara, Calif.

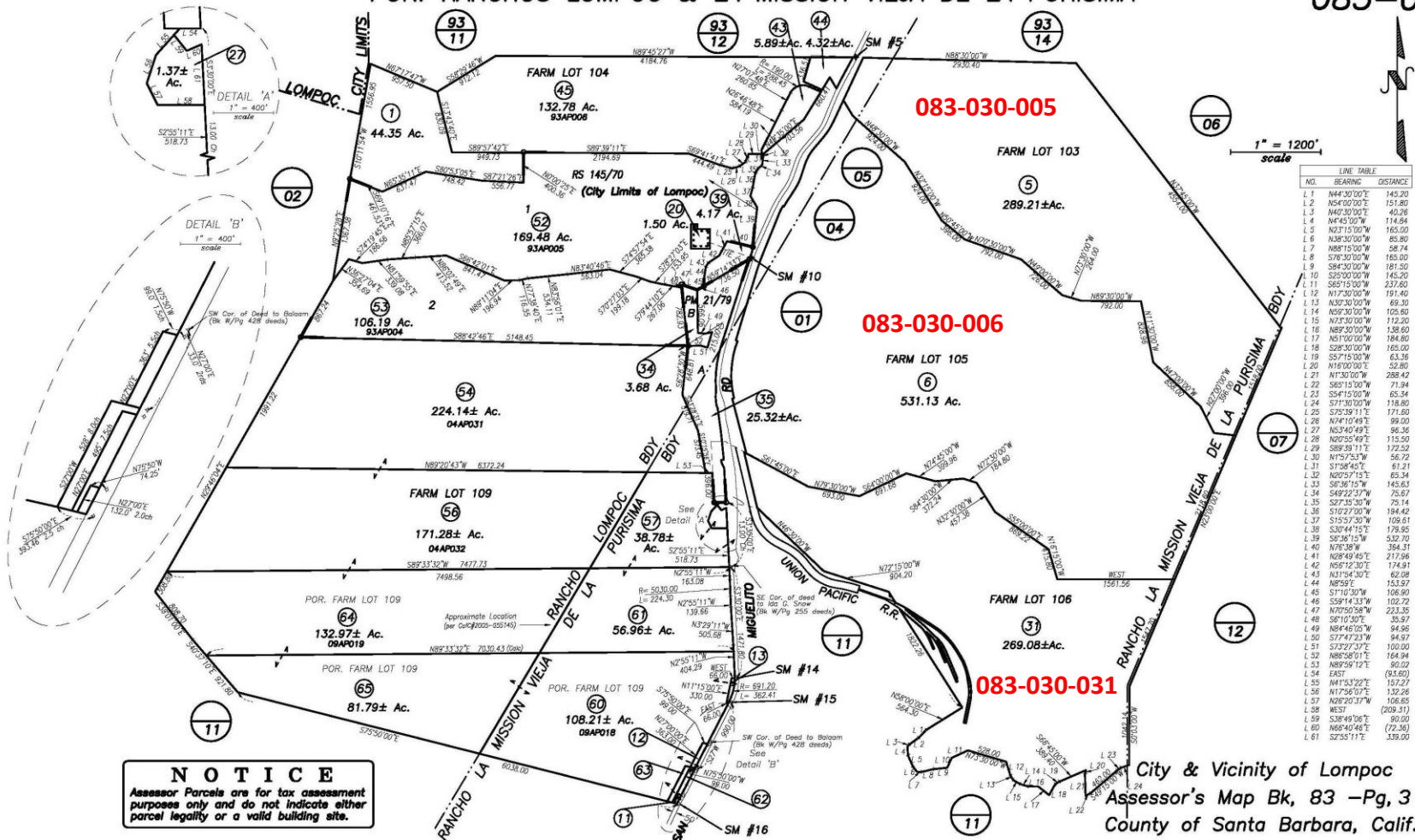
083-25



LD/19 23 & 24 REMOVE AG PRESERVE CONTRACT #s
ADD CoFC #s

POR. RANCHOS LOMPOC & LA MISSION VIEJA DE LA PURISIMA

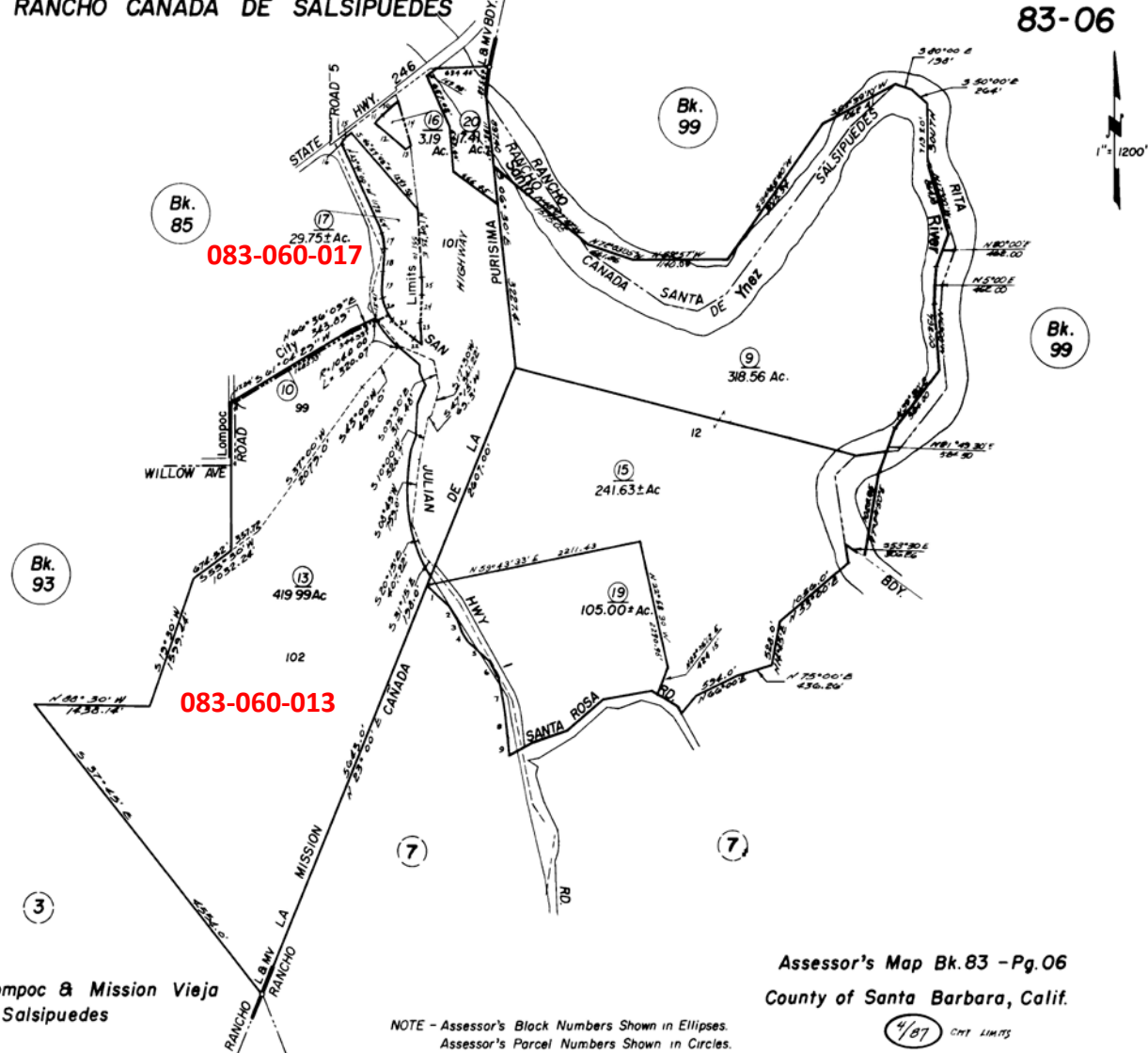
083-03



POR. RANCHO LA MISSION VIEJA DE LA PURISIMA
& POR. RANCHO CANADA DE SALSIPUEDES

83-06

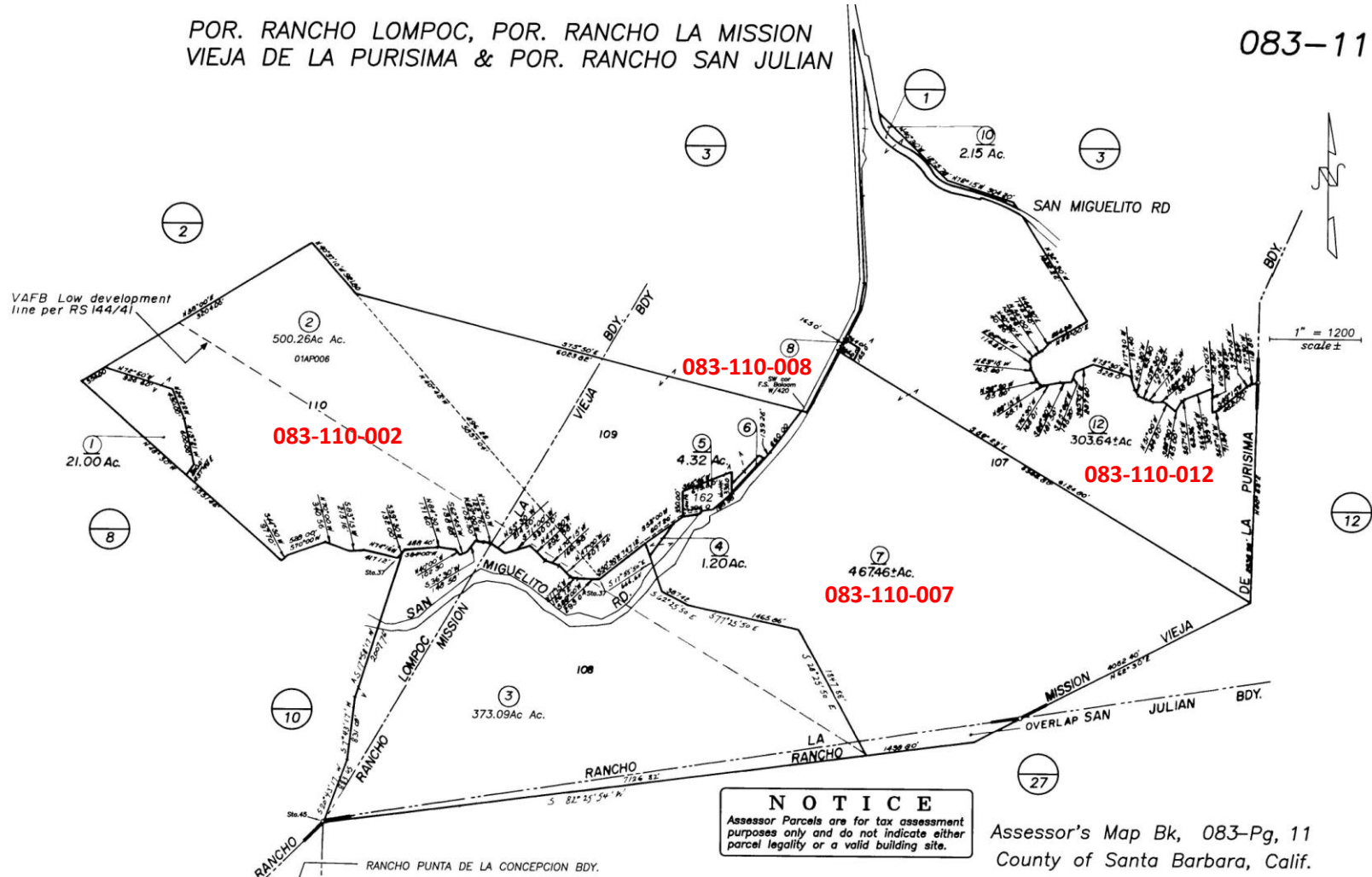
| | | |
|----|----------------|-----------|
| 1 | N 47°00' E | 438.80 |
| 2 | N 33°00' E | 143.40 |
| 3 | N 60°40' N | 181.63 |
| 4 | N 34°50' W | 176.47 |
| 5 | N 48°08' W | 336.07 |
| 6 | N 66°17' W | 218.00 |
| 7 | N 67°40' W | 408.77 |
| 8 | N 4°13' N | 266.06 |
| 9 | N 7°43' W | 324.47 |
| 10 | S 89°15' 04" W | 235.01 |
| 11 | S 92°07' 10" W | 123.18 |
| 12 | S 78°54' 31" E | 547.66 |
| 13 | N 73°13' 18" E | 119.49 |
| 14 | N 16°18' 25" W | 557.32 |
| 15 | N 97°22' 40" E | 177.80 |
| 16 | R 1°15' 00" | L 121.13 |
| 17 | R 1°33' 39" | L 1278.74 |
| 18 | V 07°43' 30" E | 330.71 |
| 19 | R 1°50' 00" | L 346.83 |
| 20 | N 52°55' 19" W | 315.17 |
| 21 | N 62°31' 10" W | 79.30 |
| 22 | N 7°12' 41" W | 336.32 |
| 23 | N 57°50' 26" E | 312.28 |
| 24 | N 0°17' 15" W | 341.41 |



R.M. Bk. I, Pg. 45 - Subdivisions Lompoc & Mission Vieja
R.M. Bk. I, Pg. 11 - Ro. Cañada de Salsipuedes

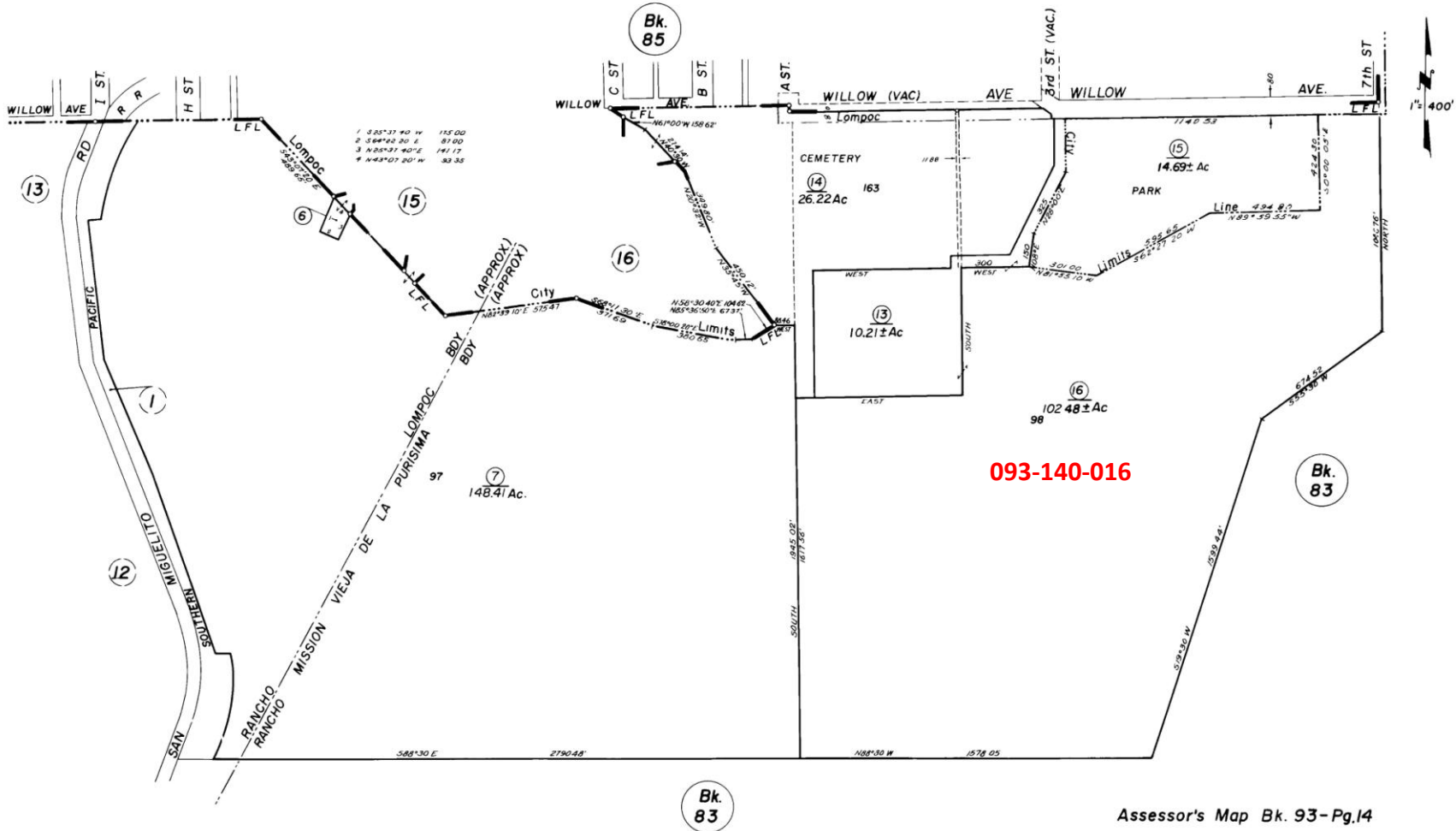
POR. RANCHO LOMPOC, POR. RANCHO LA MISSION
VIEJA DE LA PURISIMA & POR. RANCHO SAN JULIAN

083-11



RANCHO LOMPOC & RANCHO MISSION VIEJA DE LA PARISIMO

93-14



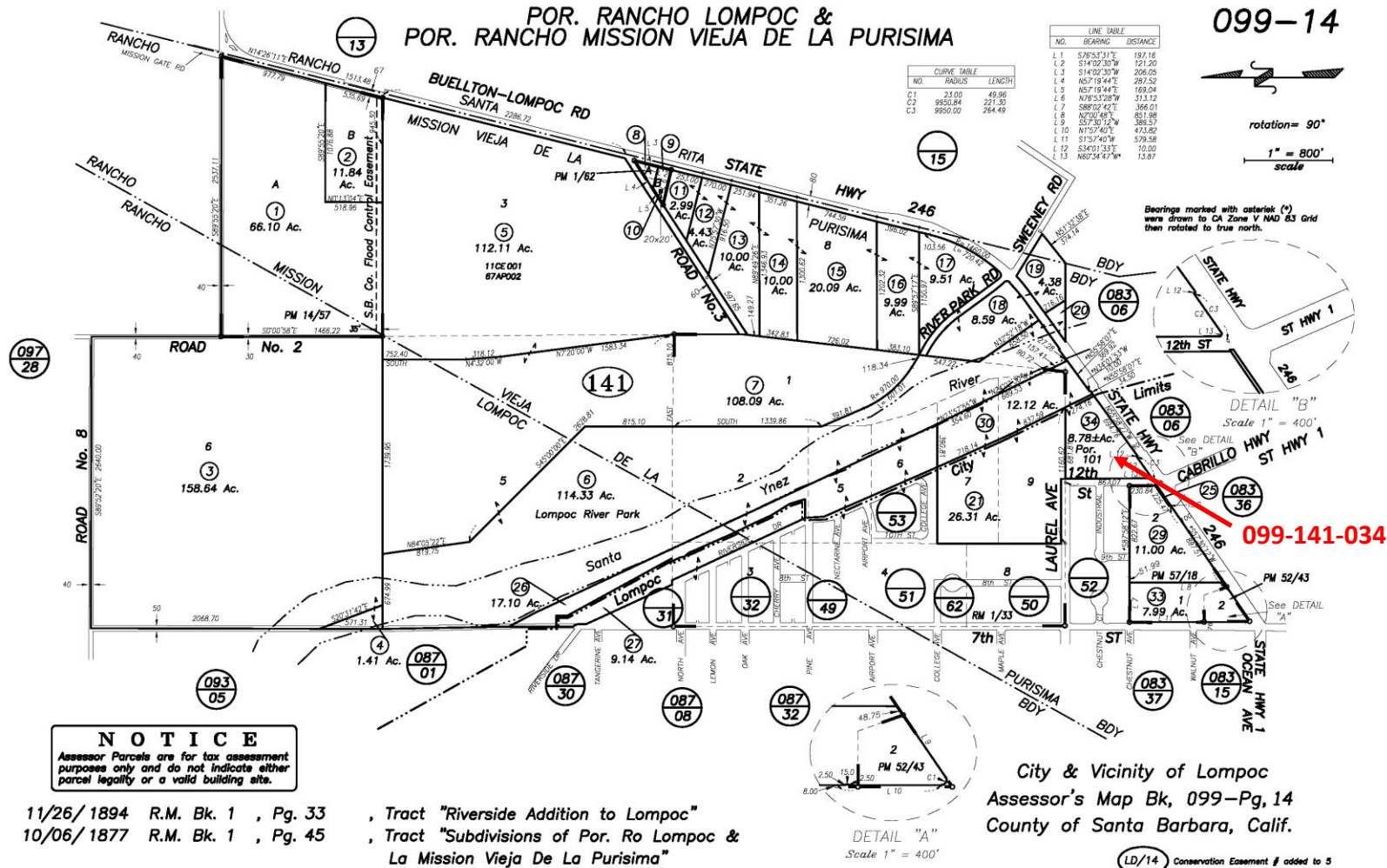
R.M. Bk. I, Pg. 45-Lompoc Farm Lots

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles

Assessor's Map Bk. 93-Pg.14
County of Santa Barbara, Calif.

2/89 S.P.R. CORRECTED FROM
"PARCEL" 1 TO PAGE 1

099-14

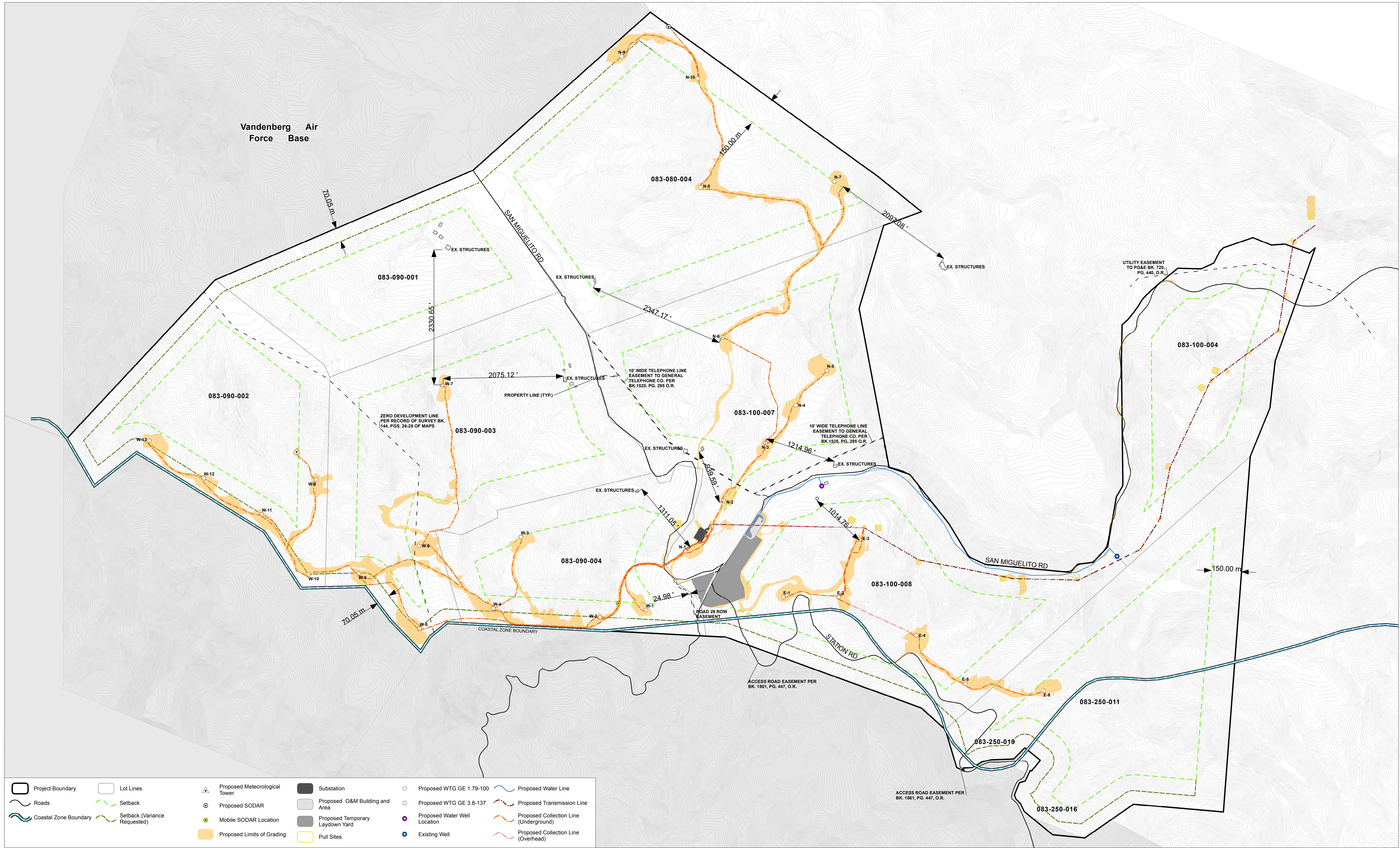


ATTACHMENT F

PLANNING COMMISSION EXHIBITS

Exhibit A – Modified Project Layout

Exhibit B – Alternative Surface Transport Route



SOURCE: BayWa 2019

SITE PLAN

EXHIBIT A
Site Plan (11/08/2019)

