

## 3.10 Land Use

### 3.10.1 Existing Conditions

#### 3.10.1.1 Existing Land Uses

##### **Lompoc Wind Energy Facility and Surrounding Area**

The Lompoc Wind Energy Facility (LWEF) would be located in an unincorporated portion of Santa Barbara County (Figure 2-1) on rural, agricultural land used primarily for grazing, although a small amount of dryland farming occurs on either side of San Miguelito Road between the Scolari and North properties (Figure 2-2). Nine single-family residences or mobile homes are located on seven of the LWEF's ten parcels, along with agricultural accessory structures. Grazing land surrounds the LWEF, and five additional residences are located within 2,000 feet of the northern and eastern portions of the site on privately owned agricultural properties. Frick Springs is located on San Miguelito Road adjacent to the west side of the Larsen Property. The City of Lompoc serves several residences in Miguelito Canyon and Santa Barbara County's Miguelito Park with water from Frick Springs.

Vandenberg Air Force Base (VAFB) adjoins the LWEF site on the south and west; access to VAFB is restricted by gates and dead-end roads. VAFB is physically divided into two geographic areas, North Base and South Base, by the Santa Ynez River and State Route 246 (SR-246). South of San Antonio Creek, North Base is characterized by the urbanized main administrative area, which includes various administrative, industrial, commercial, and residential land uses. North of San Antonio Creek, North Base and much of South Base comprise open land used as security or safety buffer zones. Space launch, missile test, telemetry, and tracking facilities are scattered throughout both North and South Base. A radar and tracking facility is present on top of Tranquillon Mountain, the most pronounced peak in the area (Section 3.2, Aesthetics/Visual Impacts), and the Vandenberg Telemetry Receiving Station (VTRS) is located near the LWEF's southern perimeter. The Project footprint is within existing space launch hazard corridors that need to be evacuated periodically to ensure public safety (J. Rohr, Personal Communication). Other land use considerations associated with VAFB are discussed in Section 3.13, Risk of Accidents, Hazardous Materials, and Safety.

##### **Lompoc Wind Energy Power Line**

Most of the power line would be located on primarily undeveloped grazing land in the unincorporated portion of Santa Barbara County. The northern portion of the power line would terminate in the southern portion of the City of Lompoc in an area developed with commercial/light industrial uses. Other land uses along the power line route and adjacent to San Miguelito Road include residential uses and the Celite diatomaceous earth mining operation, located just south of the City of Lompoc, and Miguelito County Park, just south of the Celite access. (The power line corridor is routed to avoid the park by 1,000 feet). Some residences also are located in the City of Lompoc on the west side of SR-1 before its intersection with Ocean Avenue. Recreational uses in the area are concentrated at Miguelito County Park, but may also include cycling, birding, and sightseeing, particularly along San Miguelito Road.

### 3.10.1.2 Zoning and Land Use Designations

The southern LWEF boundary abuts the Coastal Zone, but the Project is entirely within Santa Barbara County's Inland Zone. Information regarding zoning and general plan designations is derived from Geographic Information Systems data provided by the County of Santa Barbara and City of Lompoc (County of Santa Barbara, 2006; City of Lompoc, 2006).

#### Lompoc Wind Energy Facility

Most of the LWEF site, including all areas where development would occur, are zoned Agriculture II, 100 or more acre minimum parcel size (AG-II-100) (Figure 3.10-1). The purpose of the AG-II-100 district is to establish agricultural land uses for prime and nonprime agricultural lands located outside of Urban, Inner Rural, and Rural Neighborhood areas, as shown on the Santa Barbara County Comprehensive Plan Land Use Element Maps. The intent is to preserve these lands for long-term agricultural use. The County Land Use & Development Code (LUDC) (Chapter 35.57) specifically allows for large wind energy projects on agricultural land, subject to a Conditional Use Permit (CUP). The adjacent private properties also are zoned for agricultural use.

A 0.05-acre area within the LWEF site is owned by the federal government and is zoned General Agriculture, 100 or more acre minimum parcel size (100-AG) (Figure 3.10-1). This zoning district is defined under Ordinance 661, which was replaced by Article III in most portions of the County; and later by the LUDC. Some agricultural areas have retained the Ordinance 661 zoning classifications, however. This area is not part of the Project, and no development would occur in this location.

The LWEF site is designated as Agricultural Commercial (40 to 320 or more acre minimum parcel size [AC]) in the Santa Barbara County Comprehensive Plan. This designation is for commercially farmed, privately owned land located within Rural, Inner Rural, Existing Developed Rural Neighborhoods, or Urban Areas that meet certain criteria (Santa Barbara County, 1991a). This designation allows compatible land uses and land uses that are necessary to and part of the agricultural operations.

#### Lompoc Wind Energy Power Line

Utilities are allowed in all zoning districts and land use designations (either exempt or allowed by permit) in both the City of Lompoc and the County of Santa Barbara (P. Leyva; K. Neubert, Personal Communications). As shown on Figure 3.10-1, the portion of the power line corridor that is in unincorporated Santa Barbara County is zoned either AG-II-100, Residential Ranchette (RR) or 100-AG. The RR zone is applied where low-density residential and agricultural uses are appropriate. This zone is intended to preserve the character of an area and to minimize the services required by providing for low-density residential development. As shown on Figure 3.10-2, the corresponding Santa Barbara County Comprehensive Plan designations are AC, Agriculture II, and RR. The Agriculture II designation applies to acreages of farm lands and agricultural uses located outside Urban, Inner Rural, and Rural Neighborhood areas. General agriculture is permitted, including but not limited to livestock operations, grazing, and beef production, as well as more intensive agricultural uses.

The City of Lompoc has no permit authority over the Project, as discussed in Section 3.10.2. The following discussion of Lompoc zoning designations is for informational purposes only. The portions of the power line corridor located in the City of Lompoc are zoned Public

Facilities (P-F) nearest the LWEF at the site of the Frick Springs Utility Facilities; and Open Space (O-S), Residential Agriculture (R-A), and Business Park (B-P) at its northern terminus (Figure 3.10-1). The corresponding General Plan designations are Community Facility, Open Space, Very Low Density Residential, and B-P. The Community Facility designation provides areas to meet the public services, educational, recreational, social, and cultural needs. The Open Space designation provides areas that preserve scenic beauty and conserve natural resources, among other purposes. The Very Low Density Residential designation provides semi-rural residential areas at densities that protect the natural features and resources. The Business Park designation provides areas for clean and attractive, planned industrial centers and may include light manufacturing, industrial services, and other uses.

### 3.10.2 Regulatory Framework

State and local regulations regarding agricultural resources are addressed in Section 3.3.

#### 3.10.2.1 Federal

The Federal Aviation Administration (FAA) administers Title 14 of the Code of Federal Regulations CFR Part 77 in order to promote air safety and the efficient use of the navigable airspace. CFR Title 14 Part 77.13 states that any person or organization intending to sponsor certain construction or alterations (including any construction or alteration exceeding 200 feet above ground level) must notify the FAA, which conducts aeronautical studies based on information provided by the project proponent.

The FAA requires lighting on structures greater than 200 feet tall (Title 14 Part 77). Meteorological towers typically do not require signal lights, but if the elevation of meteorological instruments approximates the hub heights of anticipated turbines, meteorological towers may become subject to FAA signal lighting requirements. Helicopter use to support construction and operations and maintenance (O&M) activities also would require an FAA-approved Helicopter Lift Plan.

Uses within the restricted airspace of VAFB would need to ensure there was no conflict with VAFB operations, including flight paths, radar activities, microwave paths, telemetry, and tracking facilities.

#### 3.10.2.2 State

The power line would be required to be designed, constructed, and operated by the Pacific Gas and Electric Company (PG&E) in accordance with the California Public Utilities Commission's General Order 95, State of California Rules for Overhead Electric Line Construction.

#### 3.10.2.3 Local

The City of Lompoc has no discretionary permit authority over the Project, but any concerns expressed by City of Lompoc regarding the Project would be taken into account by decision makers.

#### **Santa Barbara County Comprehensive Plan**

Relevant policies and goals from the County Comprehensive Plan and the Project's consistency with those policies and goals are discussed in Section 3.10.4.

### **Santa Barbara County Land Use & Development Code**

A discussion of the zoning districts in the Project area is provided in Section 3.10.1.2. The applicable chapters of the LUDC for wind energy projects and the consistency of the Project with these requirements is included in Section 3.10.4.2. The County is responsible for regulating land uses in its jurisdiction in part through establishing zoning districts that specify allowable uses. As discussed above, the LWEF is located in an agricultural zone (AG-II-100).

The County LUDC (Chapter 35.57.030) allows for wind energy projects with a maximum total power output greater than 200 kilowatts (kW) in this zone district, subject to a CUP. LUDC Section 35.30.090 generally limits the height of structures to 50 feet. However, wind turbines are exempt from this height limit where compliance would render operations technically infeasible (LUDC Section 35.30.090.3.d). The exemption applies to wind turbines permitted in the County's Inland Zone in compliance with LUDC Chapter 35.57. The County Ridgeline and Hillside Development Guidelines (LUDC Chapter 35.62) would apply.

### **Santa Barbara County Airport Land Use Plan**

Lompoc Municipal Airport is located north of the LWEF and north and northwest of the power line route within the City of Lompoc. The Santa Barbara County Association of Governments (SBCAG) is designated as the Airport Land Use Commission (ALUC) within the County and prepared an Airport Land Use Plan (ALUP) that addresses land use compatibility with surrounding uses, aircraft noise, and accident potential (ALUC and SBCAG, 1993). ALUP standards are defined in accordance with Federal Aviation Regulations (FAR) Part 77. FAR Part 77 delineates standards for determining if an object is in the navigable airspace associated with an airport or the in-route environment and constitutes an obstruction or is a hazard to air navigation. Height limitations for structures within this zone are defined in Appendix II of the ALUP, Height and Safety Criteria for Land Use Planning.

## **3.10.3 Project Impacts, Mitigation, and Residual Impacts**

### **3.10.3.1 Impact Assessment Methodology**

The thresholds used to determine the significance of Project impacts are provided in Section 3.10.3.2. In order to determine the Project's impacts, a review was conducted of the zoning districts and land use designations and allowable uses in those districts and designations. In addition, relevant development standards for wind energy projects were reviewed to determine Project compliance. The Project's potential impacts related to navigable airspace in the vicinity of the Project area was also evaluated. Finally, an assessment of the Project's potential impacts on the quality of life of residents in the Project area was prepared.

### **3.10.3.2 Thresholds of Significance**

As suggested by Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project may have a significant impact related to land use if it would:

- a. Physically divide an established community

- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan (No such plans have been developed in the Project area, and this criterion is not considered further.)

In addition, Project impacts related to VAFB operations and local airports are addressed in this section based upon the following threshold of significance:

- Would the project conflict with military or local airport operations, be inconsistent with FAA or other relevant regulations, or create a navigational hazard?

The following five Thresholds of Significance for “Quality of Life,” as outlined in Section 13 of the County Environmental Thresholds and Guidelines Manual, are also relevant and used herein to determine Project impacts (County, 2006):

- Loss of privacy
- Neighborhood incompatibility
- Nuisance noise levels (not exceeding noise thresholds)
- Increased traffic in quiet neighborhoods (not exceeding traffic thresholds)
- Loss of sunlight/solar access

### 3.10.3.3 Project Impacts

The Project would not result in impacts to the following land use considerations. Specifically, it would not:

- **Divide an established community.** Most of the Project would be located in a remote, rural area. Portions of the power line would be constructed in an area developed with residential, commercial, and light industrial uses, but the power line would run along an existing road or power line corridor in these locations and would not restrict access to any portions of the surrounding community.
- **Affect operations at the Lompoc Municipal Airport.** The northern portion of the power line is the Project component nearest to the airport, located approximately 2 to 2.5 miles southeast. This area is located approximately 0.25 to 0.5 miles southeast of the Outer Limit of Height Restriction contour for the airport (ALUC and SBCAG, 1993); thus, the specified height restrictions do not apply.
- **Result in loss of privacy.** The Project facilities would be located in a rural area on land voluntarily dedicated for the proposed uses by the landowners. The LWEF would not be open to the public, and loss of privacy would not occur.
- **Result in neighborhood incompatibility.** The LWEF would not be located in a traditional neighborhood. The site is located at the end of a road in a rural, remote area that is not densely developed. Only 14 residences are within 0.66 miles of a turbine corridor, and of these, only five are not participating in the Project. As shown on Figure 3.11-1, these residences are well-removed from each other. The Project would

introduce a commercial use into a rural area; however, it would be compatible with existing agricultural activities (refer to Impact AG-1), and it is a permitted use in AG-II-100 zoning districts with a CUP. The Project would help preserve existing agricultural activities on the LWEF site because it would provide financial support to property owners, who could use that funding to enhance the viability of their agricultural operations. The Project also would maintain roads in agricultural areas, which would allow property owners greater access to their lands and increase accessibility by firefighters as needed; this increased access also could enhance agricultural operations. The power line would not result in health and safety impacts or otherwise be incompatible with the neighborhoods that it traverses.

- **Result in loss of sunlight/solar access.** The Project facilities would not be located near other structures and would not result in the loss of sunlight or solar access.
- **Conflict with zoning.** Wind energy projects are a permitted use in the AG-II-100 zone district, subject to a CUP. Power lines are allowed in all zoning districts and land use designations (either exempt or allowed by permit) in both the City of Lompoc and the County of Santa Barbara (P. Leyva; K. Neubert, Personal Communications).
- **Conflict with the LUDC.** The Project would be required to comply with all applicable development standards set forth in the LUDC (discussed in Section 3.10.4.2). The Project is exempt from the County's general 50-foot height limit (LUDC Section 35.30.090).

The Project impacts related to land use are discussed below.

Impact No.	Impact Description	Phase	Impact Classification
LU-1	The Project would comply with development standards because impacts to aesthetic/visual resources would be mitigated to the extent feasible through the implementation of mitigation measures identified in Section 3.2.5.8.	Construction and Operations	Class III

**Impact LU-1: LUDC Visual Impact Development Standards.** The Project would be required to comply to the greatest extent feasible with development standards specified in LUDC Chapter 35.57 Wind Energy Systems, which is intended to minimize visual impacts from wind energy projects. The Project would construct new access roads and improve existing roadways only as needed for adequate access to Project components, and the Project would include measures to revegetate disturbed areas. In addition, although the final materials, colors, and lighting aspects of Project components have not been fully defined, the Project would be subject to input from the County Board of Architectural Review.

The development standards specify that "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)." The standards include WTG color, appearance, and lighting. As discussed in Section 3.2, the Project would result in a significant impact to views from Jalama Beach County Park. The simulations presented in Section 3.2 (Figure 3.2-14B) show that even though the WTGs are in the distance, the WTGs would project above the tops of ridgelines and be visible to visitors to the park. These impacts could not be mitigated to a less than significant level, except by prohibiting WTGs along the South/West WTG corridors

(Figure 2-2), as discussed in Project Alternatives (Section 5.3). Although the residual visual impacts of the proposed Project would be significant, the Project would conform to the development standards because further reduction in visual impacts would be infeasible. Therefore, even though visual impacts would be significant from Jalama Beach County Park, the impacts associated with compliance with the development standards would be adverse but less than significant (*Class III*).

Impact No.	Impact Description	Phase	Impact Classification
LU-2	The Project would affect air navigation through the use of helicopters during construction and the installation of WTGs and meteorological towers.	Construction and Operations	Class III

**Impact LU-2: FAA Air Navigation Requirements.** The Project would be required to comply with FAA requirements. Project approvals would include the review of a Notice of Proposed Construction or Alteration (FAA Form 7460-1) and a determination regarding the Project's impact to air navigation. The FAA would also review and approve a Lift Plan for the use of helicopters during construction and the WTG Lighting Plan. Additionally, the FAA would evaluate the meteorological towers to determine whether they would be subject to lighting requirements. The FAA would impose conditions as needed to prevent impacts to air navigation resulting from helicopter operations and potential aircraft collisions with the WTGs and meteorological towers. Impacts would be adverse, but less than significant (*Class III*).

Impact No.	Impact Description	Phase	Impact Classification
LU-3	The Project would be designed to avoid interference with VAFB operations, such as radar, telemetry antennas, and microwave links, specifically VTRS located on Sudden Peak. The Project footprint is within existing space launch hazard corridors that need to be evacuated periodically to ensure public safety and evacuation agreements would be pursued.	Operations	Class III

**Impact LU-3: Compatibility with VAFB Operations.** The Applicant has held extensive communications with VAFB personnel to determine if the Project would interfere with VAFB operations, such as radar, telemetry antennas, and microwave links. VAFB's primary concern focused on possible wind turbine interference with the VTRS, located on Sudden Peak. Preliminary analysis showed that six WTGs were within the line-of-sight boundaries of one or more telemetry antennas at VTRS. As a result, the Applicant agreed that none of the WTGs would be built at ground elevations above 1,800 feet, thus addressing VAFB's concerns. Impacts to other instrumentation sites, such as radars and microwave systems, were not identified (J. Rohr, Personal Communication).

The Project footprint is within existing space launch hazard corridors that need to be evacuated periodically to ensure public safety. Evacuation agreements between the United

States Air Force and land owners inside the Project footprint are currently in place, and a similar evacuation agreement would be pursued with the Project Applicant.

The Project would not conflict with VAFB operations, and impacts would be adverse, but less than significant (*Class III*).

Impact No.	Impact Description	Phase	Impact Classification
LU-4	Construction activities would result in increased traffic in relatively quiet neighborhoods.	Construction	Class III

**Impact LU-4: Quality of Life–Traffic.** The Project would result in increased traffic during construction activities. This traffic would occur in the rural, relatively quiet portions of the Project area, such as along San Miguelito Road. During operation, increased traffic would be minimal related to maintenance activities. As discussed in Section 3.14, Traffic and Circulation, service levels on roadways potentially impacted by Project traffic would continue to operate at acceptable levels of service, even with the addition of Project-generated traffic volumes. The Project would, however, generate increased traffic in relatively quiet neighborhoods. Construction impacts would be adverse, but less than significant (*Class III*), because they would be short-term and cease upon completion of construction activities. Traffic impacts also would be minimized through the implementation of the Applicant-proposed Traffic Management Plan (TMP) that addresses truck access to the proposed Project site.

Impacts would be spread over a longer period of time under a phased project scenario, but still would not result in a substantial change to the quality of life in the Project area because most construction would occur during the first phase. Impacts would remain adverse, but less than significant (*Class III*).

Impact No.	Impact Description	Phase	Impact Classification
LU-5	The Project would result in increased noise levels during construction. Noise from WTG operation would impact quality of life of certain residences near the turbine corridors.	Construction	Class III
		Operations	Class II

**Impact LU-5: Quality of Life–Noise.** The Project would result in increased noise levels during construction through the use of heavy equipment and possible blasting or use of helicopters, as well as vehicle traffic. Construction-related noise that would not exceed thresholds would be perceptible at some residences within the LWEF site, along San Miguelito Road, and in the City of Lompoc. Noise from power line construction would be of brief duration at any given location, although residents along San Miguelito Road would be exposed to noise from truck traffic throughout the duration of construction. Noise would cease upon completion of construction activities and would be typical of that associated with other construction projects. Some impacts would continue if construction occurred in phases, but most construction would occur during the first phase, and subsequent impacts would be lessened. The impact to quality of life would be adverse, but less than significant (*Class III*).

Noise from WTG operation would result in a significant, but mitigable impact (*Class II*) to quality of life of certain residences near the turbine corridors. Five adjacent nonparticipating residences would be exposed to noise levels greater than 44 decibels (dBA) equivalent sound level ( $L_{eq}$ ) (50 dBA day-night average sound level [ $L_{dn}$ ]); and four of the nine participating residences would be exposed to noise levels at or greater than 65 dBA  $L_{dn}$ .

All noise impacts would be reduced to less than significant through implementation of the mitigation measures included in Section 3.11.2.5.

#### 3.10.3.4 Mitigation Measures

The following Applicant-proposed mitigation measures are considered part of the project description. The measures have been refined to reflect the County's Standard Conditions of Approval and Mitigation Measures (Santa Barbara County, 2005), including adding plan requirements, timing, and monitoring actions that would be required. The mitigation measures are intended to mitigate impacts to the maximum extent feasible.

**Mitigation Measure A-LU-1: Compliance with FAA Regulations.** The WTG lighting plan shall comply with FAA requirements.

**Requirements:** The Applicant shall demonstrate that the FAA-required WTG lighting plan complies with FAA requirements and also satisfies Mitigation Measure VIS-1.d concerning aviation warning lights. The Applicant shall submit copies of the following to the County, as evidence of compliance with FAA requirements and Mitigation Measure VIS-1.d: FAA Form 7460-1 as submitted to FAA, all communications with the FAA concerning the proposed lighting plan, and the final FAA-approved lighting plan.

**Timing:** The final lighting plan shall be reviewed and approved by the County prior to zoning clearance for the first phase and subsequent phases of construction.

**MONITORING:** The County will ensure that coordination with the FAA occurs during final design engineering. The County will inspect the WTGs upon completion to ensure that the installed lighting conforms to the approved lighting plan (*Addresses Impact LU-2*).

**Mitigation A-LU-2: Compliance with VAFB Requirements.** The final WTG layout and Project operations shall not conflict with VAFB operations.

**Requirements:** The Applicant shall provide confirmation from VAFB that the final WTG layout does not conflict with VAFB operations. Any modifications to the Project resulting from VAFB coordination shall be provided to the County. If applicable, the County will review the VAFB-requested modifications to ensure consistency with the project description. The Applicant shall also provide evidence that it has executed an evacuation agreement with VAFB.

**Timing:** The County will verify that the final WTG layout and evacuation agreement are acceptable to VAFB prior to zoning clearance for the first phase and subsequent phases of construction.

**MONITORING:** The County will ensure that construction conforms to the approved WTG layout. (*Addresses Impact LU-3*).

### 3.10.3.5 Residual Impacts

With the implementation of the mitigation measures identified above, residual impacts would be less than significant.

## 3.10.4 Consistency with Plans and Policies

This section provides an analysis of Project's consistency with the Santa Barbara County Comprehensive Plan and LUDC. Section 3.4, Air Quality, provides a discussion of the Project's consistency with the Santa Barbara County Air Pollution Control District's 2004 Clean Air Plan.

### 3.10.4.1 Santa Barbara County Comprehensive Plan

#### Agricultural Element

**Goal I.** *Santa Barbara County shall assure and enhance the continuation of agriculture as a major 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.*

**Consistent.** The Project would provide financial support to property owners, who could use that funding to enhance the viability of their agricultural operations. The Project also would maintain roads in agricultural areas, which would allow property owners greater access to their land which could also enhance agricultural operations.

**Policy I.A.** *The integrity of agricultural operations shall not be violated by recreational or other non-compatible uses.*

**Consistent.** The County Agricultural Preserve Advisory Committee reviewed the Project on June 2, 2006, and determined that it is a compatible use under the existing Agricultural Preserve contracts. Moreover, the Project would not violate the integrity of agricultural operations, because existing grazing and dryland farming activities would be able to continue. Further, LUDC Section 35.57 permits wind projects.

**Policy I.D.** *The use of the Williamson Act (Agricultural Preserve Program) shall be strongly encouraged and supported...*

**Consistent.** See discussion under Policy I.A. of the Agricultural Element above.

**Policy I.F.** *The quality and availability of water, air, and soil resources shall be protected through provisions, including but not limited to the stability of Urban/Rural Boundary Lines, maintenance of buffer areas around agricultural areas, and the promotion of conservation practices.*

**Consistent.** The Project would include mitigation measures such as segregating excess topsoil stockpiled onsite from other soils to facilitate future land restoration and protection of stockpiled soils, as well as measures to minimize water quality and air quality impacts. Agricultural activities would be able to continue under the Project.

**Goal II.** *Agricultural lands shall be protected from adverse urban influence.*

**Consistent.** See discussion under Policies I.A. and I.F. of the Agricultural Element above.

**Policy II.D.** *Conversion of highly productive agricultural lands whether urban or rural, shall be discouraged. The County shall support programs which encourage the retention of highly productive agricultural lands.*

**Consistent.** Most of the land that would be affected by the Project is used for cattle grazing, but depending on the placement of individual poles for the power line, some Farmland of Local Importance could be affected. However, the potential permanent loss of less than 1 acre of Farmland of Local Importance would not significantly impair agricultural productivity. The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a nonagricultural use.

**Goal III.** *Where it is necessary for agricultural lands to be converted to other uses, this use shall not interfere with remaining agricultural operations.*

**Consistent.** See discussion under Policy II.D. of the Agricultural Element. In addition, grazing would be able to continue during and after construction, and the permanent loss of grazing land would not significantly impair agricultural productivity or operations.

### Circulation Element

**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 shall be determined as follows:*

- a) *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.*

**Consistent.** Service levels of area roadways potentially affected by Project traffic would experience minimal changes from existing conditions. Additionally, Project-related traffic volumes fall below County significance thresholds.

### Conservation Element

**Ecological Systems Conclusions and Recommendations.** *In making the following recommendations, we have been guided by the conviction that it is imperative to preserve for the future as much biological diversity, that is, as many different species and communities, as possible....*

**Consistent.** The Project would not result in the elimination of any species or communities. It 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. For example, impacts to avian and bat species resulting from collisions with WTGs are expected to be significant and unavoidable, but the implementation of mitigation measures identified in Section 3.5.6 would reduce these impacts to the maximum extent feasible; although individual birds and bats may be killed, the overall populations of the affected species would not be eliminated. Moreover, the Project would ensure that the LWEF site would remain in open space, which would support the goal of preserving biological diversity.

**Agricultural Resources Conclusions and Recommendations.** *Agricultural preservation in the County has been extremely successful to date in placing lands adjacent to urban areas, as well as*

*more remote lands, under Williamson Act agreements. The County and the cities should adopt the following policies to protect and enhance their agricultural resources:*

- *The County and cities should take all measures necessary to protect agricultural lands from urban impacts, e.g. trespassing and theft.*

**Consistent.** The Project operator and landowners using San Miguelito Road and Sudden Road beyond their intersection may request the County to close this road to public travel. This option could benefit Project safety and security. Moreover, VAFB provides a buffer and public exclusion zone in the Project area. During the operational phase of the LWEF, employed staff would provide security for Project facilities.

**Archaeological Sites Conclusions and Recommendations.** *For specific project areas, the following steps should be taken:*

- *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 areas 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.*

**Consistent.** A Cultural Resources Survey was prepared as part of the Environmental Impact Report (EIR) and is described in Section 3.6, Cultural Resources. The Project would also include mitigation measures, such as avoiding known resources when feasible; noting areas of known cultural resources as “unbuildable” on final plans; installing temporary fencing around known resources; conducting a Phase 1 Archaeological Survey in areas of construction impacts (and Phase 2 and 3 testing as required); conducting contractor/construction personnel pre-construction briefings; and having a County-approved archaeologist and Native American monitor ground disturbances in all areas containing archaeological materials to mitigate impacts to less than significant levels.

### **Oak Tree Protection Supplement of the Conservation Element**

**The 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.*

**Oak Tree Protection Policy 1.** *Native oak trees, native oak woodlands, and native oak savannas shall be protected to the maximum extent feasible in the County’s rural and/or agricultural lands. Regeneration of oak trees shall be encouraged. Because of the limited range and increasing scarcity of valley oak trees, valley oak woodlands, and valley oak savanna, special priority shall be given to their protection and regeneration.*

**Consistent.** The layout of turbine corridors and access roads was designed to avoid wooded areas. Additionally, the Project includes mitigation measures to protect native

trees, including oak trees, as well as replacement of damaged trees at established ratios.

## Energy Element

**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.)

**Policy 4.1: Construction.** *Encourage recycling and reuse of construction waste to reduce energy consumption associated with extracting and manufacturing virgin materials.*

**Consistent.** Where possible, the power line would follow the existing distribution lines consolidating facilities, thus avoiding energy use to fabricate and install new production facilities and reducing the amount of construction waste generated. In addition, rocks excavated during construction would be crushed and reused onsite as backfill or roadway material where appropriate. Reclaimed water also would be used for dust control during construction.

**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.*

**Consistent.** The County LUDC provides a permit path for wind energy projects, which establishes permit procedures and development standards for such projects. The Project is a wind energy project, which is considered an alternative energy source for producing electricity from a renewable source.

**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.*

**Consistent.** 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.

## Land Use Element

### **Fundamental Goals:**

**Agriculture.** *In the rural areas, cultivated agriculture shall be preserved and, where conditions allow, expansion and intensification should be supported. Lands with both prime and non-prime soils shall be reserved for agricultural uses.*

**Consistent.** The Project is located in a rural area used primarily for cattle grazing, although a limited amount of dryland farming occurs immediately on either side of San Miguelito Road between the Scolari and North properties. See discussion under the Policies and Goals of the Agricultural Element. The Project would not interfere with cultivated agriculture.

### ***Land Use Development Policies:***

**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.*

**Consistent.** Adequate services and resources would be available. Adequate water supplies, including reclaimed water and City of Lompoc water, are available from existing sources to meet construction needs. Water for the O&M facility operations would either be obtained from an unused well on the property or trucked in from Lompoc. Less than 500 gallons per day would be needed for the facility, and adequate supplies are available from existing sources to serve the Project.

Effluent from the O&M drains would be disposed of through a leach line system to be installed on the west side of the O&M facility and would not require treatment by the regional wastewater treatment plant.

Where appropriate, excavated soil and rock during construction would be reused onsite and would not be transported to a landfill, and only minor amounts of solid waste would be generated by the O&M facility. Landfill capacity would not be exceeded, and all construction and operations waste materials would be disposed of in accordance with applicable regulatory requirements.

Storm drainage facilities would be required other than those included as part of the Project and would serve no other projects.

Roads would be constructed as part of the Project to provide access to the Project site, but to no other locations.

The Applicant would be responsible for providing electricity to the LWEF. Power lines are already present in the Project area, and adequate power is available.

### ***Hillside and Watershed Protection Policies:***

**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.*

**Consistent.** Due to the site topography and Project design, many of the WTGs would require locations on steep slopes. The Project would include cut and fill operations only as required to construct Project components. Mitigation measures in Sections 3.2 Aesthetics/Visual and 3.9 Geology would minimize impacts from cut and fill to less than significant levels.

**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.*

**Consistent.** The Project would include measures to minimize geologic impacts as discussed in Section 3.9, Geology and Soils. See discussion under Policy 1 and Policy 3, Hillside and Watershed Protection Policies, as well as the discussion of the Oak Tree Protection Supplement of the Conservation Element.

**Policy 3.** *For necessary grading operations on hillsides, the smallest practical area of land shall be exposed at any one time during development, and the length of exposure shall be kept to the shortest practicable amount of time. The clearing of land should be avoided during the winter rainy season and all measures for removing sediments and stabilizing slopes should be in place before the beginning of the rainy season.*

**Consistent.** The Project would include mitigation measures limiting grading to the dry season, to the extent practicable; and if grading needed to be done 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 in the event that revegetation was not completed prior to the rainy season. The Project would also include mitigation measures to minimize the size of the disturbed area associated with grading and construction and would require the stockpiling of all excavated soils and protecting them from wind and water erosion. See discussion under Policy 5, Hillside and Watershed Protection Policies.

**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.*

**Consistent.** The Project would include the implementation of mitigation measures to minimize runoff and erosion including implementing Best Management Practices (BMPs); submitting a final Grading and Drainage Plan; 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 a Stormwater Pollution Prevention Plan (SWPPP).

**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.*

**Consistent.** The Project would include mitigation measures to minimize impacts to soils including stabilizing 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, 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 reseeded all exposed graded surfaces with native ground cover to minimize erosion within 60 days of the completion of grading.

**Policy 7.** *Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.*

**Consistent.** See discussion under Policies 3, 4, and 5, Hillside and Watershed Protection Policies. In addition, the Project would include mitigation measures to protect creeks, seeps, springs, wetlands, and other sensitive areas from fuel spills, hazardous materials, runoff from concrete, and trash and litter.

#### ***Streams and Creeks Policies:***

**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.*

**Consistent.** A Project access road would cross Hondo Creek at one point, requiring construction of a bridge to minimize impacts to the stream. Headwalls are proposed to be built outside of the streambed so there would be no grading within the stream. The area of construction disturbance would be outside of the riparian area of the creek. Crossings of minor drainage channels would be accomplished with culverts. V-ditches and culverts would be installed, where necessary, to handle excess drainage water. All required permits and agreements would be obtained.

#### ***Historical and Archeological Sites Policies:***

**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.*

**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.*

**Policy 5.** *Native Americans shall be consulted when development proposals are submitted which impact significant archaeological or cultural sites.*

**Consistent.** The Project includes mitigation measures to protect and avoid cultural resources. The Native American Heritage Commission has also been consulted. See discussion under the Archaeological Sites Conclusions and Recommendations of the Conservation Element above.

#### ***Other Open Lands Policies:***

**Policy 1.** *Preservation of open lands shall be encouraged under the Williamson Act.*

**Consistent.** See discussion under Policy 1.D of the Agricultural Element above.

**Policy 2.** *Utilization of open lands shall be consistent with protection and long term productivity of County watersheds.*

**Consistent.** See discussion of the Hillside and Watershed Protection Policies 2, 3, 4, 5 and 7 above.

### **Visual Resources Policies**

**Policy 1.** *All commercial, industrial, and planned developments shall be required to submit a landscaping plan to the County for approval.*

**Consistent.** The Project includes a restoration/landscape plan. The O&M facility staging area would be restored to agricultural grazing land at the end of construction of all phases of the Project. The WTG sites would be reseeded with native grasses to allow the current use of the property to continue to the maximum extent practicable, and the shoulder areas of access roads (new and improved) would also be reseeded. The 2-acre fenced area of the Project Substation would be covered with crushed rock; no landscaping is planned because of interior location of this area at the Project site. The O&M facility access area would be landscaped with vegetation suitable for the region and climate.

**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.*

**Consistent.** The WTGs and power poles associated with the Project would be visible from public viewing places as discussed in Section 3.2 and would result in significant impacts to views from Jalama Beach and SR-1. Mitigation measures would reduce impacts to less than significant levels with the exception of the proposed power line route as viewed from SR-1 and the WTGs in the westernmost arrays, which would be visible to users of Jalama Beach County Park. The Project would be consistent with this policy because the height, scale, and design of the WTGs and power poles are dictated by technical requirements, and impacts would be mitigated to the extent feasible.

### **Land Use Element Area/Community Goals Applicable to the Lompoc Area:**

**Land Use.** *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.*

**Consistent.** The Project was sited strategically to minimize its visibility from the surrounding area. The only unavoidable impacts would be from Jalama Beach County Park and SR-1, and these would be mitigated to the extent feasible. The Project also would support continued use of the property for agriculture and reduce pressure for residential expansion into the area.

*The unique character of the area should be protected and enhanced with particular emphasis on protection of agricultural lands, grazing lands, and natural amenities.*

**Consistent.** See discussion under the policies and goals of the Agricultural Element.

*Commercial and industrial development that complements and expands the existing agricultural industry of the area should be encouraged.*

**Consistent.** See discussion under Goal I of the Agricultural Element.

*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.*

**Consistent.** See discussion under the policies and goals of the Agricultural Element.

*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 now in both public and private ownerships.*

**Consistent.** See discussion under the Historical and Archeological Sites Policies of the Land Use Element.

*Changes in natural or re-established topography, vegetation, biological communities should be minimized in an attempt to avoid the destruction of natural habitats.*

**Consistent.** Due to the nature of the Project and technical feasibility issues, the Project components would be located in steep areas. The Project would not include more access roads than necessary, and they would be regraded down to narrower widths following construction. Project design and required mitigation measures (grading and erosion control plan, SWPPP, revegetation, and others) would minimize impacts to land, streams, and biology. 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. For example, impacts to avian and bat species resulting from collisions with WTGs are expected to be significant and unavoidable, but the implementation of mitigation measures identified in Section 3.5.6 would reduce these impacts to the maximum extent feasible; although individual birds and bats may be killed, the overall populations of the affected species would not be eliminated. The Project also would support continued use of the property for agriculture and reduce pressure for residential expansion into the area.

*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.*

**Consistent.** Due to the nature of the Project and technical feasibility issues, the Project components would be located in steep areas. The Project would not include more access roads than necessary, and they would be regraded down to narrower widths following construction. Project design and required mitigation measures (grading and erosion control plan, SWPPP, revegetation, and others) would minimize impacts to land, streams, and biology. Scenic values would be protected to a great extent by the Project siting at the end of a dead-end country road; the site would be surrounded on two sides by undeveloped portions of VAFB and views from the surrounding area would be screened by intervening topography. The only unavoidable impacts would be from Jalama Beach and SR-1, and these would be mitigated to the extent feasible. The Project also would support continued use of the property for agriculture and reduce pressure for residential expansion into the area.

**Circulation.** *Improvements to or alterations of existing roadways must minimize environmental and visual impact...*

**Consistent.** The Project would include new access roads and the widening of existing roads on private property at the LWEF site; however, 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. Disturbed areas would be revegetated following the roadwork. There is a potential for tree trimming, and possibly removal, to be required along San Miguelito Road to allow the passage of large trucks. Any tree trimming or removal would be subject to the final grading and erosion control plan, SWPPP, revegetation plan, and tree replacement requirements, as well as mitigation measures included in Section 3.5.6.

**Environment.** The County should plan for and encourage the maximum conservation of energy.

**Consistent.** See discussion under the Goals and Policies of the Energy Element.

*Pollution of streams, sloughs, drainage channels, underground water basins, estuaries, the ocean, and areas adjacent to such waters should be minimized.*

**Consistent.** See discussion under the Hillside and Watershed Protection Policies and Streams and Creeks Policies of the Land Use Element above.

*Good air quality should be maintained as one of our greatest assets.*

**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 in the PG&E portfolio.

#### ***Air Quality Supplement to the Land Use Element:***

#### **Noise Element**

#### **Conclusions and Recommendations**

- 1) *In the planning of land use, 65 decibels (dB)  $L_{dn}$  should be regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in project designs.*

**Consistent.** As discussed in Section 3.11, noise impacts to participating and nonparticipating residences could exceed the 65 dB  $L_{dn}$ . However, the implementation of mitigation measures would reduce these impacts to less than significant levels.

#### **Open Space Element**

*The Open Space Element identifies four factors for designating land in open space and includes: Open Space for Public Health and Safety (e.g., fire hazard areas, steep slopes); Open Space for Managed Production of Resources (such as grazing lands, agricultural lands and mineral resources); Open Space for Outdoor Recreation; and Open Space for the Preservation of Natural Resources (e.g. scenic areas, rare and endangered plant and wildlife communities). Project areas include all of these designations. The purpose of the Open Space Design Concept (discussed in the Element) is to*

*delineate lands that have the potential for open space preservation to serve one or more of the purposes prescribed in the State Planning Law (i.e., the four factors identified above). In areas with slopes 20 to 30 percent or greater, limited or no development is recommended (this includes Project areas).*

**Consistent.** Due to the nature of the Project and technical feasibility issues, the Project components would be located in an open space area and on steep slopes. The Project would include measures to ensure adequate slope stabilization and would increase fire protection and other environmental protection measures. In addition, mitigation measures are included to minimize visual, fire, and other environmental impacts. The Project would have minimal impacts on mineral or recreational resources. See also the discussion under the Agricultural Element goals and policies as well as the Conservation and Land Use Element discussions above.

### Scenic Highways Element

**Goal A.** *To enhance and preserve the valuable scenic resources located along roadways within the County.*

**Consistent.** County policies and ordinances do not preclude the installation of power lines in a scenic highway corridor. The Scenic Highways Element refers to a state requirement that utility lines be placed underground in scenic highway corridors, but this applies only to electric and communications distribution lines, not to high voltage power lines. Construction and operation of the power line visible from public roadways (San Miguelito Road, except SR-1) would not result in significant impacts. The power line would be routed below ridgelines so that it would not be visible against the skyline until it was near the top of a hill just before the Lompoc city limit. Visual impacts from the power line would be significant and unavoidable in the area where the line comes down the hill on the west side of SR-1 and then crosses the highway. The power line would be constructed using long spans where feasible to reduce the number of poles needed, although technical constraints may limit where poles are placed. The Applicant-preferred alternative route evaluated in Section 5 was developed in order to reduce visual impacts along the ridgeline. Some visual impacts would occur, but they would be minimized to the extent feasible.

**Goal C.** *To help maintain the economic contribution of tourism to the County.*

**Consistent.** The Project would not negatively affect tourism in the County. See discussion of visual impacts to visitors at Jalama Beach County Park, under Scenic Highway Element Goal A.

### Seismic Safety and Safety Element

*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. 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 mitigation measures to minimize geologic impacts and would comply with all Grading and Building Code requirements. The Project would also include measures, in addition to proposed mitigation measures, that would minimize fire risk, including onsite storage of water for fire fighting, improving site access, requiring vegetation clearances, and complying with all Fire Department requirements such as the submittal of a fire control plan.

### **Environmental Resource Management Element (ERME)**

*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.*

**Consistent.** Due to the nature of the Project and technical feasibility issues, the Project components would be located in steep areas. However, the Project would include mitigation measures to minimize geologic impacts and would comply with all Grading and Building Code requirements. The Project would also include measures to ensure adequate slope stabilization.

### **3.10.4.2 Santa Barbara County Land Use & Development Code**

#### **Chapter 35.30.090 Height Measurement, Exceptions and Limitations**

*Describes height limits and exceptions to those limits. The section indicates that certain structures that are not used for human activity may be up to 50 feet in height. The section includes exemptions for specific structures and equipment and states that in the inland area, WTGs allowed in compliance with Chapter 35.57 may exceed applicable height limits where compliance would render operations technically infeasible.*

**Consistent.** Refer to the discussion under Chapter 35.57 below.

#### **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.

##### **A. Setbacks**

*Wind turbines shall comply with all setback requirements of the applicable zone.*

**Consistent.** The Project complies with setback requirements for the AG-II-100 zone district for all portions of the WTG area adjacent to private property; for example,

buildings would be set back at least 50 feet from the centerline and 20 feet from the right-of-way of any street.

### **B. Access Control**

*Towers shall be constructed to provide one of the following means of access control or other appropriate method of access:*

- *Tower-climbing apparatus located no closer than 12 feet from the ground*
- *A locked antilimb device installed on the tower*
- *A locked, protective fence at least 6 feet in height that encloses the tower*

**Consistent.** Tower access would be provided from a door at the base of each tower. It is expected that the door would remain locked at all times. Due to the remote nature of this Project and the limited number of people present in the area, a locked door would be considered to meet these requirements.

### **C. Tower Structures**

*Wind energy system tower structures shall be designed and constructed to be in compliance with pertinent provisions of the Uniform Building Code and National Electric Code.*

**Consistent.** The tower structures would be designed and constructed in compliance with the pertinent provisions of these codes.

### **D. Overspeed Controls**

*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.*

**Consistent.** The wind energy systems would be equipped with the appropriate speed controls, certified by the manufacturer to comply with good engineering practices.

### **E. Height**

*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.*

**Consistent.** All WTGs would be located away from structures or trees.

### **F. Guy Wires**

*Anchor points for any guy wires for a system tower shall be located within the property that the system 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.*

**Consistent.** Guy wires are not proposed.

### **G. Horizontal Access Wind Turbines–Setbacks**

*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.*

**Consistent.** The Project complies with setback requirements for all portions of the WTG area adjacent to private property. The Applicant has requested variances to reduce these setbacks to 150 feet along the VAFB property line and between Project-participant properties. If the variance is approved pursuant to LUDC Section 35.82.200, the decision to approve would ensure consistency with the LUDC. Additionally, Mitigation Measure RISK-1 (Section 3.13.3.4) would prohibit WTG siting within 500 feet of San Miguelito Road.

### **I. Electromagnetic Interference**

*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.*

**Consistent.** Proximity to VAFB communication facilities was addressed during Project development in consultation with VAFB. No electromagnetic interference is identified with Project design.

### **J. Color and Nonreflective Surfaces**

*The system's tower and blades shall be painted a nonreflective, unobtrusive color that blends the system and its components into the surrounding landscape to the greatest extent possible and incorporate nonreflective surfaces to minimize any visual disruption.*

**Consistent.** With the implementation of visual resource mitigation measures, the Project will conform to these requirements.

### **K. Visual Impact**

*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:*

- 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.*

**Consistent.** The WTGs in the westernmost array would result in significant impacts to viewers at Jalama Beach County Park. Implementation of mitigation measure VIS-1(c)

and VIS-1(d) would partially mitigate the impact by requiring a nonreflective, neutral gray finish that would minimize contrast with the sky and keeping lighting to the minimum required by the FAA. The wind resource distribution along the ridges renders mitigating the impact to less than significant infeasible, although an alternative has been included in Section 5 to address this impact.

#### **L. Exterior Lighting**

*Exterior lighting on any structure associated with the system shall not be allowed except that which is specifically required by the FAA.*

**Consistent.** The Project lighting would be installed in conformance with FAA requirements.

#### **M. Underground Electrical Wires**

*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.*

**Consistent.** The Project proposes to underground all lines, except in those cases where placing the lines aboveground would minimize environmental impacts.

#### **N. Signage**

*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.*

**Consistent.** With the implementation of mitigation measures to reduce risks and addressing signage, the Project would conform to these requirements.

#### **O. Access Roads**

*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.*

**Consistent.** The road installation for the Project complies with this requirement. Access roads would be regraded to reduced width following construction.

### **Chapter 35.62.040 Ridgeline and Hillside Development Guidelines**

*This section is intended to provide "visual protection of the County's ridgelines and hillsides by requiring that the Board of Architectural Review evaluate each proposed structure within [certain] areas... in terms of the [development] guidelines" and "encourage architectural designs and landscaping that conforms to the natural topography on hillsides and ridgelines." The guidelines apply to each structure proposed where there is a 16-foot drop in elevation within 100 feet in any direction from the proposed building footprint. The Board of Architectural Review may exempt a new structure or an alteration to an existing structure from Review) provided that in their review of the structure they find that one or more of the following situations applies to the proposed development:*

*b. In certain circumstances, allowing greater flexibility in the guidelines will better serve the interests of good design, without negatively affecting neighborhood compatibility or the surrounding viewshed.*

**Consistent.** Due to the nature of the Project and technical feasibility issues, the Project components would be located in steep areas. The Project was sited strategically to minimize its visibility from the surrounding area. Scenic values would be protected to a great extent by the Project siting at the end of a dead-end country road; the site would be surrounded on two sides by undeveloped portions of VAFB and views from the surrounding area would be screened by intervening topography. The only unavoidable impacts would be from Jalama Beach and SR-1, and these would be mitigated to the extent feasible. The Project also would support continued use of the property for agriculture and reduce pressure for residential expansion into the area. Mitigation measures have been identified in Section 3.2.5.8 requiring that materials and colors would be compatible with the character of the terrain and natural surroundings of the site. The Project also includes a site restoration and landscaping plan, which would minimize the visual impacts from Project construction; native and drought-resistant plants that are compatible with the climate would be used. Placement of WTGs would be avoided on steeper slopes to minimize grading. The Project would not include more access roads than necessary, and they would be regraded down to narrower widths following construction.

