



Seaside Packaging Warehouse Project

Air Quality and Greenhouse Gas Emissions Study

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Table of Contents

1	Project Description	1
1.1	Introduction	1
1.2	Project Summary.....	1
1.2.1	Project Location	1
1.2.2	Project Description	1
2	Air Quality	4
2.1	Environmental and Regulatory Setting	5
2.1.1	Local Climate and Meteorology	5
2.1.2	Air Pollutants of Primary Concern	6
2.2	Air Quality Regulation	8
2.3	Current Air Quality	12
2.4	Impact Analysis	13
2.4.1	Methodology	13
2.4.2	Significance Thresholds	14
2.4.3	Project Impacts	15
2.4.4	Cumulative Impact Analysis.....	20
3	Greenhouse Gas Emissions.....	22
3.1	Environmental and Regulatory Setting	22
3.1.1	Climate Change and Greenhouse Gases.....	22
3.1.2	Greenhouse Gas Emissions Inventory	23
3.1.3	Potential Effects of Climate Change	23
3.1.4	Regulatory Setting	26
3.2	Impact Analysis	30
3.2.1	Methodology	30
3.2.2	Significance Thresholds	32
3.2.3	Project-Level Impact Analysis	37
3.2.4	Cumulative Impact Analysis.....	39
4	Conclusions.....	40
5	References	41

Tables

Table 1	Federal and State Ambient Air Quality Standards	10
Table 2	Ambient Air Quality at the Santa Maria Monitoring Station	13
Table 3	Estimated Annual Construction Emissions	17
Table 4	Estimated Average Daily Operational Emissions	18
Table 5	PG&E Energy Intensity Factors.....	Error! Bookmark not defined.

Table 6 SB 32 Scoping Plan Emissions Sector Targets 35

Table 7 SB 32 Locally-Appropriate Project-Specific Threshold.....36

Table 8 Estimated GHG Emissions during Construction 37

Table 9 Combined Annual GHG Emissions 38

Table 10 Combined Annual GHG Emissions - Mitigated..... **Error! Bookmark not defined.**

Figures

Figure 1 Regional Location 2

Figure 2 Project Site Location 3

Appendices

Appendix A Project Site Plans

Appendix B Air Quality and Greenhouse Gas Emissions Modeling

1 Project Description

1.1 Introduction

This study analyzes the potential air quality and greenhouse gas (GHG) emissions impacts of the proposed Seaside Packaging Warehouse Project (herein referred to as “proposed project” or “project”) in Santa Maria, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to Auxin Holdings, LLC in support of environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project’s air quality and greenhouse gas (GHG) emissions impacts related to both temporary construction activity and long-term operation of the project.

1.2 Project Summary

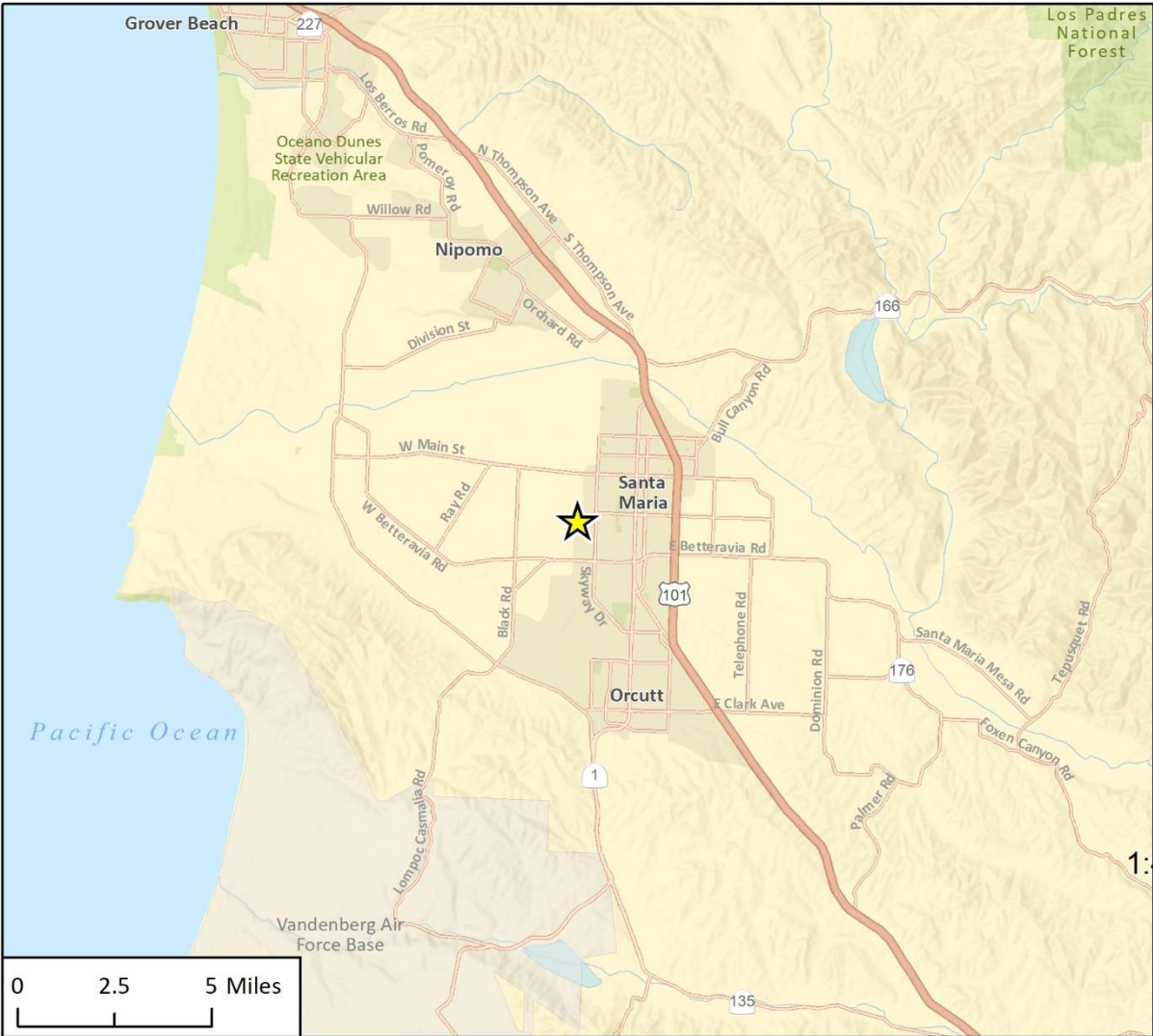
1.2.1 Project Location

The project site encompasses an approximately 4.4-acre undeveloped parcel located at 1300 West La Brea Avenue (Assessor’s Parcel Number 117-240-034) in the city of Santa Maria. The site has a General Plan land use designation of GI (General Industrial) and is zoned M2 (General Manufacturing). Adjacent land uses include an existing drainage and flood control basin immediately to the west and a distribution facility immediately to the east. The Santa Maria Valley Railroad tracks bound the project site to the north, and a single-family residential neighborhood is located south of the project site across West La Brea Avenue. Figure 1 shows the project site’s regional location, and Figure 2 shows an aerial view of the project site and surrounding area. Project site plans are included in Appendix A.

1.2.2 Project Description

The project would involve construction of a warehouse facility that would be used to store and distribute agricultural pallets and boxes. The project would include construction of an approximately 40,854-square-foot unrefrigerated agricultural box warehouse facility with offices, 46 parking spaces, a truck loading area, approximately 27,040 square feet of landscaping and other site improvements. Approximately 56,416 square feet of the project site would be left as undisturbed open space. The project would be occupied by an existing business that currently operates at 2115 Sinton Road in Santa Maria. Project activities would involve receiving, storing, and distributing corrugated packaging (e.g., pallets, boxes) to customers from Monday through Saturday between the hours of 6:00 a.m. and 4:00 p.m. Electric forklifts would be utilized in the warehouse to move packaging materials, and approximately 10 truck deliveries would occur per day. The project would be fully electric and would not include natural gas connections. In addition, the project applicant has committed to supplying 100 percent of the project’s electricity through renewable energy sources, such as on-site solar photovoltaic panels or the 3Cprime option offered by Central Coast Community Energy. Approximately eight full-time equivalent employees would be employed by the project. A vegetable cooler may be added to the project site in the future; however, this cooler is not currently contemplated as part of the proposed project and therefore is not included in the following analysis of project impacts.

Figure 1 Regional Location



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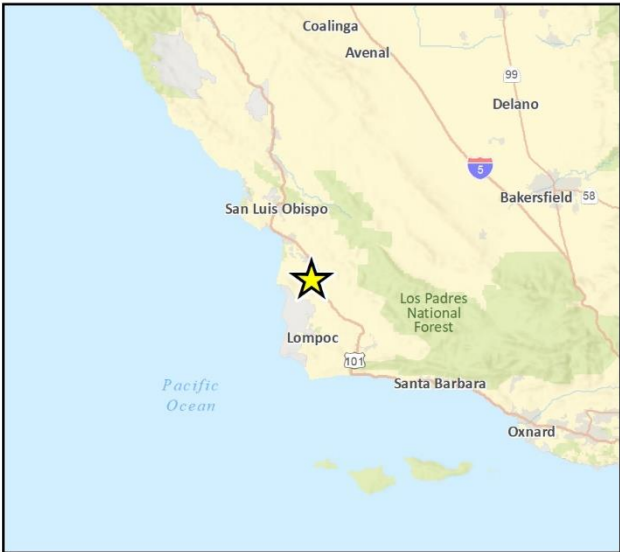


Fig 1 Regional Location

Figure 2 Project Site Location



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Fig. 2 Project Location

Seaside Packaging Warehouse Project

Construction activities are anticipated to occur over the course of 11 months from January 2022 through November 2022. Construction would involve site preparation, grading, building construction, paving, and architectural coating. Soil material would be balanced on-site; therefore, no off-site soil hauling would be required.

2 Air Quality

2.1 Environmental and Regulatory Setting

2.1.1 Local Climate and Meteorology

California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. The project site is located in the South Central Coast Air Basin (SCCAB), which covers San Luis Obispo, Santa Barbara, and Ventura counties. The Santa Barbara County Air Pollution Control District (SBCAPCD) monitors and regulates local air quality in Santa Barbara County. The climate of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the high-pressure cell in the northeastern Pacific. With a Mediterranean type climate, Santa Maria is characterized by warm, dry summers and cool winters with occasional rainy periods.

Cool, humid, marine air causes frequent fog and low clouds along the coast, generally during the night and morning hours in the late spring and early summer months. The project area is subject to a diurnal cycle in which daily onshore winds from the west and northwest are replaced by mild offshore breezes flowing from warm inland valleys during night and early morning hours. This alternating cycle can create a situation where suspended pollutants are swept offshore at night, and then carried back onshore the following day. Dispersion of pollutants is further degraded when the wind velocity for both day and nighttime breezes is low. The region is also subject to seasonal “Santa Ana” winds. These are typically hot, dry northerly winds which blow offshore at 15 to 20 miles per hour (mph), but can reach speeds in excess of 60 mph.

Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. The subsidence inversion is a regional effect created by the Pacific high in which air is heated as it is compressed when it flows from a high-pressure area to low pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and can occur throughout the year, but it is most evident during the summer months. Radiational, or surface, inversions are formed by the more rapid cooling of air near the ground during the night, especially during winter. This type of inversion is typically lower (0 to 500 feet at Vandenberg Air Force Base, for example) and is generally accompanied by stable air. Both types of inversions limit the dispersal of air pollutants within the regional airshed, with the more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

Air pollutant emissions in the SCCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

The predominant wind direction in the vicinity of project site is from the northwest, and the average wind speed is approximately 6.8 miles per hour (mph). The maximum average daily temperature in the project area is approximately 68 degrees Fahrenheit (°F), and the minimum average daily temperature is approximately 47°F. Total precipitation in the project area averages approximately 11 inches annually (Iowa Environmental Mesonet 2021).

2.1.2 Air Pollutants of Primary Concern

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide (NO₂), fine particulate matter (PM₁₀ and PM_{2.5}), sulfur dioxide (SO₂), and lead. Ozone is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic compounds (ROC) and nitrogen oxides (NO_x). The project would generate CO, PM₁₀, PM_{2.5}, SO₂, and lead as well as ozone precursors ROC and NO_x (including NO₂) during construction and operation. These pollutants can have adverse impacts on human health at certain levels of exposure. The following subsections describe the characteristics, sources, and health and atmospheric effects of air pollutants.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between NO_x and ROC.¹ Nitrogen oxides are formed during the combustion of fuels, while ROC are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it usually occurs in substantial concentrations between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions (United States Environmental Protection Agency [U.S. EPA] 2021). Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

Carbon monoxide is a local pollutant that is found in high concentrations near fuel combustion equipment and other sources of CO. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. The health effects of CO are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulty in people with chronic diseases, nausea, reduced lung capacity, and impaired mental abilities (U.S. EPA 2021a).

Nitrogen Dioxide

Nitrogen dioxide is a byproduct of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of NO_x produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂ commonly called

¹ Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, two groups are important from an air quality perspective: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). SBCAPCD uses the term ROC to denote organic precursors.

NO_x. NO₂ is an acute irritant. A relationship between NO₂ and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Elevated levels of NO₂ can also cause respiratory irritation, impaired pulmonary function, and bronchitis (U.S. EPA 2021). Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility. It can also contribute to the formation of ozone/smog and acid rain.

Sulfur Dioxide

Sulfur dioxide is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. When SO₂ oxidizes in the atmosphere, it forms sulfur trioxide (SO₃). Collectively, these pollutants are referred to as sulfur oxides (SO_x). In humid atmospheres, SO₂ can also form sulfuric acid mist, which can eventually react to produce sulfate particulates that can inhibit visibility. Combustion of high sulfur-content fuels is the major source, while chemical plants, sulfur recovery plants, and metal processing are minor contributors. At sufficiently high concentrations, SO₂ irritates the upper respiratory tract. At lower concentrations, when in conjunction with particulates, SO₂ appears to do still greater harm by injuring lung tissues. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. Sulfur dioxide causes respiratory irritation, including wheezing, shortness of breath, and coughing (U.S. EPA 2021). Long-term SO₂ exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease. Sulfur oxides, in combination with moisture and oxygen, can yellow leaves on plants, dissolve marble, and eat away iron and steel.

Particulate Matter

Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. The particulates that are of particular concern are PM₁₀ (small particulate matter that measures 10 microns or less in diameter) and PM_{2.5} (fine particulate that measures 2.5 microns or less in diameter). The characteristics, sources, and potential health effects associated with the PM₁₀ and PM_{2.5} can be different. Major man-made sources of PM₁₀ are agricultural operations, industrial processes, combustion of fossil fuels, construction, demolition operations, and entrainment of road dust into the atmosphere. Natural sources include windblown dust, wildfire smoke, and sea spray salt. The finer PM_{2.5} particulates are generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. Elevated levels of PM₁₀ can cause respiratory irritation, reduced lung function, aggravation of cardiovascular disease, and cancer (U.S. EPA 2021). PM_{2.5} is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. Elevated levels of PM_{2.5} can cause respiratory stress and decreased lung function and increase the risk of long-term disease (U.S. EPA 2021). More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Lead

Lead is a metal found naturally in the environment, as well as in manufacturing products. Lead occurs in the atmosphere as particulate matter. The major sources of lead emissions historically have been mobile and industrial sources. In the early 1970s, the U.S. EPA set national regulations to

gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The U.S. EPA completed the ban prohibiting the use of leaded gasoline in highway vehicles in December 1995. As a result of the U.S. EPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred prior to 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries in part due to national emissions standards for hazardous air pollutants (U.S. EPA 2013). As a result of phasing out leaded gasoline, metal processing is currently the primary source of lead emissions. The highest level of lead in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. Lead may cause a range of health effects, including anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases). The proposed project does not include any stationary sources of lead emissions. Therefore, implementation of the project would not result in substantial emissions of lead, and this pollutant is not discussed further in this analysis.

Toxic Air Contaminants

A toxic air contaminant (TAC) is an air pollutant that may cause or contribute to an increase in mortality or serious illness or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure. For carcinogenic TACs, potential health impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Non-carcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

TACs include both organic and inorganic chemical substances. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM; California Air Resources Board [CARB] 2021a); however, TACs may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities.

2.2 Air Quality Regulation

The federal and state governments have authority under the federal and state Clean Air Acts (CAA) to regulate emissions of airborne pollutants and have established ambient air quality standards (AAQS) for the protection of public health. An air quality standard is defined as "the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harming public health" (CARB 2021b). The U.S. EPA is the federal agency designated to administer air quality regulation, while CARB is the state equivalent in California. Federal and state AAQS have been established for six criteria pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. AAQS are designed to protect those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases (United States Environmental Protection Agency 2015). In addition, the State of California has established health-based ambient air quality standards for these and other pollutants, some of which are more

stringent than the federal standards (California Air Resources Board 2021c and 2021d). The federal and state Clean Air Acts are described in more detail below.

Federal Air Quality Regulations

The federal CAA was enacted in 1970 and amended in 1977 and 1990 (42 United States Code [USC] 7401) for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, to achieve the purposes of Section 109 of the CAA (42 USC 7409), the U.S. EPA developed primary and secondary National Ambient Air Quality Standards (NAAQS). NAAQS have been designated for the following criteria pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead.

The primary NAAQS “in the judgment of the Administrator², based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health,” and the secondary standards are to “protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air” (42 USC 7409[b][2]). The U.S. EPA classifies specific geographic areas as either “attainment” or “nonattainment” areas for each pollutant based on the comparison of measured data with the NAAQS. States are required to adopt an enforceable plan, known as a State Implementation Plan (SIP), to achieve and maintain air quality meeting the NAAQS. State plans also must control emissions that drift across state lines and adversely affect air quality in downwind states. Once a nonattainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. Areas that have been redesignated to attainment are called maintenance areas.

Table 1 lists the current federal standards for regulated pollutants. Santa Barbara County is designated attainment or unclassified for all NAAQS (SBCAPCD 2021).

² The term “Administrator” means the Administrator of the U.S. EPA.

Table 1 Federal and State Ambient Air Quality Standards

Pollutant	NAAQS	CAAQS
Ozone	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg)
Carbon Monoxide	35.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)	20.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)
Nitrogen Dioxide	0.100 ppm (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg) 0.5 ppm (3-hr avg) 0.14 ppm (24-hr avg) 0.030 ppm (annual avg)	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)
Lead	0.15 µg/m ³ (rolling 3-month avg) 1.5 µg/m ³ (calendar quarter)	1.5 µg/m ³ (30-day avg)
Particulate Matter (PM ₁₀)	150 µg/m ³ (24-hr avg)	50 µg/m ³ (24-hr avg) 20 µg/m ³ (annual avg)
Particulate Matter (PM _{2.5})	35 µg/m ³ (24-hr avg) 12 µg/m ³ (annual avg)	12 µg/m ³ (annual avg)
Visibility-Reducing Particles	No Federal Standards	Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07 - 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape. (8-hr avg)
Sulfates	No Federal Standards	25 µg/m ³ (24-hr avg)
Hydrogen Sulfide	No Federal Standards	0.03 ppm (1-hr avg)
Vinyl Chloride	No Federal Standards	0.01 ppm (24-hr avg)
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; avg = average; µg/m ³ = micrograms per cubic meter Source: CARB 2016		

To derive the NAAQS, the U.S. EPA reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human health impacts occur, then reduces these concentrations to establish a margin of safety (U.S. EPA 2020). As a result, human health impacts caused by the air pollutants discussed above may affect people when ambient air pollutant concentrations are at or above the concentrations established by the NAAQS. The closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant (Brief for San Joaquin Valley Unified Air Pollution Control District 2018). Accordingly, ambient air pollutant concentrations below the NAAQS are considered to be protective of human health (CARB 2021b and 2021d). The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every five years to determine whether updates are necessary to continue protecting public health with an adequate margin of safety (U.S. EPA 2015).

State Air Quality Regulations

California Clean Air Act

The California CAA was enacted in 1988 (California Health & Safety Code [H&SC] Section 39000 et seq.). Under the California CAA, the State has developed the California Ambient Air Quality Standards (CAAQS), which are generally more stringent than the NAAQS. Table 1 above lists the current CAAQS for regulated pollutants. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Similar to the federal CAA, the California CAA classifies specific geographic areas as either “attainment” or “nonattainment” areas for each pollutant, based on the comparison of measured data within the CAAQS. Santa Barbara County is designated nonattainment for the PM₁₀ CAAQS. In addition, in February 2021, CARB took action at a public hearing to change Santa Barbara County’s designation from attainment to nonattainment for the ozone CAAQS, and this action is expected to be finalized later in 2021. Therefore, for the purposes of this analysis, it is assumed that Santa Barbara County is also designated nonattainment for the ozone CAAQS. Santa Barbara County is designated attainment or unclassified for all other CAAQS (SBCAPCD 2021).

Toxic Air Contaminants

In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: H&SC Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics “Hot Spots” Information and Assessment Act (AB 2588) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics “Hot Spots” Act are to collect emission data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels. The Children’s Environmental Health Protection Act, Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children’s exposure to air pollutants. The act requires CARB to review its air quality standards from a children’s health perspective, evaluate the statewide air quality monitoring network, and develop any additional air toxic control measures needed to protect children’s health.

Local Air Quality Regulations

SBCAPCD

As the local air quality management agency, the SBCAPCD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the SCCAB is classified as being in “attainment” or “nonattainment.” In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts described in Section 2.1.2, *Air Pollutants of Primary Concern*, are already occurring in that area as part of the environmental baseline condition.

Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The *2001 Clean Air Plan* (2002) was the first plan prepared by SBCAPCD and established specific planning requirements to maintain the state one-hour ozone standard. In 2006, CARB revised the CAAQS and added an 8-hour average to the ozone standard. Both components of the standard must now be met before CARB can designate an area to be in attainment. The most recent *2019 Ozone Plan* was adopted by SBCAPCD in December 2019 and was the sixth update to the *2001 Clean Air Plan*. The *2019 Ozone Plan* only addresses SBCAPCD's progress toward attaining the ozone CAAQS.

In addition, to minimize potential impacts from project emissions, the SBCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the project include the following:

- **Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities).** This rule establishes fugitive dust control requirements for any activity associated with construction or demolition of a structure or structures (SBCAPCD 2010).
- **Rule 323.1 (Architectural Coatings).** This rule establishes volatile organic content limits for architectural coatings that are manufactured, blended, repackaged, supplied, sold, or offered for sale within the SBCAPCD. Rule 323.1 limits the volatile organic content to 50 grams per liter for flat coatings and 100 grams per liter for nonflat coatings and traffic marking coatings (SBCAPCD 2015).
- **Rule 329 (Cutback and Emulsified Asphalt Paving Materials).** This rule establishes ROC content limits pertaining to the manufacture, application, and sale of cutback and emulsified asphalt materials for paving, construction, and maintenance of streets, highways, parking lots, and driveways (SBCAPCD 1992).

City of Santa Maria

The City of Santa Maria's General Plan, adopted in 1996, lists several air quality policies as part of its Resource Management Element that supplement those of the SBCAPCD. The following policy is applicable to the proposed project (City of Santa Maria 2001):

- Policy 2.** Improve and maintain the quality of air to insure the health of all residents in the Santa Maria Valley by reducing mobile and stationary source air pollutant emissions through the use of efficient land use patterns, the implementation and promotion of alternative transportation modes and other transportation system management programs. (Refer to the Circulation Element for related policies and programs.)

2.3 Current Air Quality

The SBCAPCD operates a network of air quality monitoring stations throughout Santa Barbara County. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The monitoring station located closest to the project site is the Santa Maria monitoring station, located at 906 South Broadway approximately 1.5 miles northeast of the project site. Table 2 indicates the number of days that each of the standards has been exceeded at the Santa Maria monitoring station. As shown therein, the PM₁₀ CAAQS was exceeded each year from 2017 to 2019, and the PM_{2.5} NAAQS was exceeded in 2018. No other state or federal standards were exceeded at this

monitoring station over this time period. As discussed previously, Santa Barbara County is designated nonattainment for the PM₁₀ and ozone CAAQS and is designated attainment or unclassified for all other NAAQS and CAAQS (SBCAPCD 2021).

Table 2 Ambient Air Quality at the Santa Maria Monitoring Station

Pollutant	2017	2018	2019
Ozone (ppm), 8-Hr Average	0.063	0.048	0.052
Number of Days of state exceedances (>0.070 ppm)	0	0	0
Number of days of federal exceedances (>0.070 ppm)	0	0	0
Ozone (ppm), Worst Hour	0.068	0.052	0.059
Number of days of state exceedances (>0.09 ppm)	0	0	0
Number of days of federal exceedances (>0.112 ppm)	0	0	0
Nitrogen Dioxide (ppm) - Worst Hour	0.044	0.040	0.034
Number of days of state exceedances (>0.18 ppm)	0	0	0
Number of days of federal exceedances (>0.10 ppm)	0	0	0
Particulate Matter 10 microns, µg/m ³ , Worst 24 Hours ¹	106.9	62.3	136.5
Number of days of state exceedances (>50 µg/m ³)	22	13	15
Number of days above federal standard (>150 µg/m ³)	0	0	0
Particulate Matter <2.5 microns, µg/m ³ , Worst 24 Hours ²	19.9	40.4	14.7
Number of days above federal standard (>35 µg/m ³)	0	1	0

Source: CARB 2021e

Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015). Some land uses considered more sensitive to air pollution than others due to the types of population groups present or activities involved are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools/daycare centers, and hospitals. The nearest sensitive receptors are single-family residences approximately 70 feet south of the project site.

2.4 Impact Analysis

2.4.1 Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model was developed by BREEZE Software for the California Air Pollution Control Officers

Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of standardized data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The calculation methodology and input data used in CalEEMod can be found in the CalEEMod User's Guide Appendices A, D, and E (CAPCOA 2021). The analysis reflects construction and operation of the project as described in Section 1.2, *Project Summary*.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the proposed project was analyzed based on a reasonable construction schedule and construction equipment list for the project size and type. The equipment list was provided by the applicant. It was assumed that all construction equipment used would be diesel-powered and that the project would comply with all applicable regulatory standards. In particular, the project would comply with SBCAPCD Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities), Rule 323.1 (Architectural Coating), and Rule 329 (Cutback and Emulsified Asphalt Paving Materials).

Operational emissions modeled include area source emissions, energy emissions, mobile source emissions (i.e., vehicle emissions), and off-road equipment emissions. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings. Emissions attributed to energy use include natural gas consumption for space and water heating. However, the project would not include natural gas connections and all electricity consumed by the project would be generated from renewable sources. Therefore, the project would not generate air pollutant emissions related to energy usage. Mobile source emissions are generated by vehicle trips to and from the project site. However, the proposed project would be occupied by an existing business that currently operates in Santa Maria; therefore, vehicle trips associated with the project would not generate net new emissions. Furthermore, the project site is located in closer proximity to the urban core of Santa Maria and regional highways, such as U.S. Highway 101 and State Route 166, which would therefore result in similar or fewer vehicle miles traveled for employees traveled to and from the project site as well as for truck deliveries to and from the warehouse. As a result, these emissions are excluded from the analysis because they are part of the existing baseline condition. In addition, the proposed forklifts would not generate air pollutant emissions because they would be powered by electricity sourced from 100 percent renewable energy.

2.4.2 Significance Thresholds

To determine whether a project would have a significant air quality impact, Appendix G of the *CEQA Guidelines* requires consideration of whether a project would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations; or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

In June 2017, the SBCAPCD published the most recent update to its *Scope and Content of Air Quality Sections in Environmental Documents* (Guidelines). The Guidelines establish criteria for determining

the level of significance for project-specific impacts within its jurisdiction in accordance with the above CEQA checklist thresholds.

SBCAPCD has not adopted quantitative significance criteria for temporary construction emissions associated with conventional land development projects. However, the SBCAPCD Guidelines recommend quantification of construction-related emissions and uses 25 tons per year for ROC or NO_x as a guideline for determining the significance of construction impacts. This is a limit that requires offsets if the construction activity is for a project that requires SBCAPCD permits (SBCAPCD 2017), but also provides guidance for other construction projects involving standard grading and building activities. In addition, SBCAPCD notes that consistency with the applicable air quality plan requires the implementation of mitigation measures during construction activities to minimize dust generation, regardless of the level of the impact (SBCAPCD 2017).

Based on the criteria suggested by the SBCAPCD Guidelines (2017), a proposed project would have a significant effect on air quality if operation of the project would:

- Generate from all project sources (both stationary and mobile) greater than 240 pounds per day of ROC;
- Generate from all project sources (both stationary and mobile) greater than 240 pounds per day of NO_x;
- Generate from all project sources (both stationary and mobile) greater than 80 pounds per day of PM₁₀;
- Generate greater than 25 pounds per day of ROC from motor vehicle trips only;
- Generate greater than 25 pounds per day of NO_x from motor vehicle trips only; or
- Exceed the public notification health risk thresholds adopted by the SBCAPCD of 10 excess cancer cases in a million for cancer risk or a Hazard Index of more than 1.0 for non-cancer risk.

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

2.4.3 Project Impacts

Threshold 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1 THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The SBCAPCD Guidelines (2017) state that a project is consistent with the Clean Air Plan if its direct and indirect emissions have been accounted for in the Clean Air Plan's emissions forecast assumptions and if it would incorporate the standard fugitive dust control measures recommended by SBCAPCD during construction activities. The 2019 Ozone Plan's direct and indirect emissions inventory for the County as a whole is reliant on population projections provided by the Santa Barbara County Association of Governments (SBCAG). The SBCAG generates population projections based on local General Plans. In this case, SBCAG utilized population projections contained in the City of Santa Maria's General Plan, which are based on existing and anticipated land uses in the city. The project would not result in new residential uses because it is an industrial development and would not require a zoning change that would result in additional employment opportunities

beyond those anticipated for the site by the General Plan. Therefore, the project would not directly or indirectly contribute to an unplanned increase in population and would be consistent with the population projections on which the emissions forecast of the 2019 Ozone Plan is based. Furthermore, in accordance with standard practices in the City, the following standard SBCAPCD fugitive dust control measures would be required for project implementation:

- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding SBCAPCD's limit of 20 percent opacity for greater than three minutes in any 30-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 shall be required whenever the wind speed exceeds 15 miles per hour (mph). Reclaimed water shall be used whenever possible. However, reclaimed water shall not be used in or around crops for human consumption.
- The amount of disturbed area shall be minimized.
- On-site vehicle speeds shall be no greater than 15 mph when traveling on unpaved surfaces.
- A track-out prevention device shall be installed and operated where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that 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 stockpiling of material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- After clearing, grading, earth moving or excavation is completed, the disturbed area shall be treated 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 driveways and sidewalks to be paved/surfaced shall be completed as soon as possible.
- 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 shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.
- The project applicant shall comply with SBCAPCD Rule 345: Control of Fugitive Dust from Construction and Demolition Activities, including all applicable standards and measures therein.

Therefore, the proposed project would be consistent with the applicable air quality plan, and impacts would be less than significant.

Threshold 2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

Impact AQ-2 PROJECT CONSTRUCTION AND OPERATION WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS IN NON-

ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction

Construction activities would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}), exhaust emissions from heavy construction vehicles, and ROC that would be released during the drying phase after application of architectural coatings. Table 3 summarizes emissions that would be generated by the project. As shown therein, construction emissions generated would not exceed the SBCAPCD threshold of 25 tons per year for ROC or NO_x.

Table 3 Estimated Annual Construction Emissions

Construction Year	Annual Emissions (tons per year)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2022	1	2	2	<1	<1	<1
Maximum Annual Emissions	1	2	2	<1	<1	<1
SBCAPCD Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

ROC = reactive organic compounds, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter or less, PM_{2.5} = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulations (including SBCAPCD Rules 345, 323.1, and 329) and project design features.

Operation

Project operation would generate net new long-term air pollutant emissions associated with landscaping activities. Table 4 summarizes the project's operational emissions. As shown in Table 4, operational emissions would not exceed SBCAPCD thresholds. Therefore, impacts would be less than significant.

Table 4 Estimated Average Daily Operational Emissions

Emissions Source	Average Daily Emissions (pounds per day)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Total	1	<1	<1	0	<1	<1
Threshold (all sources)	240	240	N/A	N/A	80	N/A
Threshold Exceeded?	No	No	N/A	N/A	No	N/A
Threshold (mobile only)	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

ROC = reactive organic compounds, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter or less, PM_{2.5} = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including SBCAPCD Rule 323.1) and project design features. Emissions presented are the highest of the winter and summer modeled emissions.

Threshold 3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3 THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL CONCENTRATIONS OF TAC EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As discussed under Section 2.3, *Current Air Quality*, the closest sensitive receptors are single-family residences approximately 70 feet south of the project site. The SBCAPCD states that localized air quality impacts to sensitive receptors typically result from TACs (SBCAPCD 2017). The proposed project’s impacts related to each of these pollutants is detailed below.

Construction

Construction-related activities would result in short-term, project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation grading, building construction, and other construction activities. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2021a). Per SBCAPCD, a health risk assessment is not required for short-term construction projects (SBCAPCD 2017). Instead the project’s TAC impacts from construction are discussed qualitatively.

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

(assumed to be the approximate time that a person spends in a household). OEHHHA recommends this risk be bracketed with 9-year and 70-year exposure periods. Health risk assessments should be limited to the period/duration of activities associated with the project.

The maximum PM_{2.5} emissions, which is used to represent DPM emissions for this analysis, would occur during site preparation activities. While site preparation emissions represent the worst-case condition, such activities would only occur for approximately two months, which is less than two percent, 0.6 and 0.2 percent of the typical health risk calculation period of 9 years, 30 years, and 70 years, respectively. PM_{2.5} emissions would decrease for the remaining construction period because construction activities such as building construction and paving would require less construction equipment. Therefore, given the short duration of exposure, DPM generated by project construction is not expected to create conditions where the probability that the Maximally Exposed Individual would contract cancer is greater than 10 in one million or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than one in one million for the Maximally Exposed Individual. Construction impacts to sensitive receptors would be less than significant.

Operational

The project is an industrial development that would generate new diesel-fueled truck trips in the area as well as on-site idling, which would be a potential source of TAC emissions, specifically DPM exhaust emissions. The nearest sensitive receptors are approximately 70 feet south of the project site. CARB's *Air Quality and Land Use Handbook* (2005) recommends siting sensitive receptors more than 1,000 feet away from distribution centers that generate more than 100 diesel-fueled truck trips per day and more than 40 trips by trucks with transport refrigeration units (TRU). Based on project-specific operational characteristics, there would be 71 average daily trips, approximately 12 of which would be truck trips that would potentially be powered by diesel fuel and none of which would have TRUs. Therefore, this level of truck traffic would not exceed CARB's recommended thresholds of 100 diesel-fuel truck trips per day and 40 TRU truck trips per day. In addition, idling of each truck would be limited to five consecutive minutes, and operation of diesel-fueled internal combustion engine auxiliary power systems would not be allowed for greater than five minutes within 100 feet of residences pursuant to 13 California Code of Regulations Section 2485. The proposed on-site forklifts used during operation would be electric and therefore would not produce DPM emissions. As such, project operation would not expose sensitive receptors to substantial TAC emissions, and impacts would be less than significant.

Threshold 4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact AQ-4 THE PROJECT WOULD NOT GENERATE OTHER EMISSIONS, SUCH AS THOSE LEADING TO ODORS, ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE DURING CONSTRUCTION OR OPERATION. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The project would generate oil and diesel fuel odors during construction from equipment use. The odors would be limited to the construction period and would be intermittent and temporary. Furthermore, these odors would dissipate rapidly with distance from in-use construction equipment, and the nearest sensitive receptors are located approximately 70 feet away from the project site. Accordingly, project construction would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people, and impacts would be less than significant.

Potential sources that may emit odors during operation of the proposed project would include diesel fuel odor emissions from the intermittent diesel truck trips. However, trucks would be required to comply with California Code of Regulations Title 13, Sections 2485, which limits truck idling times to five minutes or less. Limiting truck idling times would reduce the potential for nuisance odors associated with diesel exhaust emissions in the vicinity of the project site. Furthermore, the project would be required to comply with the requirements of SBCAPCD Rule 303, which prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance or annoyance to any considerable number of persons. In addition, the nearest sensitive receptor is located approximately 70 feet south of the project site, and odors disperse rapidly with distance. Therefore, due to the distance of the nearest sensitive receptors from the project site and compliance with State and SBCAPCD regulations, project operation would not result in other emissions, such as those leading to odors, adversely affecting a substantial number of people, and impacts would be less than significant.

2.4.4 Cumulative Impact Analysis

The geographic scope for the cumulative air quality impact analysis is Santa Barbara County.

Criteria Air Pollutants

Because Santa Barbara County is designated non-attainment for the PM₁₀ CAAQS, there is an existing significant cumulative air quality issue related to this pollutant. Based on SBCAPCD thresholds, a project would have a significant cumulative impact if it is inconsistent with the applicable adopted federal and state air quality plans (in this case, the 2019 Ozone Plan). As discussed under Impact AQ-1, the project would be consistent with the 2019 Ozone Plan. Therefore, the project would not result in a cumulatively considerable contribution to air quality impacts related to criteria air pollutant emissions.

Toxic Air Contaminants

The project is located adjacent to two distribution facilities that generate diesel-fueled truck traffic as well as the Santa Maria Valley Railroad tracks, which accommodate diesel-fueled rail traffic. Diesel-fueled truck and rail traffic at these locations produces DPM emissions affecting the same sensitive receptors as those that would be affected by DPM emissions associated with the proposed project. The primary sensitive receptors that would be affected by DPM emissions at the project site are residences located along Durham Way to the south of the project site. On average, these residences are approximately 480 feet away from the 20 loading docks at the Old Dominion Freight Line distribution facility at 1415 La Brea Avenue, 675 feet away from the Santa Maria Valley Railroad tracks, and 1,075 feet away from the 11 loading docks at the Lineage Logistics distribution facility at 1349 La Brea Avenue. The CARB recommends against siting sensitive land uses within 1,000 feet of a major service and maintenance rail yard or within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating TRUs per day, or where TRU unit operations exceed 300 hours per week (CARB 2005). The CARB has not published recommendations on siting distances specifically for railroad tracks.

The exact volume and operational characteristics of diesel-fueled truck and rail traffic associated with the existing distribution facilities and railroad tracks are not known. However, even if DPM emissions associated with these facilities in conjunction with those generated by the proposed project resulted in a cumulative TAC emissions impact exceeding the SBCAPCD thresholds of 10 excess cancer cases in a million for cancer risk or a Hazard Index of more than 1.0 for non-cancer risk, the project's

contribution to this impact would be minimal given the low level of diesel-fueled truck traffic generated by the project. Therefore, the project would not result in a cumulatively considerable contribution to this potential cumulative impact.

Odors

The project is not located in close proximity to existing or planned projects that would generate odor emissions affecting a substantial number of people. In addition, SBCAPCD Rule 303, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public, would minimize the potential for nuisance odors. Therefore, no cumulative odor impacts would occur.

3 Greenhouse Gas Emissions

3.1 Environmental and Regulatory Setting

3.1.1 Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but climate change is preferred because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The United Nations Intergovernmental Panel on Climate Change (IPCC) expressed a high degree of confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-twentieth century (IPCC 2014a).

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations.

GHGs are emitted by natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are usually by-products of fossil fuel combustion, and CH₄ results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆ (U.S. EPA 2021b).

Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO₂e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 28, meaning its global warming effect is 28 times greater than CO₂ on a molecule per molecule basis (IPCC 2014b).³

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat-trapping effect of GHGs, the earth's surface would be about 33 degrees Celsius (°C)

³ The IPCC's (2014b) *Fifth Assessment Report* determined that methane has a GWP of 28. However, modeling of GHG emissions was completed using the California Emissions Estimator Model version 2016.3.2, which uses a GWP of 25 for methane, consistent with the IPCC's (2007) *Fourth Assessment Report*.

cooler (World Meteorological Organization 2021). However, since 1750, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity (Forster et al. 2007). GHG emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, are believed to have elevated the concentration of these gases in the atmosphere beyond the level of concentrations that occur naturally.

3.1.2 Greenhouse Gas Emissions Inventory

Global Emissions Inventory

Worldwide anthropogenic emissions of GHGs were approximately 49,000 million metric tons (MMT) of CO₂e in 2010 (IPCC 2014a). Carbon dioxide emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010. Of anthropogenic GHGs, CO₂ was the most abundant, accounting for over 75 percent of total 2010 emissions. Methane emissions accounted for 16 percent of the 2010 total, while N₂O and fluorinated gases accounted for 6 percent and 2 percent, respectively (IPCC 2014a).

United States Emissions Inventory

Total United States (U.S.) GHG emissions were 6,558 MMT of CO₂e in 2019. Emissions decreased by 1.7 percent from 2018 to 2019; since 1990, total U.S. emissions have increased by an average annual rate of 0.06 percent for a total increase of 1.8 percent between 1990 and 2019. The decrease from 2018 to 2019 reflects the combined influences of several long-term trends, including population changes, economic growth, energy market shifts, technological changes such as improvements in energy efficiency, and decrease carbon intensity of energy fuel choices. In 2019, the industrial and transportation end-use sectors accounted for 30 percent and 29 percent, respectively, of nationwide GHG emissions while the commercial and residential end-use sectors accounted for 16 percent and 15 percent of nationwide GHG emissions, respectively, with electricity emissions distributed among the various sectors (U.S. EPA 2021).

California Emissions Inventory

Based on CARB's California Greenhouse Gas Inventory for 2000-2018, California produced 425.3 MMT of CO₂e in 2018. The major source of GHG emissions in California is the transportation sector, which comprises 41 percent of the state's total GHG emissions. The industrial sector is the second largest source, comprising 24 percent of the state's GHG emissions while electric power accounts for approximately 15 percent (CARB 2020). The magnitude of California's total GHG emissions is due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions as compared to other states is its relatively mild climate. In 2016, the State of California achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels as emissions fell below 431 MMT of CO₂e (CARB 2020). The annual 2030 statewide target emissions level is 260 MMT of CO₂e (CARB 2017).

3.1.3 Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Each of the

past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The observed global mean surface temperature (GMST) from 2015 to 2017 was approximately 1.0°C higher than the average GMST over the period from 1880 to 1900 (National Oceanic and Atmospheric Administration 2020). Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations jointly indicate that LSAT and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014a and 2018).

According to *California's Fourth Climate Change Assessment*, statewide temperatures from 1986 to 2016 were approximately 0.6 to 1.1°C higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (State of California 2018). Although there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. A summary follows of some of the potential effects that could be experienced in California as a result of climate change.

Air Quality

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century (State of California 2018). Higher temperatures are conducive to air pollution formation, and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (State of California 2018). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains could tend to temporarily clear the air of particulate pollution, which would effectively reduce the number of large wildfires and thereby ameliorate the pollution associated with them (California Natural Resources Agency 2009).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (California Department of Water Resources 2018). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western

United States, including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts (State of California 2018). The Sierra snowpack provides the majority of California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack (State of California 2018). Projections indicate that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (State of California 2018).

Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding (State of California 2018). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 to 2020, observed by satellites, is approximately 3.4 millimeters per year, more than double the twentieth century trend of 1.6 millimeters per year (World Meteorological Organization 2013; National Aeronautics and Space Administration 2021). Global mean sea levels in 2013 were about 0.23 meter higher than those of 1880 (U.S. EPA 2021c). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise of 0.25 to 0.94 meter by 2100 (IPCC 2018). A rise in sea levels could erode 31 to 67 percent of southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (State of California 2018). Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has an over \$50 billion annual agricultural industry that produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture 2021). Higher CO₂ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (State of California 2018). Temperature increases could also change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems and Wildlife

Climate change and the potential resultant changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions as a result of higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative

species within communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006; State of California 2018).

3.1.4 Regulatory Setting

The following regulations and case law address both climate change and GHG emissions.

Federal Regulations

Federal Clean Air Act

The U.S. Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) that the U.S. EPA has the authority to regulate motor vehicle GHG emissions under the federal Clean Air Act. The U.S. EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the U.S. EPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the U.S. Supreme Court held the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

Safer Affordable Fuel-Efficient Vehicles Rule

On September 27, 2019, the U.S. E.P.A and the National Highway Traffic Safety Administration published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. The SAFE Rule Part One revokes California's authority to set its own GHG emissions standards and to adopt its own zero-emission vehicle mandates. On April 30, 2020, the U.S. E.P.A and the National Highway Traffic Safety Administration published Part Two of the SAFE Vehicles Rule, which revised corporate average fuel economy and CO₂ emissions standards for passenger cars and trucks of model years 2021-2026 such that the standards increase by approximately 1.5 percent each year through model year 2026 as compared to the approximately five percent annual increase required under the 2012 standards (National Highway Traffic Safety Administration 2020). To account for the effects of the SAFE Vehicles Rule, CARB released off-model adjustment factors on June 26, 2020 to adjust GHG emissions outputs from the EMFAC model.

State Regulations

CARB is responsible for the coordination and oversight of state and local air pollution control programs in California. There are numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below. For more information on the Senate and Assembly Bills, executive orders, building codes, and reports discussed below, and to view reports and research referenced below, please refer to the following websites:

<https://www.energy.ca.gov/data-reports/reports/californias-fourth-climate-change-assessment>, www.arb.ca.gov/cc/cc.htm, and <https://www.dgs.ca.gov/BSC/Codes>.

California Advanced Clean Cars Program

AB 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the U.S. EPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the U.S. EPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as "LEV (Low Emission Vehicle) III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles, and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, the rules will be fully implemented, and new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32)

The "California Global Warming Solutions Act of 2006," (AB 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 MMT of CO₂e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

The CARB approved the 2013 Scoping Plan update in May 2014. The update defined CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed later). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six MT of CO₂e by 2030 and two MT of CO₂e by 2050

(CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPOs) are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the MPO's Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as "transit priority projects") can receive incentives to streamline CEQA processing.

On March 22, 2018, CARB adopted updated regional targets for reducing per capita passenger vehicle GHG emissions from 2005 levels by 2020 and 2035. SBCAG was assigned targets of a 13 percent reduction in per capita GHG emissions from passenger vehicles relative to 2005 levels by 2020 and a 17 percent reduction in per capita GHG emissions from passenger vehicles relative to 2005 levels by 2035. The SBCAG 2050 RTP/SCS (2021) demonstrates that the SBCAG region would achieve its updated regional emissions reduction targets for the 2020 and 2035 target years.

Senate Bill 1383

Adopted in September 2016, SB 1383 (Lara, Chapter 395, Statutes of 2016) requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. SB 1383 requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

As a result, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy in 2017 and has initiated implementation. SB 1383 also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills. CalRecycle has initiated the rulemaking process for these regulations with the proposed regulation text submitted to the Office of Administrative Law in October 2020.

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard (RPS) Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Executive Order B-55-18

On September 10, 2018, the former Governor Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net

negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

California Building Standards Code

The California Code of Regulations (CCR) Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. The California Building Standards Code's energy-efficiency and green building standards are outlined below.

PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS/ENERGY CODE

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The 2019 Title 24 standards are the applicable building energy efficiency standards for the project because they became effective on January 1, 2020.

PART 11 – CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2019 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers (Tiers I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;⁴
- 65 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- Dedicated circuitry to facilitate installation of electric vehicle charging stations; and
- Installation of electric vehicle charging stations.

⁴ Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water-reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

The voluntary standards require:

- **Tier I:** stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste with third-party verification, 10 percent recycled content for building materials, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof; and
- **Tier II:** stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste with third-party verification, 15 percent recycled content for building materials, 30 percent permeable paving, 25 percent cement reduction, and cool/solar reflective roof.

California Integrated Waste Management Act (Assembly Bill 341)

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995 through source reduction, recycling, and composting activities and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

Local Regulations

SBCAG 2050 RTP/SCS

SBCAG adopted its 2050 RTP/SCS (titled Connected 2050) in August 2021. This plan shows how the region will achieve the required SB 375 targets and demonstrates the co-benefits of reducing criteria pollutants. The 2050 RTP/SCS is based on a preferred land use and transportation scenario, which lays out one possible pattern of future growth and transportation investment for the region. The 2050 RTP/SCS preferred scenario emphasizes a transit-oriented development and infill approach to land use and housing, supported by complementary transportation and transit investments. The 2050 RTP/SCS meets the requirements of SB 375 and successfully achieves the region's current GHG emission targets in 2020 and 2035 while accommodating forecast growth and regional housing needs (SBCAG 2021).

City of Santa Maria

The City of Santa Maria has not adopted a qualified greenhouse gas reduction plan pursuant to CEQA Guidelines Section 15183.5(b)(1). Therefore, this analysis does not utilize the tiering and streamlining provisions of CEQA Guidelines Section 15183.5(b)(2) in evaluating the significance of the project's impacts related to GHG emissions.

3.2 Impact Analysis

3.2.1 Methodology

Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO₂, CH₄, and N₂O because these make up 98 percent of all GHG emissions by volume and are the GHG emissions the project would emit in the largest quantities (IPCC 2014a). Emissions of all GHGs are converted into their equivalent GWP in terms of CO₂ (i.e., CO₂e). Minimal amounts of other GHGs (such as chlorofluorocarbons) would be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. GHG

emissions associated with the proposed project were calculated using CalEEMod version 2020.4.0 (see Appendix B for calculations). Calculations are based on the methodologies discussed in the CAPCOA CEQA and Climate Change white paper (CAPCOA 2008).

Construction Emissions

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment, on-road construction vehicles (e.g., water and material delivery trucks), and the commute vehicles of construction workers. Smaller amounts of GHGs are emitted indirectly through the energy required for water used for fugitive dust control and lighting for the construction activity. Every phase of the construction process, including site preparation, grading, building construction, concrete, and architectural coating emits GHG emissions in volumes proportional to the quantity and type of construction equipment used. Heavier equipment typically emits more GHGs per hour than lighter equipment because of its engine design and greater fuel consumption requirements.

CalEEMod estimates construction emissions by multiplying the time equipment is in operation by emission factors. Construction would begin in January 2022 and would be completed by November 2022. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, “more study is needed to make this assessment or to develop separate thresholds for construction activity” (CAPCOA 2008). Nevertheless, the County of Santa Barbara has recommended amortizing construction-related emissions over a period of 30 years (i.e., the default project lifespan) and added to proposed project’s operational emissions (County of Santa Barbara 2021). Therefore, the project’s construction emissions were amortized over 30 years.

Operational Emissions

Area Source Emissions

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating, were calculated in CalEEMod and utilize standard emission rates from CARB, U.S. EPA, and emission factor values provided by the local air district (CAPCOA 2021).

Energy Use Emissions

GHGs are emitted on-site during the combustion of natural gas for space and water heating and off-site during the generation of electricity from fossil fuels in power plants. CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and non-residential energy consumption by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This value is then multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider.

Building energy use is typically divided into energy consumed by the built environment and energy consumed by uses that are independent of the building, such as plug-in appliances. Non-building energy use, or “plug-in energy use,” can be further subdivided by specific end-use (refrigeration, cooking, office equipment, etc.). In California, Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting.

The project would not include natural gas connections, and the project applicant has committed to supplying 100 percent of the project's energy usage through renewable energy sources, such as on-site solar photovoltaic panels or the 3Cprime option offered by Central Coast Community Energy. Therefore, the project's electricity usage would not result in an increase in GHG emissions.

Mobile Source Emissions

Mobile source emissions are generated by vehicle trips to and from the project site. However, the proposed project would be occupied by an existing business that currently operates in Santa Maria; therefore, vehicle trips associated with the project would not generate net new emissions. As a result, these emissions are excluded from the analysis because they are part of the existing baseline condition.

Water and Wastewater Emissions

Water used and wastewater produced by a project generate indirect GHG emissions. These emissions are a result of the energy used to supply, convey, and treat water and wastewater. In addition to the indirect GHG emissions associated with energy use, the wastewater treatment process itself can directly emit both CH₄ and N₂O.

The indoor and outdoor water use consumption data for each land use subtype comes from the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* (2003).⁵ Based on that report, a percentage of total water consumption was dedicated to landscape irrigation, which is used to determine outdoor water use. Wastewater generation was similarly based on a reported percentage of total indoor water use.

Based on information provided by Auxin Holdings, LLC, the project would consume approximately 0.69 acre-feet, or approximately 224,837 gallons, of water per year. It was conservatively assumed that all water would be discharged to the sewer system and would require wastewater treatment. However, in reality, a portion of this water usage would be for landscape irrigation and would not enter the sewer system or require wastewater treatment.

Solid Waste Emissions

The disposal of solid waste produces GHG emissions from the transportation of waste, anaerobic decomposition in landfills, and incineration. To calculate the GHG emissions generated by solid waste disposal, the total volume of solid waste was calculated using waste disposal rates identified by CalRecycle. The methods for quantifying GHG emissions from solid waste are based on the IPCC method, using the degradable organic content of waste. GHG emissions associated with the project's waste disposal were calculated using these parameters.

3.2.2 Significance Thresholds

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when

⁵ California Emissions Estimator Model User Guide, Appendix D (CAPCOA 2021)

viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

In addition, *CEQA Guidelines* Section 15064.4(b) states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

According to CEQA Guidelines Section 15183.5(b), projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. Currently, the City of Santa Maria has not adopted a Climate Action Plan or a qualified GHG reduction plan. However, under CEQA Guidelines Section 15183.5, the lead agency has discretion to select a model or methodology it considers most appropriate to enable decision makers to intelligently account for the project's incremental contribution to climate change. The City has determined that the use of a locally-applicable 2030 project-specific threshold is the most appropriate threshold to use to evaluate project impacts, which is detailed in the following subsection.

Project-Specific Efficiency Threshold

Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. These thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions. A locally-applicable 2030 project-specific threshold is derived from CARB's recommendations in the 2017 Climate Change Scoping Plan Update, as discussed below.

With the release of the 2017 Climate Change Scoping Plan Update, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (e.g., agriculture and industrial). Accordingly, consistent with the concerns raised in the Golden Door (2018) and Newhall Ranch (2015) decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally- applicable, evidence-based, commercial project-specific threshold consistent with the SB 32 target.

To develop this threshold, the local planning area was first evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. A description

of major sources of emissions that are included in the State Scoping Plan emissions sectors and representative sources in Santa Maria can be found in Table 5.

According to Table LU-2 (Existing Land Uses as of January 1, 2011) in the City's General Plan Land Use Element, there are no agricultural land uses within the City, and the project does not involve agricultural activities, which are defined in the 2017 Scoping Plan emissions inventory as enteric fermentation, crop residue burning, and manure management. Therefore, the Agricultural Emissions Sector was considered locally inappropriate and was removed from the State 2030 emissions forecast. Furthermore, Industrial Sector source emissions (defined as oil, gas, and hydrogen production; refineries; general fuel use; and mining operations in the 2017 Scoping Plan emissions inventory) would not be directly impacted by the proposed project; therefore the Industrial Emissions Sector was removed from the State 2030 emissions forecast to retain a more conservative locally-applicable target.⁶ Additionally, Cap and Trade emissions reductions occur independent of any local jurisdictional land use decisions and were also excluded from the locally-applicable target.

After removing Agricultural, Industrial, and Cap and Trade emissions, the remaining emissions sectors with sources within the Santa Maria planning area were then summed to create a locally-applicable emissions total for a general industrial project in Santa Maria. This locally-applicable emissions total is divided by the statewide 2030 service person population to determine a locally-applicable, project-level threshold of 3.3 MT of CO₂e per service population that is consistent with SB 32 targets, as shown in Table 5 and Table 6.

⁶ Light and general industrial as well as heavy commercial/manufacturing land uses are present in Santa Maria; however, these land uses (including the unrefrigerated warehouse land use that is part of the proposed project) are considered part of the Commercial sector rather than the Industrial sector for the purposes of the 2017 Scoping Plan. See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>

Table 5 SB 32 Scoping Plan Emissions Sector Targets

GHG Emissions Sector¹	2030 State Emissions Target (MMT)¹	Locally Applicable²	Project Specific	Major Sources³
Residential and Commercial ⁴	38	Yes	Yes	Natural gas end uses, including space and water heating of buildings
Electric Power	53	Yes	Yes	Electricity uses, including lighting, appliances, machinery and heating
High GWP	11	Yes	Yes	SF ₆ from power stations, HFCs from refrigerants and air conditioning ⁵
Recycling and Waste	8	Yes	Yes	Waste generated by residential, commercial, and other facilities
Transportation	103	Yes	Yes	Passenger, heavy duty, and other vehicle emissions
Industrial ⁴	83	Yes	No	Oil, gas, and hydrogen production; refineries; general fuel use; and mining operations do not occur substantially within the City and are not part of the proposed project
Agriculture	24	No	No	Enteric fermentation, crop residue burning, and manure management do not occur substantially within the City and are not part of the proposed project
Cap and Trade Reductions	-60	No	No	Reductions from facilities emitting more than 10,000 MT CO ₂ e per year ⁶
Scoping Plan Target (All Sectors)	260	No	No	All emissions sectors
Locally Inapplicable Sector (Industrial) ⁴	-83	No	No	Oil, gas, and hydrogen production; refineries; general fuel use; and mining operations
Locally Inapplicable Sector (Agriculture)	-24	No	No	Enteric fermentation, crop residue burning, and manure management
Locally Inapplicable Sector (Cap and Trade)	60	No	No	Reductions from facilities emitting more than 10,000 MT CO ₂ e per year ⁶
2030 Locally Applicable Emissions Sectors	213	Yes	Yes	Emissions applicable to the local planning area and proposed project

MMT = million metric tons

¹ All State targets in MMT CO₂e. See the 2017 Climate Change Scoping Plan, page 31 for sector details (CARB 2017).

² Locally-applicable is defined as having significant emissions in Scoping Plan Categorization categories within Santa Maria.

³ See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁴ Light and general industrial as well as heavy commercial/manufacturing land uses are present in Santa Maria; however, these land uses are considered part of the Commercial sector rather than the Industrial sector for the purposes of the 2017 Scoping Plan.

⁵ SF₆ is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air conditioning units. HFCs are in the process of being phased out through 2036 in most developed countries.

⁶ Cap and Trade is excluded as reductions will occur independent of local project land use decisions and are therefore not locally appropriate.

Table 6 SB 32 Locally-Appropriate Project-Specific Threshold

California 2017 Climate Change Scoping Plan	California 2030 Population (persons) ¹	41,860,549
	California 2030 Employment Projection (persons) ²	23,459,500
	Service Population (persons)	65,320,049
Locally-Appropriate 2030 Project Threshold	2030 Locally-Appropriate Emissions Sectors (MT of CO ₂ e)	213,000,000
	2030 Service Population (persons)	65,320,049
	2030 Service Person Target (MT of CO₂e per Service Person)	3.3³

¹ California Department of Finance 2021

² Average of employment range projections under implementation scenario. See CARB 2017 Climate Change Scoping Plan Update, page 55 (CARB 2017).

³ Total of 3.26 has been rounded up per Scoping Plan general methodology. Lead agencies may determine this threshold as they deem appropriate.

At this time, the State has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Scoping Plan to demonstrate how the State will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In the recently signed EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

While State and regional regulators of energy and transportation systems, along with the State's Cap and Trade program, are designed to be set at limits to achieve most of the reductions needed to hit the State's long-term targets, local governments can do their fair share toward meeting the State's targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. The AEP Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of state climate change legislation and assess their "substantial progress" toward achieving long-term reduction targets identified in available plans, legislation, or EOs. Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed in terms of whether the proposed project would impede "substantial progress" toward meeting the reduction goal identified in SB 32 and EO B-55-18. As SB 32 is considered an interim target toward meeting the 2045 State goal, consistency with SB 32 would be considered contributing substantial progress toward meeting the State's long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term State targets is important because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and avoid the adverse environmental consequences described under Section 3.1.4, *Regulatory Setting* (EO B-55-18).

3.2.3 Project-Level Impact Analysis

Threshold 1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact GHG-1 CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD NOT GENERATE TEMPORARY AND LONG-TERM INCREASES IN GHG EMISSIONS THAT MAY RESULT IN A SIGNIFICANT IMPACT ON THE ENVIRONMENT RELATED TO CLIMATE CHANGE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction of the proposed project would generate temporary GHG emissions primarily as a result of operation of construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. As shown in Table 7, construction would generate an estimated total of 323 MT of CO₂e. Amortized over a 30-year period per County of Santa Barbara guidance, construction would generate an estimated total of 11 MT of CO₂e per year.

Table 7 Estimated GHG Emissions during Construction

Year	Annual Emissions (MT of CO ₂ e)
2022	323
Total	323
Amortized over 30 years	11

MT = metric tons; CO₂e = carbon dioxide equivalents

See Appendix B for modeling results.

Operation of the proposed project would generate GHG emissions associated with area sources (e.g. landscape maintenance) as well as wastewater and solid waste generation. As noted in Section 3.1, *Methodology*, the project's energy usage (including that used for the electric forklifts) would be supplied solely by renewable energy sources and therefore would not generate GHG emissions. In addition, the proposed project would be occupied by an existing business that currently operates in Santa Maria; therefore, vehicle trips associated with the project would not generate net new emissions. As a result, energy, mobile source, and off-road equipment emissions are not included in the emissions estimate. As shown in Table 8, total combined annual GHG emissions generated by the project would be approximately 21 MT of CO₂e per year, or 2.6 MT of CO₂e per service person per year, which would not exceed the locally-applicable, project-specific efficiency threshold of 3.3 MT of CO₂e per year. Therefore, impacts would be less than significant.

Table 8 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT of CO ₂ e per year)
Construction (Amortized over 30 Years)	11
Operational	
Area	<1
Solid Waste ¹	10
Water	<1
Total Emissions	21
Service Population ²	8
Emissions per Service Person	2.6
Service Population Threshold	3.3 per service person
Service Population Threshold Exceeded?	No

MT = metric tons; CO₂e = carbon dioxide equivalents

¹ Does not include biogenic emissions because some GHG emissions reporting protocols do not consider these to be part of the emission inventory since they are separate from anthropogenic (i.e., of human origin) GHG emissions (CAPCOA 2021).

Service population is defined as the number of residents and employees accommodated by a project. The proposed project would employ approximately eight full-time equivalent employees.

Notes: See Appendix B for modeling results.

Threshold 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Impact GHG-2 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE SBCAG 2040 RTP/SCS OR THE 2017 SCOPING PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As discussed under Section 3.1.4, *Regulatory Setting*, plans have been adopted to reduce GHG emissions in Santa Barbara County and at the state level. The project's consistency with the SBCAG 2050 RTP/SCS, and the 2017 Scoping Plan are discussed below.

SBCAG 2050 RTP/SCS

SBCAG has incorporated a sustainable community strategy into its RTP/SCS, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2050 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS states that one of the intents of the SCS is "directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs to communities in the North County" (SBCAG 2021). Improving the intra-County imbalance would decrease transportation demands on U.S. Highway 101 and State Route 154, which would reduce congestion and VMT. Therefore, the project would be consistent with the RTP/SCS by creating job opportunities in Santa Maria. Furthermore, in support of RTP/SCS Environment Objective 5 of "Reduce vehicle miles traveled," the project would site an industrial facility that would provide additional local employment opportunities in Santa Maria, which would improve the intra-County jobs/housing imbalance and thereby contribute to reducing regional VMT.

2017 Scoping Plan

The principal state plans and policies regarding GHG emissions are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan's strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation. The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installing energy-efficient LED lighting, water-efficient faucets and toilets, water efficient landscaping and irrigation, solar-ready wiring, and electric vehicle-ready wiring. The project would be served by Pacific Gas and Electric or Central Coast Community Energy, both of which are required to increase its renewable energy procurement in accordance with SB 100 targets. As discussed earlier, the project would improve the jobs-housing balance by creating job opportunities in Santa Maria, which would reduce future employees' VMT and associated fossil fuel usage. Furthermore, the project would be required to comply with the State's recycling and composting requirements for commercial businesses under AB 341, which requires businesses generating four or more cubic yards of solid waste per week to recycle, and AB 1826, which requires businesses generating two or more cubic yards of solid waste per week to recycle organic waste. Compliance with these state laws would maximize the project's recycling and solid waste diversion. Therefore, the project would be consistent with the 2017 Scoping Plan.

3.2.4 Cumulative Impact Analysis

The geographic scope for related projects considered in the cumulative impact analysis for GHG emissions is global because impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. Therefore, GHG emissions and climate change are, by definition, cumulative impacts. As discussed in Section 3.1.3, *Potential Effects of Climate Change*, the adverse environmental impacts of cumulative GHG emissions, including sea level rise, increased average temperatures, more drought years, and more large forest fires, are already occurring. As a result, cumulative impacts related to GHG emissions are significant. Thus, the issue of climate change involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. As discussed under Thresholds 1 and 2, project impacts related to GHG emissions would be less than significant and would therefore not be cumulatively considerable.

4 Conclusions

All of the project's air quality impacts related to construction and operation would be less than significant. Population growth associated with the proposed project would be within SBCAG regional growth projections; therefore, the project would be consistent with the AQMP. Project construction and operation under all three scenarios would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. Project construction and operation would not expose sensitive receptors to substantial pollutant concentrations related to TAC emissions.

Construction and operational emissions generated by the project would not exceed the locally-applicable, project-specific efficiency threshold of significance of 3.3 MT of CO₂e per year. Furthermore, the project would not conflict with the SBCAG 2050 RTP/SCS or the 2017 Scoping Plan. Therefore, impacts related to GHG emissions would be less than significant.

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Appendix A

Project Site Plans

SEASIDE PACKAGING WAREHOUSE

CONDITIONAL USE PERMIT DRAWINGS

SANTA MARIA, CALIFORNIA



PROJECT:
Packaging Warehouse
1300 WEST LA BREA AVENUE
SANTA MARIA, CA 93458

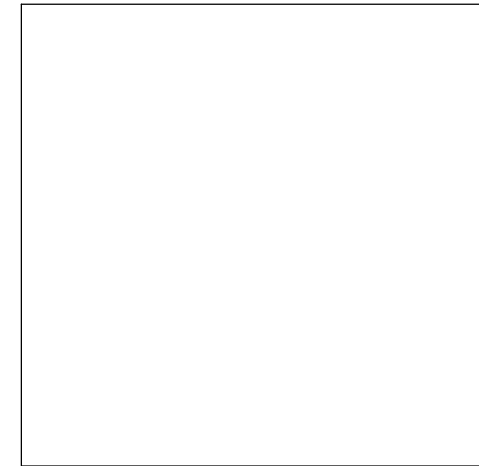
CLIENT:
Seaside Packaging
2115 SINTON ROAD
SANTA MARIA, CA 93458



Vicinity Map
Scale: Not to Scale

CONDITIONAL USE PERMIT DRAWINGS

No.	Revision	Date	By	



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PROJECT NUMBER: 1255-01

DATE: MAY 12, 2021

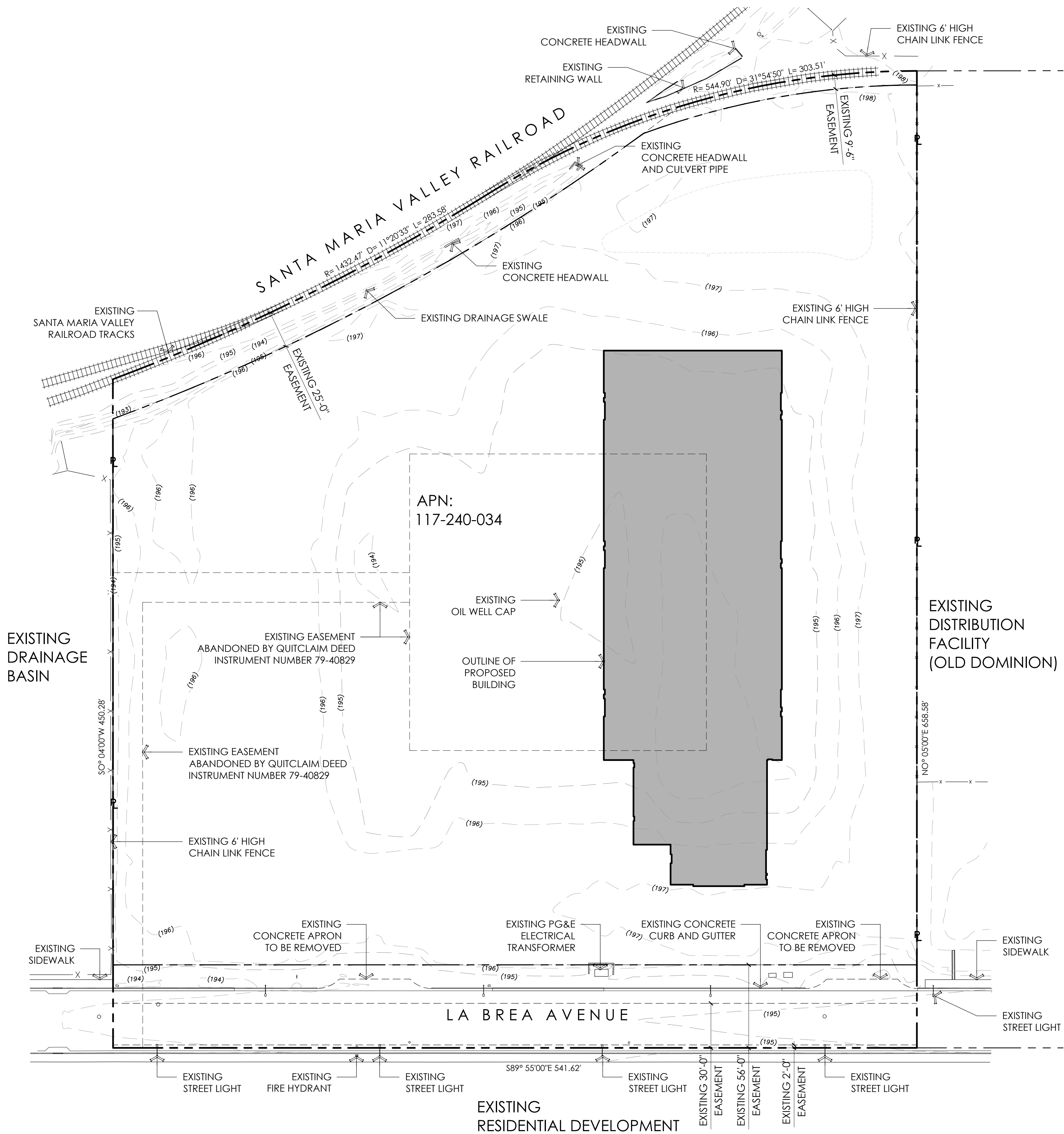
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Cover Sheet and Existing Site Plan

SHEET NUMBER:

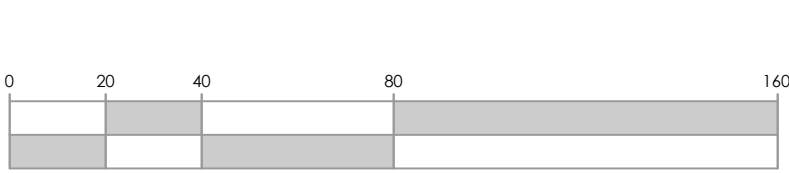
- CUP1.0 Cover Sheet and Existing Site Plan
CUP2.0 Proposed Site Development Plan
CUP3.0 Proposed Floor Plans
CUP4.0 Exterior Elevations
CUP5.0 General Fire Safety Requirements
C1.0 Preliminary Grading, Drainage, and Utility Plans
L1.0 Preliminary Landscape Plan
SL1.0 Site Lighting Plan
SL2.0 Site Lighting Photometric Plan

Sheet Index

CUP1.0

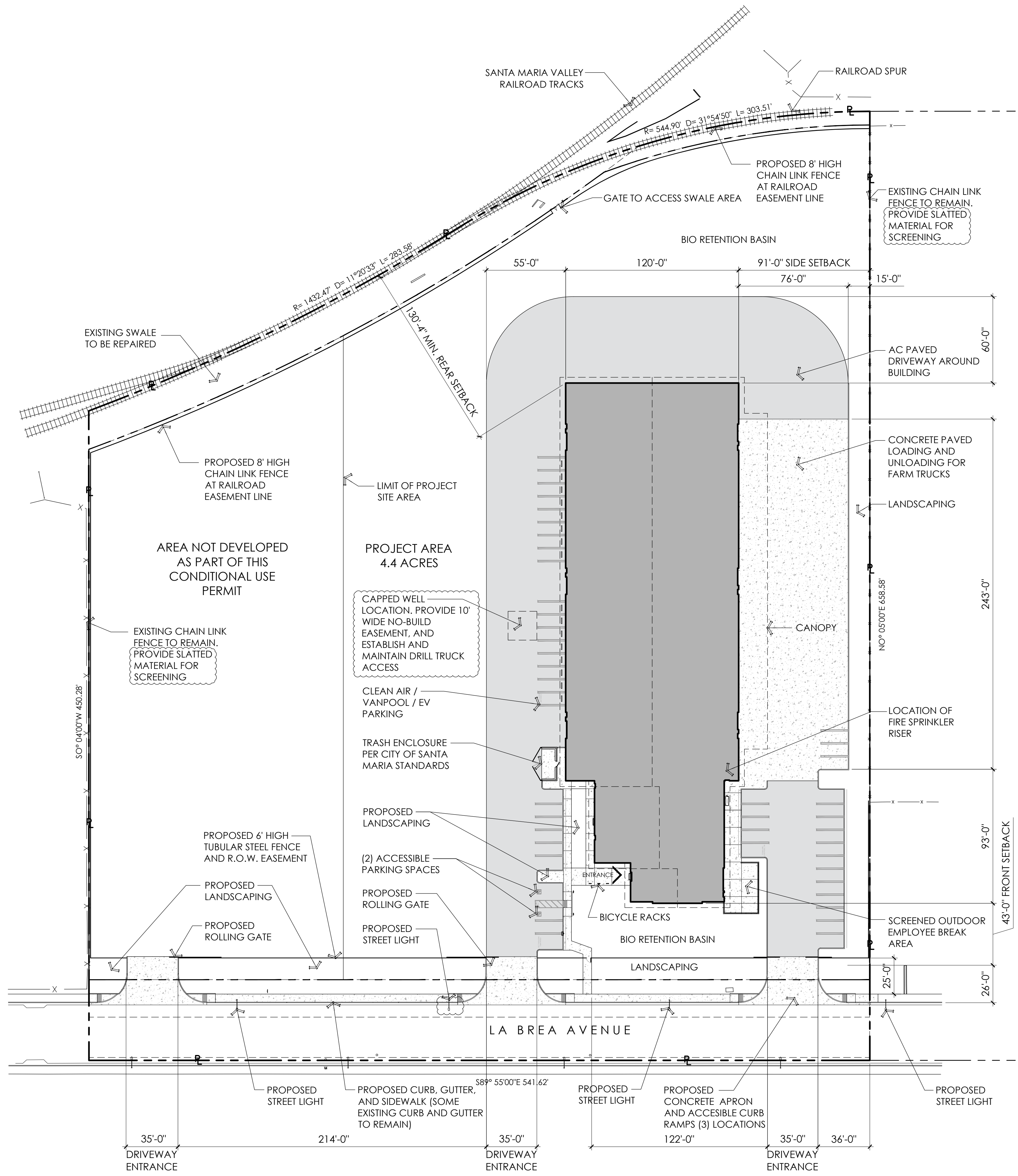


Existing Site Plan
Scale: 1" = 40'-0"

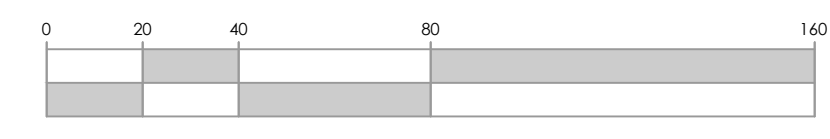


OWNERS / DESIGN TEAM	
PROPERTY OWNER:	BILLY OWGZARSKI SEASIDE PACKAGING 2115 SINTON ROAD SANTA MARIA, CALIFORNIA 93458 805.483.4240 billy@seasidepackaging.com
ARCHITECT:	THOMAS G. REAY C19442 OMNI DESIGN GROUP, INC. 711 TANK FARM ROAD SUITE 100 SAN LUIS OBISPO, CALIFORNIA 93401 805.544.9700 treay@odglo.com
CIVIL ENGINEER:	DAVID MARCHELL PE#65215 OMNI DESIGN GROUP, INC. 711 TANK FARM ROAD SUITE 100 SAN LUIS OBISPO, CALIFORNIA 93401 805.544.9700 dmarchell@odglo.com
LANDSCAPE ARCHITECT:	TERRY LEE, LANDSCAPE ARCHITECT RLA 4108, ARBORIST, LEED GR 319 NORTH HIGHWAY 1, SPC 54 GROVER BEACH, CALIFORNIA 93433 805.489.0774 terryleeaia@gmail.com
SITE INFORMATION	
PROJECT DESCRIPTION:	
CONSTRUCT NEW INFILL PROJECT IN THE CITY OF SANTA MARIA, CONSISTING OF A 40,854 SQUARE FOOT AGRICULTURAL BOX WAREHOUSE AND DISTRIBUTION FACILITY WITH OFFICES, ASSOCIATED PARKING, TRUCK LOADING, LANDSCAPING, AND SITE IMPROVEMENTS ON 4.4 ACRES OF AN EXISTING 6.18 PARCEL. THERE WILL BE NO RETAIL SALES OR SERVICES ON THE PREMISES.	
LOCATION:	
1300 WEST LA BREA AVENUE, SANTA MARIA	
A.P.N.:	
117-240-034	
GENERAL PLAN DESIGNATION:	
GI - GENERAL INDUSTRIAL	
ZONING:	
M2 - GENERAL MANUFACTURING	
SIZE OF PROJECT AREA:	
4.4 ACRES (191,202 SF)	
SIZE OF PARCEL:	
6.18 ACRES GROSS (269,401 SF)	
PRESENT USE:	
UNDEVELOPED	
ACCESS:	
THREE DRIVEWAYS ARE LOCATED ON LA BREA AVENUE	
SURROUNDING USES / ZONING:	
NORTH	SANTA MARIA VALLEY RAILROAD
SOUTH	SMALL LOT, SINGLE FAMILY RESIDENTIAL
EAST	OLD DOMINION DISTRIBUTION FACILITY; M2 - GENERAL MANUFACTURING
WEST	EXISTING DRAINAGE/FLOOD CONTROL BASIN
PARKING REQUIRED:	
(46) 9' X 19' FULL SIZE SPACES INCLUSIVE OF (3) CLEAN AIR/VAN POOL/EV SPACES PER TABLE 5.106.52 INCLUSIVE OF (2) ACCESSIBLE SPACES (1 VAN, AND 1 STANDARD), PER TABLE 11B.208.2	
PARKING PROVIDED:	
(46) 9' X 19' FULL SIZE SPACES INCLUSIVE OF (3) CLEAN AIR/VAN POOL/EV SPACES PER TABLE 5.106.52 INCLUSIVE OF (2) ACCESSIBLE SPACES (1 VAN, AND 1 STANDARD), PER TABLE 11B.208.2	
SETBACKS	
FRONT -	REQUIRED: 20 PROVIDED: 43' FROM ROW EASEMENT
SIDES -	REQUIRED: NONE PROVIDED: 9'-12' MINIMUM
REAR -	REQUIRED: NONE PROVIDED: 63'-4" MINIMUM
BUILDING COVERAGE:	
BUILDING FOOTPRINT - 40,040 SQUARE FEET (21%)	
PAVED AREA:	
66,710 SQUARE FEET (35%)	
LANDSCAPE AREA (INCLUDING STORMWATER BASINS)	
32,805 SQUARE FEET (17%)	
OPEN SPACE	
51,647 SQUARE FEET (27%)	
FENCING:	
REFER TO SITE DEVELOPMENT PLAN	
BUILDING DATA	
HEIGHT: SMMC 12-17.09	37'-3" PROPOSED 40' PERMITTED
PROPOSED AREA: CBC 507.5	40,854 SF PROPOSED UNLIMITED
	40,040 SF - FIRST FLOOR, 814 SF - SECOND FLOOR
CONSTRUCTION TYPE:	
TYPE VB, SPRINKLERED	
OCCUPANCY GROUP:	
S-1/B	
HIGH PILE STORAGE:	
YES	
SPRINKLERED:	
YES	

Project Data



Proposed Site Development Plan
Scale: 1" = 40'-0"

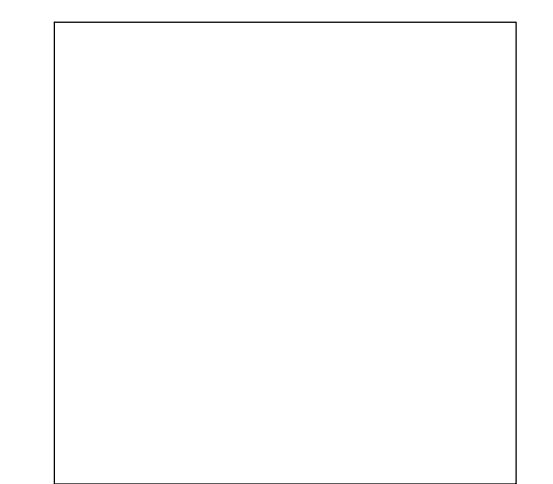


PROJECT:
Packaging Warehouse
1300 WEST LA BREA AVENUE
SANTA MARIA, CA 93458

CLIENT:
Seaside Packaging
2115 SINTON ROAD
SANTA MARIA, CA 93458

CONDITIONAL USE
PERMIT DRAWINGS

No.	Revision	Date	By	



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PROJECT NUMBER: 1255-01
DATE: MAY 12, 2021
SHEET TITLE:
Proposed Site Development Plan

SHEET NUMBER:
CUP2.0



NOTES:

ALL AREAS OF THE BUILDING SHALL BE PROVIDED WITH OUTSIDE AIR VENTILATION.

METAL BUILDING SHOP DRAWINGS ARE REQUIRED TO BE SUBMITTED WITH THE FOUNDATION AND FLOOR PLANS.

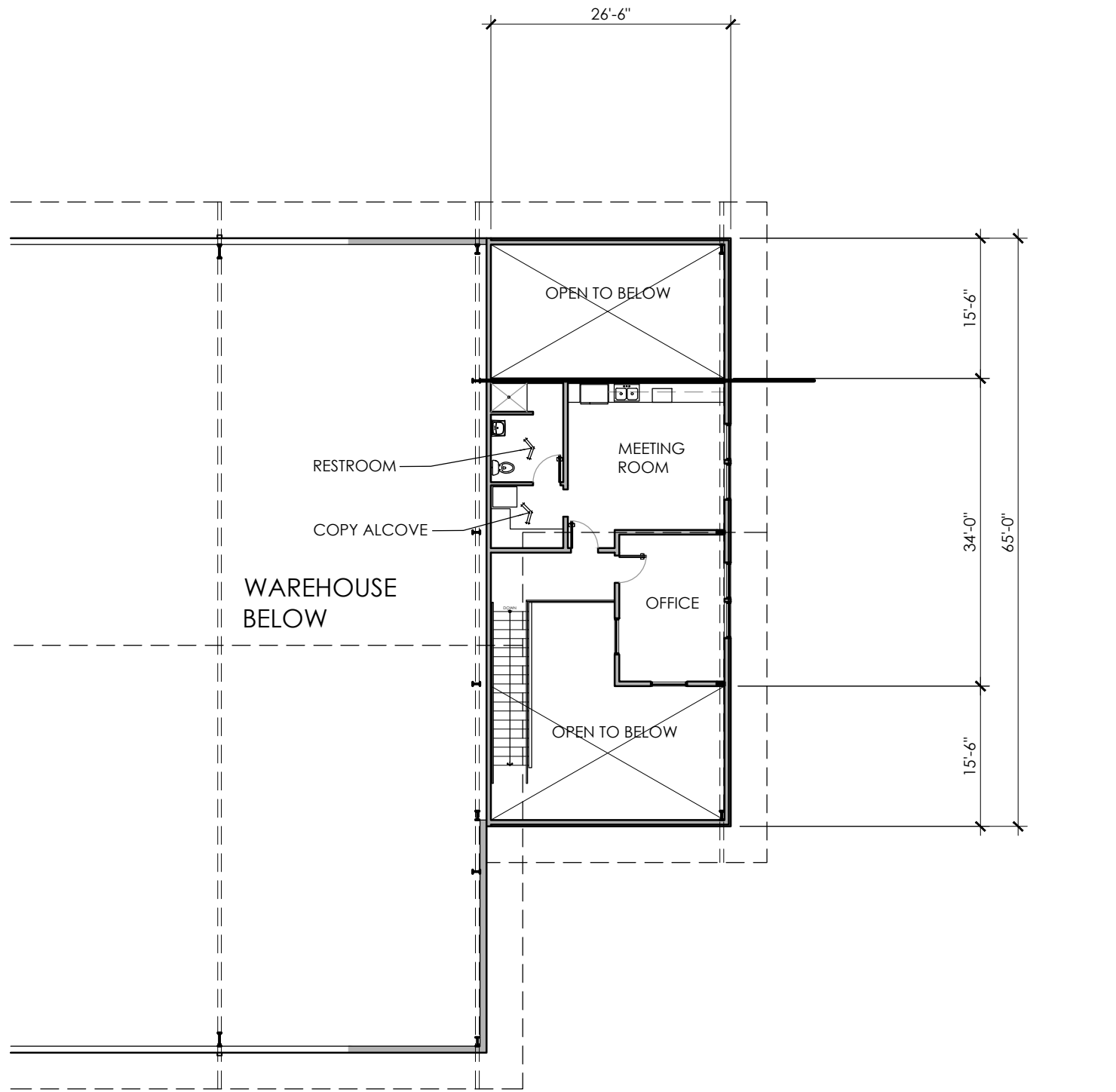
ALL EXTERIOR DOORS SHALL BE ACCESSIBLE AND INTERCONNECTED BY ACCESSIBLE PATHS OF TRAVEL.

THE SECOND FLOOR SINK IN THE MEETING ROOM, RESTROOM, AND SHOWER SHALL MEET DISABLED ACCESS REQUIREMENTS.

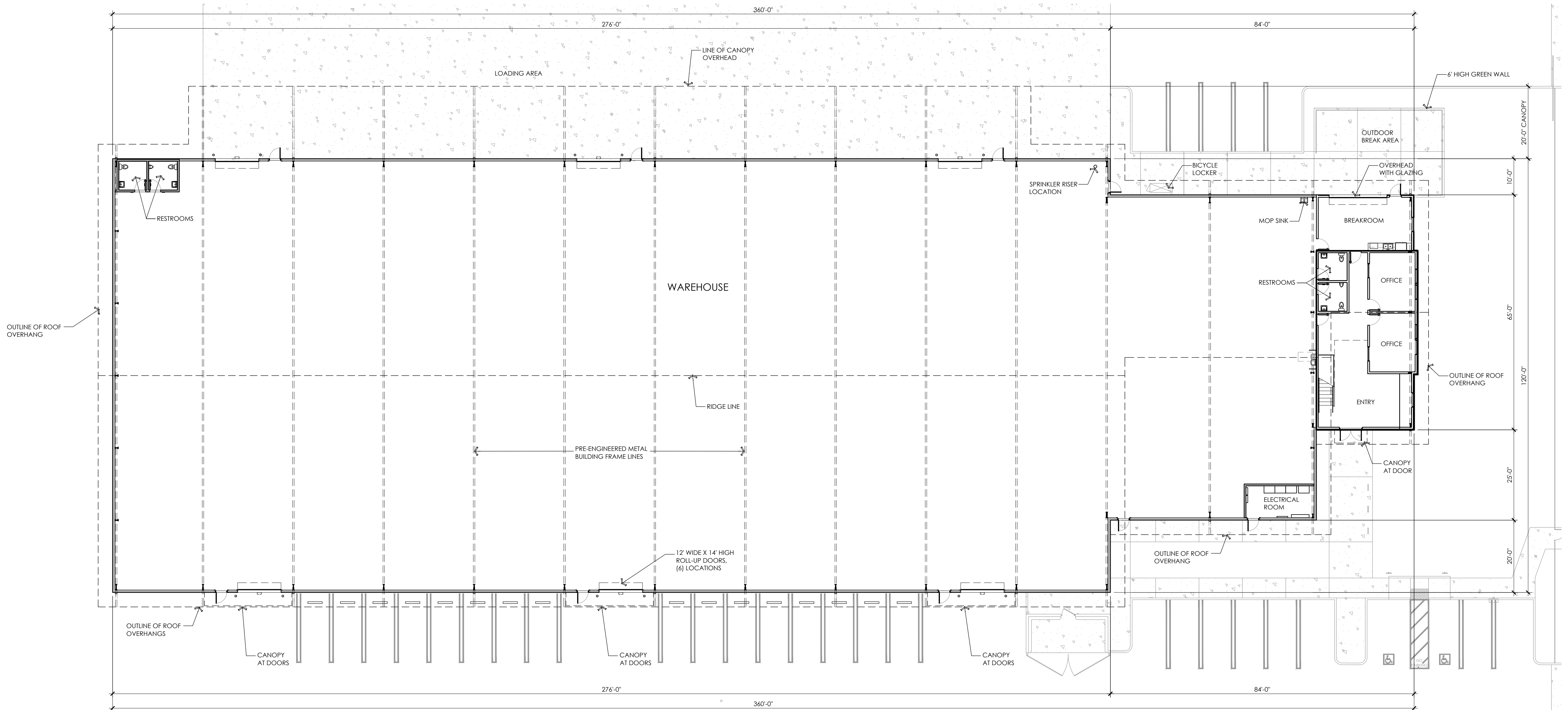
INTERIOR DOORS ON BOTH THE FIRST AND SECOND FLOOR LEVELS SHALL MEET WHEELCHAIR MANEUVERING REQUIREMENTS.

RESTROOMS AND BREAK ROOM ON THE FIRST FLOOR SHALL MEET DISABLE ACCESS REQUIREMENTS.

AN ACCESSIBLE ROUTE SHALL BE PROVIDED FROM THE ACCESSIBLE PARKING SPACES TO AND THROUGH THE ACCESSIBLE ENTRANCE.



Proposed Second Floor Plan
Scale: 1/16" = 1'-0"



Proposed First Floor Plan
Scale: 1/16" = 1'-0"



PROJECT:

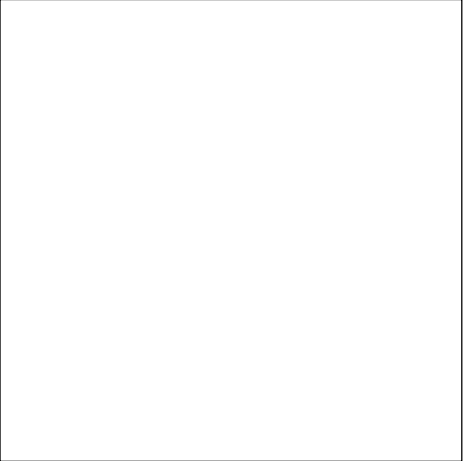
Packaging Warehouse
1300 WEST LA BREA AVENUE
SANTA MARIA, CA 93458

CLIENT:

Seaside Packaging
2115 SINTON ROAD
SANTA MARIA, CA 93458

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PROJECT NUMBER: 1255-01

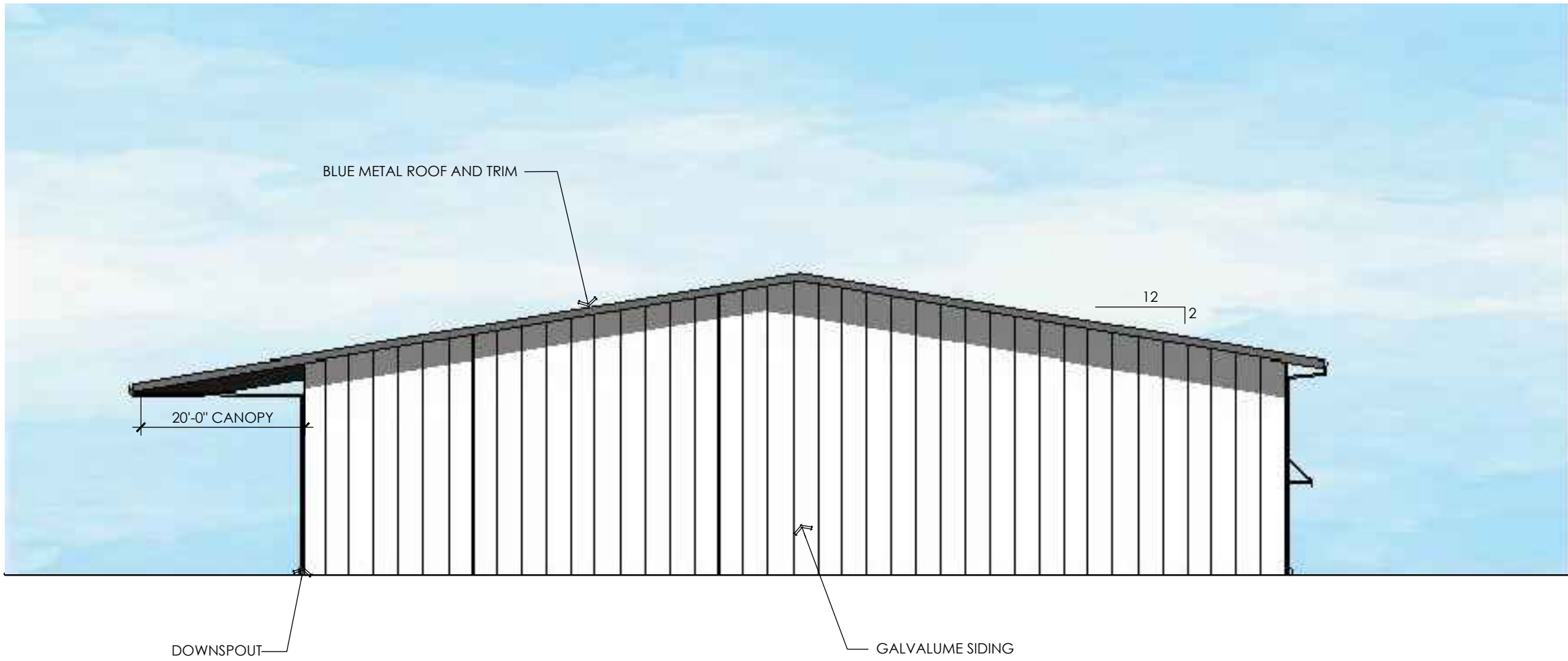
DATE: MAY 12, 2021

SHEET TITLE:

Proposed Floor Plans

SHEET NUMBER:

CUP3.0



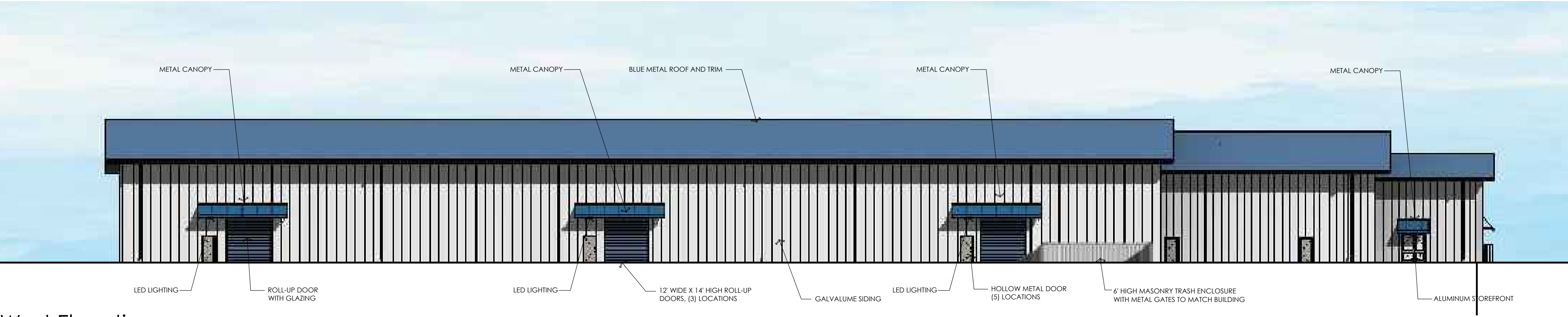
North Elevation
Scale: 1/16" = 1'-0"



South Elevation
Scale: 1/16" = 1'-0"



East Elevation
Scale: 1/16" = 1'-0"



West Elevation
Scale: 1/16" = 1'-0"



PROJECT:
Packaging Warehouse
1300 WEST LA BREA AVENUE
SANTA MARIA, CA 93458

CLIENT:
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No.	Revision	Date	By



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PROJECT NUMBER: 1255-01
DATE: MAY 12, 2021
SHEET TITLE:
Exterior Elevations

SHEET NUMBER:



CLIENT:

Seaside
Packaging

2115 SINTON ROAD
SANTA MARIA, CA 93458

A circular professional engineer seal for David A. Marston, State of California, License No. C65215, Expires 9/30/21. The seal features the text "REGISTERED PROFESSIONAL ENGINEER" around the top and "STATE OF CALIFORNIA" around the bottom. The center contains the name "DAVID A. MARSTON", the license number "C65215", and the expiration date "Exp. 9/30/21". The seal is stamped in black ink on a white background. A handwritten signature, "David A. Marston", is written across the seal.

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PROJECT NUMBER: 1255-01

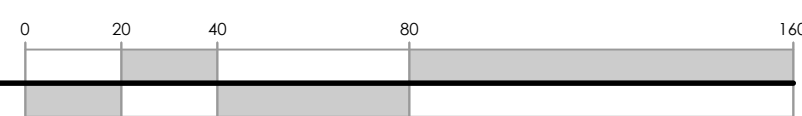
DATE: MARCH 01, 2021

SHEET TITLE:
Preliminary
Grading,
Drainage and
Utility Plan

SHEET NUMBER:



C1.0



CENTRAL COAST

<u>SYMBOL</u>	<u>BOTANICAL NAME</u> <u>COMMON NAME</u>	<u>PLANT TYPE</u>	<u>CONTAINER SIZE</u>
	HETEROMELES ARBUTIFOLIA CALIFORNIA SAGEBRUSH	TALL ACCENT SHRUB	15 GALLON
	ARTEMISIA CALIFORNICA CALIFORNIA SAGEBRUSH	MEDIUM SHRUB	5 GALLON
	CEANOTHUS 'CONCHA' CALIFORNIA LILAC	MEDIUM SHRUB	5 GALLON
	ARCTOSTAPHYLOS HOOKERI MONTEREY MANZANITA	MEDIUM SHRUB	1 GALLON
	FESTUCA MARIE ATLAS FESCUE	ORNAMENTAL GRASS	1 GALLON
	LANTANA MONTEVIDENSIS PURPLE LANTANA	LOW SHRUB	1 GALLON
	COLEONEMA PULCHELLUM BREATH OF HEAVEN 'SUNSET GOLD'	LOW SHRUB	5 GALLON
	GAZANIA RIGENS 'BURGANDY' PINK TRAILING GAZANIA	LAWN SUBSTITUTES	FLATS
	DISTICTUS BUCCINATORIA RED TRUMPET VINE	VINE	5 GALLON

CENTRAL COAST

 SYMBOL	<u>BOTANICAL NAME</u> <u>COMMON NAME</u>	PLANT TYPE	CONTAINER SIZE
	ARBUTUS MARINA COASTAL MADRONE 'STRAWBERRY TREE'	25" -30"	24" BOX
	OLEA EUROPEA 'Swan Hill' FRUITLESS OLIVE Multi-Upright	20" -25"	24" BOX
	PLATINUS ACERFOLIA LONDON PLANE	35" -40"	24" BOX

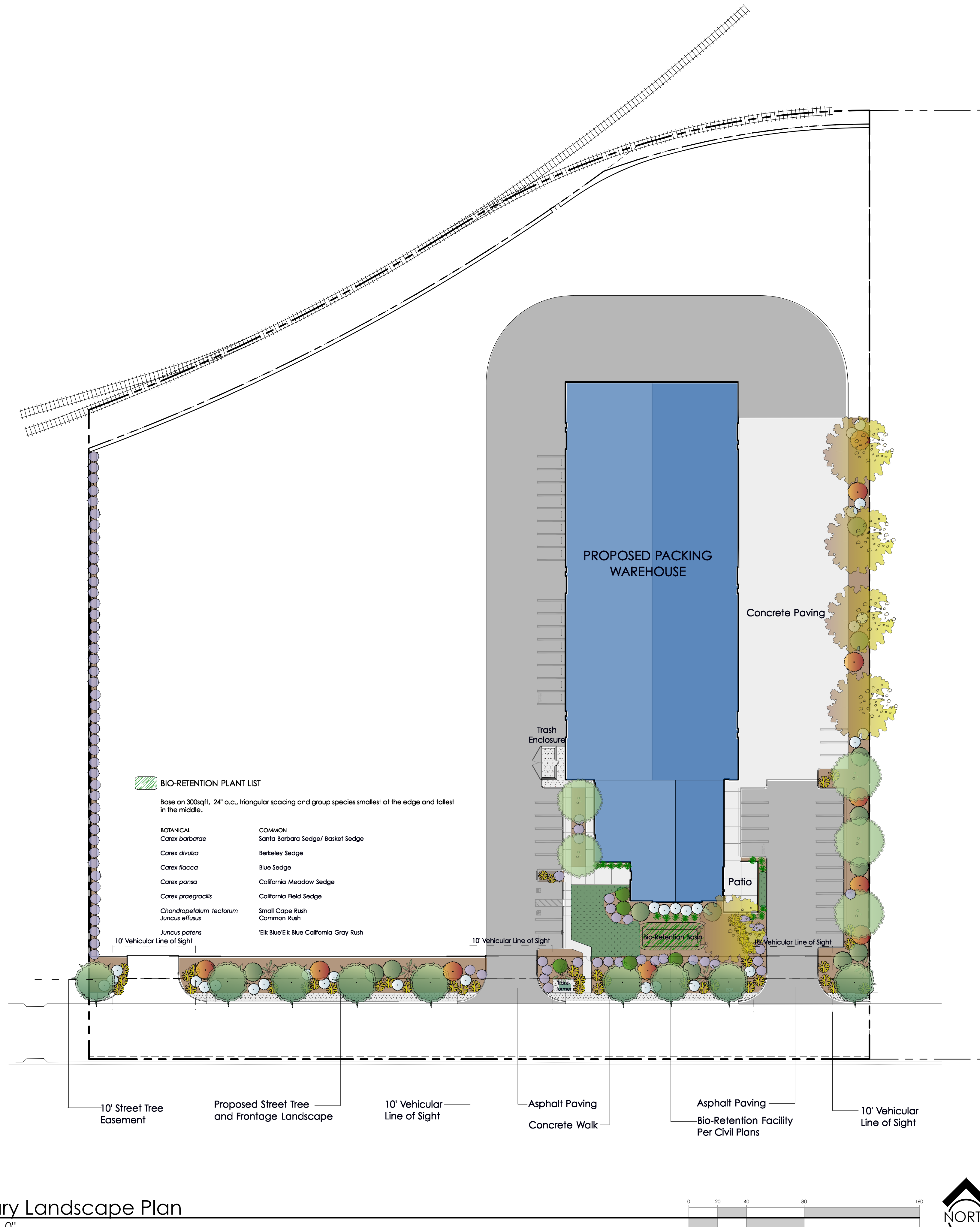
WELO CALCULATION

Hydrozone No.	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PPxIE)	Total Landscape Area sf#2	ETAF x Area	Est. Total Water Use [ETWU]
#1 TREES	.35	Drip	.81	2835	0	0	0
#2 - #6 LOW	.35	Drip	.81	2835	32805	9300	273240
					A = 32,805	B = 9300	
						TOTAL ETWU	227,240*
						TOTAL MAWA	337,333

Total ETAF x Area	(B)	Total ETAF x Area	(B+D)
Total Area	(A)	Total Area	(A+C)
Average ETAF	B/A	Sitewide ETAF	(A+C)/(B+D)

Hydro-Zone/Pf	Type	PSI	GPM
1 Trees	Drip	35	16
2 Low	Drip	35	11
3 Low	Drip	35	11
4 Low	Drip	35	11
5 Low	Drip	35	11
6 Bio	Drip	35	11
Total P2	32,805		

Terry Lee, Landscape Architect RLA#4108



CONDITIONAL USE
PERMIT DRAWINGS



L1.0

D-Series Size 0 LED Area Luminaire

Specifications

EPA: 0.5/0.5
Length: 26.5"
Width: 13.5"
Height: 7"
Weight (each): 15 lbs

Ordering Information

EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA DBBKX

Order	Qty	Part Number	Description	Notes	Quantity
DSX0 LED	1	DSX0 LED	LED Area Luminaire		1
DSX0 LED	1	DSX0 LED	LED Area Luminaire		1
DSX0 LED	1	DSX0 LED	LED Area Luminaire		1
DSX0 LED	1	DSX0 LED	LED Area Luminaire		1

Ordering Information

Accessories

External Gaze Shield

Drilling

Photometric Diagrams

FULL CUT OFF, LED, PARKING LOT POLE LIGHT
MOUNTING HEIGHT: 18'
DARK BRONZE FINISH, SQUARE POLE

WDGE2 LED Architectural Wall Sconce

Specifications

Depth (D1): 7"
Depth (D2): 1.5"
Height: 4"
Width: 11.5"
Weight (each): 1.5 lbs

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI WF MVOLT SRM DBBKX

Order	Qty	Part Number	Description	Notes	Quantity
WDGE2 LED	1	WDGE2 LED	LED Architectural Wall Sconce		1
WDGE2 LED	1	WDGE2 LED	LED Architectural Wall Sconce		1
WDGE2 LED	1	WDGE2 LED	LED Architectural Wall Sconce		1
WDGE2 LED	1	WDGE2 LED	LED Architectural Wall Sconce		1

Accessories

Performance Data

Lumen Output

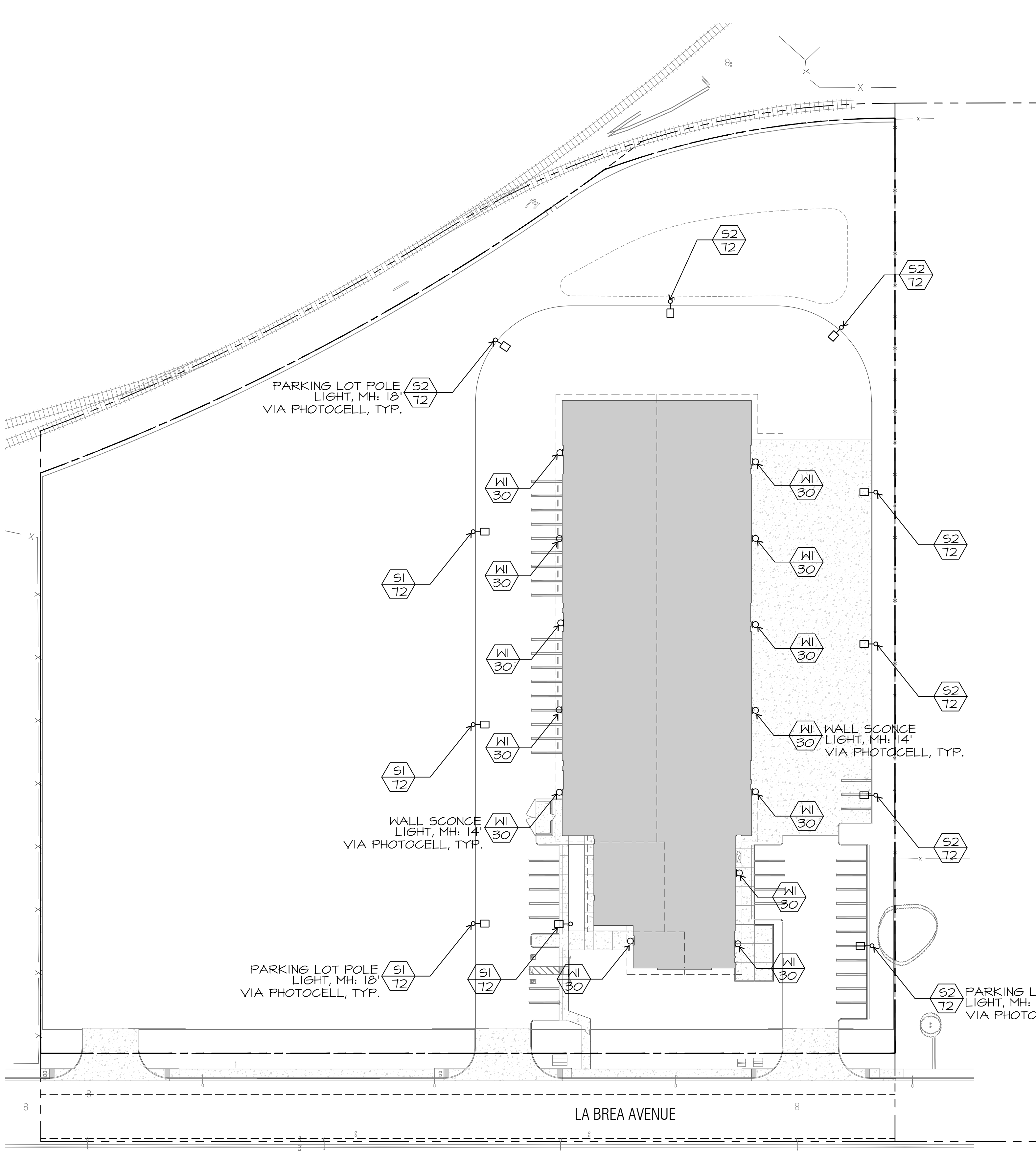
Electrical Load

Lumen Multiplier for 90CRI

Lumen Output in Emergency Mode (90CRI, 90min)

Projected LED Lumen Maintenance

FULL CUT OFF, LED, WALL SCONCE
MOUNTING HEIGHT: 14'
DARK BRONZE FINISH, COMFORT WIDE OPTIC



EXTERIOR LIGHT POLLUTION MUST COMPLY WITH CGC SECTION 5.106.8

ALL LIGHT FIXTURES ARE DARK SKY COMPLIANT

SITE LIGHTING PLAN

SCALE: 1" = 40'-0"



omni DESIGN GROUP

ARCHITECTURE
CIVIL ENGINEERING
SURVEYING

711 TANK FARM ROAD, SUITE 100
SAN LUIS OBISPO
CALIFORNIA, 93401
PHONE: (805) 544-9700
email: omni@omni.com

SEASIDE PACKAGING INC.

PROJECT:

Packaging Warehouse

1300 WEST LA BREA AVENUE
SANTA MARIA, CA 93458

CLIENT:

Seaside Packaging

2115 SINTON ROAD
SANTA MARIA, CA 93458

CONDITIONAL USE
PERMIT DRAWINGS

CLIP DRAWING UPDATES	05.13.2021	SDW
No. Revision	Date	By

JMPE

ELECTRICAL ENGINEERING
LIGHTING DESIGN
CA REGISTRATION NO. E13083

21240

627 OLIVE STREET
SANTA BARBARA, CA 93101
(805) 569-8218
FAX: (805) 569-8405
email: maloney@jmpe.net
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PROJECT NUMBER: 1255-01

DATE: MAY 12, 2021

SHEET TITLE:

SITE LIGHTING PLAN

SHEET NUMBER:

SL1.0

Schedule										
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
	S1	4	Lithonia Lighting	DSX0 LED P3 40K T2M MVOLT SSS 16' 4C DM19AS	DSX0 LED P3 40K T2M MVOLT 16' POLE ON 2' BASE	LED	1	8429	0.92	71
	S2	7	Lithonia Lighting	DSX0 LED P3 40K T4M MVOLT SSS 16' 4C DM19AS	DSX0 LED P3 40K T4M MVOLT, T 16' POLE ON 2' BASE	LED	1	8268	0.92	71
	W1	13	Lithonia Lighting	WDGE2 LED P4 40K 80CRI VW	WDGE2 LED WITH P4 - PERFORMANCE PACKAGE, 4000K, 80CRI, VISUAL COMFORT WIDE OPTIC	LED	1	4526	0.92	34.96

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
SITE	+	1.5 fc	6.7 fc	0.3 fc	22.3:1	5.0:1
SPILL LIGHT	+	0.1 fc	0.6 fc	0.0 fc	N/A	N/A

Luminaire Locations							
		Location					
No.	Label	X	Y	Z	MH	Tilt	Orientation
1	S1	1338.87	-480.47	18.00	18.00	0.00	270.00
8	S1	1277.57	-225.21	18.00	18.00	0.00	90.00
9	S1	1277.57	-347.53	18.00	18.00	0.00	90.00
1	S2	1402.18	-79.07	18.00	18.00	0.00	180.00
2	S2	1291.63	-103.84	18.00	18.00	0.00	123.76
3	S2	1510.95	-95.47	18.00	18.00	0.00	222.97
4	S2	1531.95	-392.26	18.00	18.00	0.00	270.00
5	S2	1529.58	-487.80	18.00	18.00	0.00	270.00
6	S2	1531.95	-296.29	18.00	18.00	0.00	270.00
7	S2	1531.95	-200.02	18.00	18.00	0.00	270.00
10	S1	1277.57	-473.78	18.00	18.00	0.00	90.00
1	W1	1333.17	-175.33	14.00	14.00	0.00	270.00
2	W1	1333.17	-229.64	14.00	14.00	0.00	270.00
3	W1	1334.12	-283.10	14.00	14.00	0.00	270.00
4	W1	1333.04	-338.35	14.00	14.00	0.00	270.00
5	W1	1333.04	-390.74	14.00	14.00	0.00	270.00
6	W1	1454.15	-175.33	14.00	14.00	0.00	90.00
7	W1	1454.15	-229.64	14.00	14.00	0.00	90.00
8	W1	1454.43	-283.71	14.00	14.00	0.00	90.00
9	W1	1454.28	-338.35	14.00	14.00	0.00	90.00
10	W1	1454.28	-390.74	14.00	14.00	0.00	90.00
11	W1	1444.52	-441.52	14.00	14.00	0.00	90.00
12	W1	1378.91	-485.00	14.00	14.00	0.00	270.00
13	W1	1443.42	-486.06	14.00	14.00	0.00	90.00



EXTERIOR LIGHT POLLUTION MUST COMPLY WITH CGC SECTION 5.106.8

ALL LIGHT FIXTURES ARE DARK SKY COMPLIANT

SITE LIGHTING PHOTOMETRIC PLAN

SCALE: 1" = 40'-0"

NORTH

omni
DESIGN GROUP
ARCHITECTURE
CIVIL ENGINEERING
SURVEYING
711 TANK FARM ROAD, SUITE 100
SAN LUIS OBISPO
CALIFORNIA, 93401
PHONE: (805)544-9700
email: omni@ogdg.com



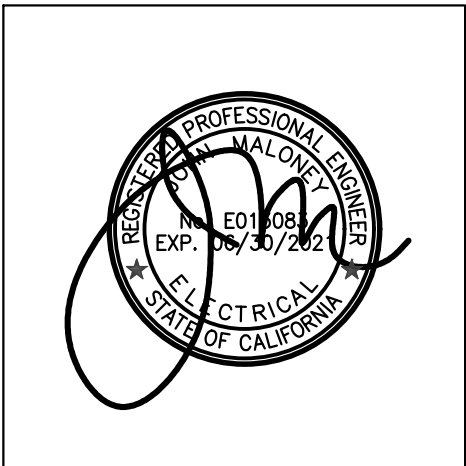
PROJECT:
Packaging Warehouse
1300 WEST LA BREA AVENUE
SANTA MARIA, CA 93458

CLIENT:
Seaside Packaging
2115 SINTON ROAD
SANTA MARIA, CA 93458

CONDITIONAL USE
PERMIT DRAWINGS

	CLIP DRAWING UPDATES	05.13.2021	SDW
No.	Revision	Date	By

JMPE
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LIGHTING DESIGN
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PROJECT NUMBER: 1255-01

DATE: MAY 12, 2021

SHEET TITLE:

SITE LIGHTING
PHOTOMETRIC PLAN

SHEET NUMBER:

SL2.0

Appendix B

Air Quality and Greenhouse Gas Emissions Modeling

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1300 West La Brea Avenue AQ GHG Analysis****Santa Barbara County APCD Air District, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	40.85	1000sqft	4.40	40,854.00	0
Parking Lot	46.00	Space	0.00	66,710.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2030
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	0	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project in Santa Maria, SBCAPCD. Applicant committed to supplying 100% of electricity through renewable energy sources.

Land Use - Based on site plan

Construction Phase - Construction schedule provided by applicant

Off-road Equipment - Data request

Off-road Equipment - 4 aerial lifts- 2 booms, 2 scissors. 1 crane 40 ton. 2 forklifts- reach lifts.

Off-road Equipment - Data Request

Off-road Equipment - Data Request

Off-road Equipment - Data Request

Off-road Equipment - Data Request

Trips and VMT - Water trucks on site preparation, building construction and paving phase. End dump on demolition phase

Grading -

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating -

Vehicle Trips - Existing business relocating to new location - no net increase in vehicle trips

Vehicle Emission Factors -

Area Coating - per SBCAPCD Rule 323.1

Energy Use - No natural gas connections in proposed building.

Water And Wastewater - Based on Environmental Clearance Form. Conservatively assumed all water usage would be for indoor use and would require wastewater treatment

Solid Waste -

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Water Mitigation -

Operational Off-Road Equipment - Four electric forklifts

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	4003	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	22.00
tblConstructionPhase	NumDays	230.00	152.00
tblConstructionPhase	NumDays	8.00	64.00
tblConstructionPhase	NumDays	18.00	43.00
tblConstructionPhase	NumDays	5.00	41.00
tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24NG	3.37	0.00
tblLandUse	LandUseSquareFeet	40,850.00	40,854.00
tblLandUse	LandUseSquareFeet	18,400.00	66,710.00
tblLandUse	LotAcreage	0.94	4.40
tblLandUse	LotAcreage	0.41	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	18.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	9,446,562.50	224,838.00

2.0 Emissions Summary

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.7165	2.2103	1.8966	3.6300e-003	0.7279	0.0999	0.8278	0.3625	0.0920	0.4545	0.0000	320.1981	320.1981	0.0957	1.5000e-003	323.0362
Maximum	0.7165	2.2103	1.8966	3.6300e-003	0.7279	0.0999	0.8278	0.3625	0.0920	0.4545	0.0000	320.1981	320.1981	0.0957	1.5000e-003	323.0362

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.7165	2.2103	1.8966	3.6300e-003	0.3435	0.0999	0.4435	0.1674	0.0920	0.2594	0.0000	320.1977	320.1977	0.0957	1.5000e-003	323.0359
Maximum	0.7165	2.2103	1.8966	3.6300e-003	0.3435	0.0999	0.4435	0.1674	0.0920	0.2594	0.0000	320.1977	320.1977	0.0957	1.5000e-003	323.0359

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	52.80	0.00	46.43	53.82	0.00	42.93	0.00	0.00	0.00	0.00	0.00	0.00

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-3-2022	4-2-2022	1.2594	1.2594
2	4-3-2022	7-2-2022	0.5839	0.5839
3	7-3-2022	9-30-2022	0.3540	0.3540
		Highest	1.2594	1.2594

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2113	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5500e-003	1.5500e-003	0.0000	0.0000	1.6500e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	7.9743	0.0000	7.9743	0.3954	0.0000	17.8597
Water						0.0000	0.0000		0.0000	0.0000	0.0796	0.0000	0.0796	2.7000e-004	1.7000e-004	0.1379
Total	0.2113	1.0000e-005	7.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0538	1.5500e-003	8.0554	0.3957	1.7000e-004	17.9993

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2113	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5500e-003	1.5500e-003	0.0000	0.0000	1.6500e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	7.9743	0.0000	7.9743	0.3954	0.0000	17.8597
Water						0.0000	0.0000		0.0000	0.0000	0.0796	0.0000	0.0796	2.7000e-004	1.7000e-004	0.1379
Total	0.2113	1.0000e-005	7.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0538	1.5500e-003	8.0554	0.3957	1.7000e-004	17.9993

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/3/2022	2/28/2022	5	41	

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3	Grading	Grading	2/1/2022	4/29/2022	5	64
4	Building Construction	Building Construction	4/1/2022	10/31/2022	5	152
5	Paving	Paving	10/3/2022	11/30/2022	5	43
6	Architectural Coating	Architectural Coating	11/1/2022	11/30/2022	5	22

Acres of Grading (Site Preparation Phase): 61.5**Acres of Grading (Grading Phase): 64****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 61,281; Non-Residential Outdoor: 20,427; Striped Parking Area: 4,003 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Plate Compactors	1	8.00	8	0.43
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Plate Compactors	1	8.00	8	0.43
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Aerial Lifts	4	8.00	63	0.31
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	2	8.00	89	0.20

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	1	6.00	80	0.38
Architectural Coating	Aerial Lifts	1	6.00	63	0.31

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	2	5.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	45.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	2	5.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0100	0.1047	0.0582	1.2000e-004		5.0700e-003	5.0700e-003		4.6700e-003	4.6700e-003	0.0000	10.2355	10.2355	3.3100e-003	0.0000	10.3183
Total	0.0100	0.1047	0.0582	1.2000e-004		5.0700e-003	5.0700e-003		4.6700e-003	4.6700e-003	0.0000	10.2355	10.2355	3.3100e-003	0.0000	10.3183

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	1.1600e-003	3.7000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3759	0.3759	2.0000e-005	6.0000e-005	0.3927
Worker	1.4000e-004	1.0000e-004	1.0600e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2441	0.2441	1.0000e-005	1.0000e-005	0.2470
Total	1.8000e-004	1.2600e-003	1.4300e-003	0.0000	4.3000e-004	1.0000e-005	4.4000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	0.6199	0.6199	3.0000e-005	7.0000e-005	0.6397

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0100	0.1047	0.0582	1.2000e-004		5.0700e-003	5.0700e-003		4.6700e-003	4.6700e-003	0.0000	10.2355	10.2355	3.3100e-003	0.0000	10.3183
Total	0.0100	0.1047	0.0582	1.2000e-004		5.0700e-003	5.0700e-003		4.6700e-003	4.6700e-003	0.0000	10.2355	10.2355	3.3100e-003	0.0000	10.3183

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	1.1600e-003	3.7000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3759	0.3759	2.0000e-005	6.0000e-005	0.3927
Worker	1.4000e-004	1.0000e-004	1.0600e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2441	0.2441	1.0000e-005	1.0000e-005	0.2470
Total	1.8000e-004	1.2600e-003	1.4300e-003	0.0000	4.3000e-004	1.0000e-005	4.4000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	0.6199	0.6199	3.0000e-005	7.0000e-005	0.6397

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2795	0.0000	0.2795	0.1392	0.0000	0.1392	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0546	0.5786	0.3450	7.3000e-004		0.0262	0.0262		0.0241	0.0241	0.0000	63.8319	63.8319	0.0205	0.0000	64.3445
Total	0.0546	0.5786	0.3450	7.3000e-004	0.2795	0.0262	0.3057	0.1392	0.0241	0.1634	0.0000	63.8319	63.8319	0.0205	0.0000	64.3445

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0000e-005	2.3800e-003	7.6000e-004	1.0000e-005	2.4000e-004	2.0000e-005	2.6000e-004	7.0000e-005	2.0000e-005	9.0000e-005	0.0000	0.7705	0.7705	3.0000e-005	1.1000e-004	0.8051
Worker	1.0200e-003	7.7000e-004	7.8400e-003	2.0000e-005	2.2800e-003	1.0000e-005	2.2900e-003	6.1000e-004	1.0000e-005	6.2000e-004	0.0000	1.8014	1.8014	7.0000e-005	7.0000e-005	1.8227
Total	1.1100e-003	3.1500e-003	8.6000e-003	3.0000e-005	2.5200e-003	3.0000e-005	2.5500e-003	6.8000e-004	3.0000e-005	7.1000e-004	0.0000	2.5719	2.5719	1.0000e-004	1.8000e-004	2.6277

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1258	0.0000	0.1258	0.0627	0.0000	0.0627	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0546	0.5786	0.3450	7.3000e-004		0.0262	0.0262		0.0241	0.0241	0.0000	63.8318	63.8318	0.0205	0.0000	64.3444
Total	0.0546	0.5786	0.3450	7.3000e-004	0.1258	0.0262	0.1520	0.0627	0.0241	0.0868	0.0000	63.8318	63.8318	0.0205	0.0000	64.3444

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0000e-005	2.3800e-003	7.6000e-004	1.0000e-005	2.4000e-004	2.0000e-005	2.6000e-004	7.0000e-005	2.0000e-005	9.0000e-005	0.0000	0.7705	0.7705	3.0000e-005	1.1000e-004	0.8051
Worker	1.0200e-003	7.7000e-004	7.8400e-003	2.0000e-005	2.2800e-003	1.0000e-005	2.2900e-003	6.1000e-004	1.0000e-005	6.2000e-004	0.0000	1.8014	1.8014	7.0000e-005	7.0000e-005	1.8227
Total	1.1100e-003	3.1500e-003	8.6000e-003	3.0000e-005	2.5200e-003	3.0000e-005	2.5500e-003	6.8000e-004	3.0000e-005	7.1000e-004	0.0000	2.5719	2.5719	1.0000e-004	1.8000e-004	2.6277

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4194	0.0000	0.4194	0.2155	0.0000	0.2155	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0666	0.6813	0.4118	8.3000e-004		0.0327	0.0327		0.0301	0.0301	0.0000	72.2788	72.2788	0.0232	0.0000	72.8577
Total	0.0666	0.6813	0.4118	8.3000e-004	0.4194	0.0327	0.4520	0.2155	0.0301	0.2456	0.0000	72.2788	72.2788	0.0232	0.0000	72.8577

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1500e-003	8.7000e-004	8.8300e-003	2.0000e-005	2.5700e-003	1.0000e-005	2.5800e-003	6.8000e-004	1.0000e-005	7.0000e-004	0.0000	2.0308	2.0308	8.0000e-005	7.0000e-005	2.0548
Total	1.1500e-003	8.7000e-004	8.8300e-003	2.0000e-005	2.5700e-003	1.0000e-005	2.5800e-003	6.8000e-004	1.0000e-005	7.0000e-004	0.0000	2.0308	2.0308	8.0000e-005	7.0000e-005	2.0548

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1887	0.0000	0.1887	0.0970	0.0000	0.0970	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0666	0.6813	0.4118	8.3000e-004		0.0327	0.0327		0.0301	0.0301	0.0000	72.2787	72.2787	0.0232	0.0000	72.8576
Total	0.0666	0.6813	0.4118	8.3000e-004	0.1887	0.0327	0.2214	0.0970	0.0301	0.1271	0.0000	72.2787	72.2787	0.0232	0.0000	72.8576

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1500e-003	8.7000e-004	8.8300e-003	2.0000e-005	2.5700e-003	1.0000e-005	2.5800e-003	6.8000e-004	1.0000e-005	7.0000e-004	0.0000	2.0308	2.0308	8.0000e-005	7.0000e-005	2.0548
Total	1.1500e-003	8.7000e-004	8.8300e-003	2.0000e-005	2.5700e-003	1.0000e-005	2.5800e-003	6.8000e-004	1.0000e-005	7.0000e-004	0.0000	2.0308	2.0308	8.0000e-005	7.0000e-005	2.0548

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0684	0.7440	0.8812	1.5200e-003		0.0319	0.0319		0.0293	0.0293	0.0000	133.4473	133.4473	0.0432	0.0000	134.5263
Total	0.0684	0.7440	0.8812	1.5200e-003		0.0319	0.0319		0.0293	0.0293	0.0000	133.4473	133.4473	0.0432	0.0000	134.5263

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2000e-004	8.8300e-003	2.8200e-003	3.0000e-005	8.8000e-004	8.0000e-005	9.7000e-004	2.6000e-004	8.0000e-005	3.3000e-004	0.0000	2.8565	2.8565	1.2000e-004	4.2000e-004	2.9846
Worker	9.4600e-003	7.1100e-003	0.0726	1.8000e-004	0.0211	1.1000e-004	0.0212	5.6100e-003	1.0000e-004	5.7200e-003	0.0000	16.6955	16.6955	6.9000e-004	6.0000e-004	16.8929
Total	9.7800e-003	0.0159	0.0755	2.1000e-004	0.0220	1.9000e-004	0.0222	5.8700e-003	1.8000e-004	6.0500e-003	0.0000	19.5520	19.5520	8.1000e-004	1.0200e-003	19.8775

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0684	0.7440	0.8812	1.5200e-003		0.0319	0.0319		0.0293	0.0293	0.0000	133.4472	133.4472	0.0432	0.0000	134.5262
Total	0.0684	0.7440	0.8812	1.5200e-003		0.0319	0.0319		0.0293	0.0293	0.0000	133.4472	133.4472	0.0432	0.0000	134.5262

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2000e-004	8.8300e-003	2.8200e-003	3.0000e-005	8.8000e-004	8.0000e-005	9.7000e-004	2.6000e-004	8.0000e-005	3.3000e-004	0.0000	2.8565	2.8565	1.2000e-004	4.2000e-004	2.9846
Worker	9.4600e-003	7.1100e-003	0.0726	1.8000e-004	0.0211	1.1000e-004	0.0212	5.6100e-003	1.0000e-004	5.7200e-003	0.0000	16.6955	16.6955	6.9000e-004	6.0000e-004	16.8929
Total	9.7800e-003	0.0159	0.0755	2.1000e-004	0.0220	1.9000e-004	0.0222	5.8700e-003	1.8000e-004	6.0500e-003	0.0000	19.5520	19.5520	8.1000e-004	1.0200e-003	19.8775

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.1300e-003	0.0730	0.0920	1.4000e-004		3.7500e-003	3.7500e-003		3.4500e-003	3.4500e-003	0.0000	12.5967	12.5967	4.0700e-003	0.0000	12.6985
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.1300e-003	0.0730	0.0920	1.4000e-004		3.7500e-003	3.7500e-003		3.4500e-003	3.4500e-003	0.0000	12.5967	12.5967	4.0700e-003	0.0000	12.6985

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0000e-005	2.5000e-003	8.0000e-004	1.0000e-005	2.5000e-004	2.0000e-005	2.7000e-004	7.0000e-005	2.0000e-005	9.0000e-005	0.0000	0.8081	0.8081	3.0000e-005	1.2000e-004	0.8443
Worker	3.0000e-004	2.2000e-004	2.2800e-003	1.0000e-005	6.6000e-004	0.0000	6.7000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5248	0.5248	2.0000e-005	2.0000e-005	0.5310
Total	3.9000e-004	2.7200e-003	3.0800e-003	2.0000e-005	9.1000e-004	2.0000e-005	9.4000e-004	2.5000e-004	2.0000e-005	2.7000e-004	0.0000	1.3329	1.3329	5.0000e-005	1.4000e-004	1.3753

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.1300e-003	0.0730	0.0920	1.4000e-004		3.7500e-003	3.7500e-003		3.4500e-003	3.4500e-003	0.0000	12.5967	12.5967	4.0700e-003	0.0000	12.6985
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.1300e-003	0.0730	0.0920	1.4000e-004		3.7500e-003	3.7500e-003		3.4500e-003	3.4500e-003	0.0000	12.5967	12.5967	4.0700e-003	0.0000	12.6985

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0000e-005	2.5000e-003	8.0000e-004	1.0000e-005	2.5000e-004	2.0000e-005	2.7000e-004	7.0000e-005	2.0000e-005	9.0000e-005	0.0000	0.8081	0.8081	3.0000e-005	1.2000e-004	0.8443
Worker	3.0000e-004	2.2000e-004	2.2800e-003	1.0000e-005	6.6000e-004	0.0000	6.7000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5248	0.5248	2.0000e-005	2.0000e-005	0.5310
Total	3.9000e-004	2.7200e-003	3.0800e-003	2.0000e-005	9.1000e-004	2.0000e-005	9.4000e-004	2.5000e-004	2.0000e-005	2.7000e-004	0.0000	1.3329	1.3329	5.0000e-005	1.4000e-004	1.3753

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4966					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0000e-004	4.6200e-003	9.0300e-003	1.0000e-005		9.0000e-005	9.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.2171	1.2171	3.9000e-004	0.0000	1.2269
Total	0.4969	4.6200e-003	9.0300e-003	1.0000e-005		9.0000e-005	9.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.2171	1.2171	3.9000e-004	0.0000	1.2269

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.1000e-004	2.1000e-003	1.0000e-005	6.1000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.4833	0.4833	2.0000e-005	2.0000e-005	0.4890
Total	2.7000e-004	2.1000e-004	2.1000e-003	1.0000e-005	6.1000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.4833	0.4833	2.0000e-005	2.0000e-005	0.4890

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4966					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0000e-004	4.6200e-003	9.0300e-003	1.0000e-005		9.0000e-005	9.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.2171	1.2171	3.9000e-004	0.0000	1.2269
Total	0.4969	4.6200e-003	9.0300e-003	1.0000e-005		9.0000e-005	9.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.2171	1.2171	3.9000e-004	0.0000	1.2269

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.1000e-004	2.1000e-003	1.0000e-005	6.1000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.4833	0.4833	2.0000e-005	2.0000e-005	0.4890
Total	2.7000e-004	2.1000e-004	2.1000e-003	1.0000e-005	6.1000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.4833	0.4833	2.0000e-005	2.0000e-005	0.4890

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	6.60	5.50	6.40	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017
Unrefrigerated Warehouse-No Rail	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017

Historical Energy Use: N

5.1 Mitigation Measures Energy

[illegible]

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated

[illegible]

Mitigated

[illegible]

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	23348.5	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	142989	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	23348.5	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	142989	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2113	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5500e-003	1.5500e-003	0.0000	0.0000	1.6500e-003
Unmitigated	0.2113	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5500e-003	1.5500e-003	0.0000	0.0000	1.6500e-003

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0473					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1639					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5500e-003	1.5500e-003	0.0000	0.0000	1.6500e-003
Total	0.2113	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5500e-003	1.5500e-003	0.0000	0.0000	1.6500e-003

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0473					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1639					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5500e-003	1.5500e-003	0.0000	0.0000	1.6500e-003
Total	0.2113	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5500e-003	1.5500e-003	0.0000	0.0000	1.6500e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0796	2.7000e-004	1.7000e-004	0.1379
Unmitigated	0.0796	2.7000e-004	1.7000e-004	0.1379

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.224838 / 0	0.0796	2.7000e-004	1.7000e-004	0.1379
Total		0.0796	2.7000e-004	1.7000e-004	0.1379

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.224838 / 0	0.0796	2.7000e-004	1.7000e-004	0.1379
Total		0.0796	2.7000e-004	1.7000e-004	0.1379

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.9743	0.3954	0.0000	17.8597
Unmitigated	7.9743	0.3954	0.0000	17.8597

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	38.4	7.9743	0.3954	0.0000	17.8597
Total		7.9743	0.3954	0.0000	17.8597

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	38.4	7.9743	0.3954	0.0000	17.8597
Total		7.9743	0.3954	0.0000	17.8597

9.0 Operational Offroad

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1300 West La Brea Avenue AQ GHG Analysis****Santa Barbara County APCD Air District, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	40.85	1000sqft	4.40	40,854.00	0
Parking Lot	46.00	Space	0.00	66,710.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2030
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	0	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project in Santa Maria, SBCAPCD. Applicant committed to supplying 100% of electricity through renewable energy sources.

Land Use - Based on site plan

Construction Phase - Construction schedule provided by applicant

Off-road Equipment - Data request

Off-road Equipment - 4 aerial lifts- 2 booms, 2 scissors. 1 crane 40 ton. 2 forklifts- reach lifts.

Off-road Equipment - Data Request

Off-road Equipment - Data Request

Off-road Equipment - Data Request

Off-road Equipment - Data Request

Trips and VMT - Water trucks on site preparation, building construction and paving phase. End dump on demolition phase

Grading -

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating -

Vehicle Trips - Existing business relocating to new location - no net increase in vehicle trips

Vehicle Emission Factors -

Area Coating - per SBCAPCD Rule 323.1

Energy Use - No natural gas connections in proposed building.

Water And Wastewater - Based on Environmental Clearance Form. Conservatively assumed all water usage would be for indoor use and would require wastewater treatment

Solid Waste -

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Water Mitigation -

Operational Off-Road Equipment - Four electric forklifts

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	4003	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	22.00
tblConstructionPhase	NumDays	230.00	152.00
tblConstructionPhase	NumDays	8.00	64.00
tblConstructionPhase	NumDays	18.00	43.00
tblConstructionPhase	NumDays	5.00	41.00
tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24NG	3.37	0.00
tblLandUse	LandUseSquareFeet	40,850.00	40,854.00
tblLandUse	LandUseSquareFeet	18,400.00	66,710.00
tblLandUse	LotAcreage	0.94	4.40
tblLandUse	LotAcreage	0.41	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	18.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	9,446,562.50	224,838.00

2.0 Emissions Summary

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	45.5488	49.6972	30.4077	0.0634	26.9472	2.3005	29.2477	13.5825	2.1181	15.7006	0.0000	6,130.209 9	6,130.209 9	1.9091	0.0221	6,181.586 5
Maximum	45.5488	49.6972	30.4077	0.0634	26.9472	2.3005	29.2477	13.5825	2.1181	15.7006	0.0000	6,130.209 9	6,130.209 9	1.9091	0.0221	6,181.586 5

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	45.5488	49.6972	30.4077	0.0634	12.2405	2.3005	14.5410	6.1426	2.1181	8.2606	0.0000	6,130.209 9	6,130.209 9	1.9091	0.0221	6,181.586 5
Maximum	45.5488	49.6972	30.4077	0.0634	12.2405	2.3005	14.5410	6.1426	2.1181	8.2606	0.0000	6,130.209 9	6,130.209 9	1.9091	0.0221	6,181.586 5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	54.58	0.00	50.28	54.78	0.00	47.39	0.00	0.00	0.00	0.00	0.00	0.00

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	1.1581	8.0000e-005	8.8200e-003	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0190	0.0190	5.0000e-005	0.0000	0.0202

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	1.1581	8.0000e-005	8.8200e-003	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0190	0.0190	5.0000e-005	0.0000	0.0202

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/3/2022	2/28/2022	5	41	
3	Grading	Grading	2/1/2022	4/29/2022	5	64	
4	Building Construction	Building Construction	4/1/2022	10/31/2022	5	152	

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Paving	Paving	10/3/2022	11/30/2022	5	43
6	Architectural Coating	Architectural Coating	11/1/2022	11/30/2022	5	22

Acres of Grading (Site Preparation Phase): 61.5**Acres of Grading (Grading Phase): 64****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 61,281; Non-Residential Outdoor: 20,427; Striped Parking Area: 4,003 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Plate Compactors	1	8.00	8	0.43
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Plate Compactors	1	8.00	8	0.43
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Aerial Lifts	4	8.00	63	0.31
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	2	8.00	89	0.20
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	1	6.00	80	0.38

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating	Aerial Lifts	1	6.00	63	0.31
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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	2	5.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	45.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	2	5.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0018	10.4693	5.8199	0.0116		0.5075	0.5075		0.4669	0.4669		1,128.2743	1,128.2743	0.3649		1,137.3970
Total	1.0018	10.4693	5.8199	0.0116		0.5075	0.5075		0.4669	0.4669		1,128.2743	1,128.2743	0.3649		1,137.3970

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1154	0.0376	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0500e-003	4.4600e-003		41.4401	41.4401	1.6700e-003	6.1000e-003	43.2991
Worker	0.0148	0.0107	0.1089	2.6000e-004	0.0316	1.6000e-004	0.0317	8.3800e-003	1.5000e-004	8.5300e-003		26.8780	26.8780	1.1600e-003	9.9000e-004	27.2026
Total	0.0191	0.1260	0.1466	6.4000e-004	0.0434	1.2500e-003	0.0447	0.0118	1.2000e-003	0.0130		68.3180	68.3180	2.8300e-003	7.0900e-003	70.5017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0018	10.4693	5.8199	0.0116		0.5075	0.5075		0.4669	0.4669	0.0000	1,128.2743	1,128.2743	0.3649		1,137.3970
Total	1.0018	10.4693	5.8199	0.0116		0.5075	0.5075		0.4669	0.4669	0.0000	1,128.2743	1,128.2743	0.3649		1,137.3970

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1154	0.0376	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0500e-003	4.4600e-003		41.4401	41.4401	1.6700e-003	6.1000e-003	43.2991
Worker	0.0148	0.0107	0.1089	2.6000e-004	0.0316	1.6000e-004	0.0317	8.3800e-003	1.5000e-004	8.5300e-003		26.8780	26.8780	1.1600e-003	9.9000e-004	27.2026
Total	0.0191	0.1260	0.1466	6.4000e-004	0.0434	1.2500e-003	0.0447	0.0118	1.2000e-003	0.0130		68.3180	68.3180	2.8300e-003	7.0900e-003	70.5017

3.3 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					13.6349	0.0000	13.6349	6.7922	0.0000	6.7922			0.0000			0.0000
Off-Road	2.6611	28.2245	16.8272	0.0356		1.2779	1.2779		1.1764	1.1764		3,432.322 2	3,432.322 2	1.1025		3,459.885 0
Total	2.6611	28.2245	16.8272	0.0356	13.6349	1.2779	14.9128	6.7922	1.1764	7.9686		3,432.322 2	3,432.322 2	1.1025		3,459.885 0

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1154	0.0376	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0500e-003	4.4600e-003		41.4401	41.4401	1.6700e-003	6.1000e-003	43.2991
Worker	0.0533	0.0384	0.3921	9.5000e-004	0.1137	5.9000e-004	0.1143	0.0302	5.4000e-004	0.0307		96.7606	96.7606	4.1800e-003	3.5700e-003	97.9293
Total	0.0576	0.1538	0.4297	1.3300e-003	0.1255	1.6800e-003	0.1272	0.0336	1.5900e-003	0.0352		138.2007	138.2007	5.8500e-003	9.6700e-003	141.2285

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1357	0.0000	6.1357	3.0565	0.0000	3.0565			0.0000			0.0000
Off-Road	2.6611	28.2245	16.8272	0.0356		1.2779	1.2779		1.1764	1.1764	0.0000	3,432.322 2	3,432.322 2	1.1025		3,459.885 0
Total	2.6611	28.2245	16.8272	0.0356	6.1357	1.2779	7.4136	3.0565	1.1764	4.2329	0.0000	3,432.322 2	3,432.322 2	1.1025		3,459.885 0

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1154	0.0376	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0500e-003	4.4600e-003		41.4401	41.4401	1.6700e-003	6.1000e-003	43.2991
Worker	0.0533	0.0384	0.3921	9.5000e-004	0.1137	5.9000e-004	0.1143	0.0302	5.4000e-004	0.0307		96.7606	96.7606	4.1800e-003	3.5700e-003	97.9293
Total	0.0576	0.1538	0.4297	1.3300e-003	0.1255	1.6800e-003	0.1272	0.0336	1.5900e-003	0.0352		138.2007	138.2007	5.8500e-003	9.6700e-003	141.2285

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					13.1047	0.0000	13.1047	6.7350	0.0000	6.7350			0.0000			0.0000
Off-Road	2.0814	21.2912	12.8676	0.0258		1.0205	1.0205		0.9397	0.9397		2,489.8043	2,489.8043	0.7977		2,509.7464
Total	2.0814	21.2912	12.8676	0.0258	13.1047	1.0205	14.1252	6.7350	0.9397	7.6746		2,489.8043	2,489.8043	0.7977		2,509.7464

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0385	0.0278	0.2832	6.9000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		69.8827	69.8827	3.0200e-003	2.5800e-003	70.7267
Total	0.0385	0.0278	0.2832	6.9000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		69.8827	69.8827	3.0200e-003	2.5800e-003	70.7267

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.8971	0.0000	5.8971	3.0307	0.0000	3.0307			0.0000			0.0000
Off-Road	2.0814	21.2912	12.8676	0.0258		1.0205	1.0205		0.9397	0.9397	0.0000	2,489.8043	2,489.8043	0.7977		2,509.7464
Total	2.0814	21.2912	12.8676	0.0258	5.8971	1.0205	6.9176	3.0307	0.9397	3.9704	0.0000	2,489.8043	2,489.8043	0.7977		2,509.7464

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0385	0.0278	0.2832	6.9000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		69.8827	69.8827	3.0200e-003	2.5800e-003	70.7267
Total	0.0385	0.0278	0.2832	6.9000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		69.8827	69.8827	3.0200e-003	2.5800e-003	70.7267

3.5 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9002	9.7891	11.5944	0.0200		0.4193	0.4193		0.3857	0.3857		1,935.5329	1,935.5329	0.6260		1,951.1827
Total	0.9002	9.7891	11.5944	0.0200		0.4193	0.4193		0.3857	0.3857		1,935.5329	1,935.5329	0.6260		1,951.1827

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1154	0.0376	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0500e-003	4.4600e-003		41.4401	41.4401	1.6700e-003	6.1000e-003	43.2991
Worker	0.1333	0.0961	0.9802	2.3800e-003	0.2842	1.4700e-003	0.2857	0.0754	1.3600e-003	0.0768		241.9016	241.9016	0.0105	8.9300e-003	244.8233
Total	0.1376	0.2114	1.0178	2.7600e-003	0.2961	2.5600e-003	0.2986	0.0788	2.4100e-003	0.0812		283.3417	283.3417	0.0121	0.0150	288.1224

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9002	9.7891	11.5944	0.0200		0.4193	0.4193		0.3857	0.3857	0.0000	1,935.5329	1,935.5329	0.6260		1,951.1827
Total	0.9002	9.7891	11.5944	0.0200		0.4193	0.4193		0.3857	0.3857	0.0000	1,935.5329	1,935.5329	0.6260		1,951.1827

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1154	0.0376	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0500e-003	4.4600e-003		41.4401	41.4401	1.6700e-003	6.1000e-003	43.2991
Worker	0.1333	0.0961	0.9802	2.3800e-003	0.2842	1.4700e-003	0.2857	0.0754	1.3600e-003	0.0768		241.9016	241.9016	0.0105	8.9300e-003	244.8233
Total	0.1376	0.2114	1.0178	2.7600e-003	0.2961	2.5600e-003	0.2986	0.0788	2.4100e-003	0.0812		283.3417	283.3417	0.0121	0.0150	288.1224

3.6 Paving - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3316	3.3933	4.2792	6.6700e-003		0.1743	0.1743		0.1604	0.1604		645.8358	645.8358	0.2089		651.0577
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.3316	3.3933	4.2792	6.6700e-003		0.1743	0.1743		0.1604	0.1604		645.8358	645.8358	0.2089		651.0577

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1154	0.0376	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0500e-003	4.4600e-003		41.4401	41.4401	1.6700e-003	6.1000e-003	43.2991
Worker	0.0148	0.0107	0.1089	2.6000e-004	0.0316	1.6000e-004	0.0317	8.3800e-003	1.5000e-004	8.5300e-003		26.8780	26.8780	1.1600e-003	9.9000e-004	27.2026
Total	0.0191	0.1260	0.1466	6.4000e-004	0.0434	1.2500e-003	0.0447	0.0118	1.2000e-003	0.0130		68.3180	68.3180	2.8300e-003	7.0900e-003	70.5017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3316	3.3933	4.2792	6.6700e-003		0.1743	0.1743		0.1604	0.1604	0.0000	645.8358	645.8358	0.2089		651.0577
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.3316	3.3933	4.2792	6.6700e-003		0.1743	0.1743		0.1604	0.1604	0.0000	645.8358	645.8358	0.2089		651.0577

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1154	0.0376	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0500e-003	4.4600e-003		41.4401	41.4401	1.6700e-003	6.1000e-003	43.2991
Worker	0.0148	0.0107	0.1089	2.6000e-004	0.0316	1.6000e-004	0.0317	8.3800e-003	1.5000e-004	8.5300e-003		26.8780	26.8780	1.1600e-003	9.9000e-004	27.2026
Total	0.0191	0.1260	0.1466	6.4000e-004	0.0434	1.2500e-003	0.0447	0.0118	1.2000e-003	0.0130		68.3180	68.3180	2.8300e-003	7.0900e-003	70.5017

3.7 Architectural Coating - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0271	0.4202	0.8205	1.2600e-003		7.8000e-003	7.8000e-003		7.1700e-003	7.1700e-003		121.9649	121.9649	0.0395		122.9510
Total	45.1714	0.4202	0.8205	1.2600e-003		7.8000e-003	7.8000e-003		7.1700e-003	7.1700e-003		121.9649	121.9649	0.0395		122.9510

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0267	0.0192	0.1960	4.8000e-004	0.0568	2.9000e-004	0.0571	0.0151	2.7000e-004	0.0154		48.3803	48.3803	2.0900e-003	1.7900e-003	48.9647
Total	0.0267	0.0192	0.1960	4.8000e-004	0.0568	2.9000e-004	0.0571	0.0151	2.7000e-004	0.0154		48.3803	48.3803	2.0900e-003	1.7900e-003	48.9647

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0271	0.4202	0.8205	1.2600e-003		7.8000e-003	7.8000e-003		7.1700e-003	7.1700e-003	0.0000	121.9649	121.9649	0.0395		122.9510
Total	45.1714	0.4202	0.8205	1.2600e-003		7.8000e-003	7.8000e-003		7.1700e-003	7.1700e-003	0.0000	121.9649	121.9649	0.0395		122.9510

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0267	0.0192	0.1960	4.8000e-004	0.0568	2.9000e-004	0.0571	0.0151	2.7000e-004	0.0154		48.3803	48.3803	2.0900e-003	1.7900e-003	48.9647
Total	0.0267	0.0192	0.1960	4.8000e-004	0.0568	2.9000e-004	0.0571	0.0151	2.7000e-004	0.0154		48.3803	48.3803	2.0900e-003	1.7900e-003	48.9647

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	6.60	5.50	6.40	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017
Unrefrigerated Warehouse-No Rail	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.0 Energy Detail**

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202
Unmitigated	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2594					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8979					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.1000e-004	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202
Total	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2594					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8979					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.1000e-004	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202
Total	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	Electrical

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**UnMitigated/Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1300 West La Brea Avenue AQ GHG Analysis****Santa Barbara County APCD Air District, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	40.85	1000sqft	4.40	40,854.00	0
Parking Lot	46.00	Space	0.00	66,710.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2030
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	0	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project in Santa Maria, SBCAPCD. Applicant committed to supplying 100% of electricity through renewable energy sources.

Land Use - Based on site plan

Construction Phase - Construction schedule provided by applicant

Off-road Equipment - Data request

Off-road Equipment - 4 aerial lifts- 2 booms, 2 scissors. 1 crane 40 ton. 2 forklifts- reach lifts.

Off-road Equipment - Data Request

Off-road Equipment - Data Request

Off-road Equipment - Data Request

Off-road Equipment - Data Request

Trips and VMT - Water trucks on site preparation, building construction and paving phase. End dump on demolition phase

Grading -

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating -

Vehicle Trips - Existing business relocating to new location - no net increase in vehicle trips

Vehicle Emission Factors -

Area Coating - per SBCAPCD Rule 323.1

Energy Use - No natural gas connections in proposed building.

Water And Wastewater - Based on Environmental Clearance Form. Conservatively assumed all water usage would be for indoor use and would require wastewater treatment

Solid Waste -

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Water Mitigation -

Operational Off-Road Equipment - Four electric forklifts

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	4003	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	22.00
tblConstructionPhase	NumDays	230.00	152.00
tblConstructionPhase	NumDays	8.00	64.00
tblConstructionPhase	NumDays	18.00	43.00
tblConstructionPhase	NumDays	5.00	41.00
tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24NG	3.37	0.00
tblLandUse	LandUseSquareFeet	40,850.00	40,854.00
tblLandUse	LandUseSquareFeet	18,400.00	66,710.00
tblLandUse	LotAcreage	0.94	4.40
tblLandUse	LotAcreage	0.41	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	18.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	1.74	0.00
tblWater	IndoorWaterUseRate	9,446,562.50	224,838.00

2.0 Emissions Summary

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	45.5455	49.6858	30.3820	0.0634	26.9472	2.3005	29.2477	13.5825	2.1181	15.7006	0.0000	6,133.670 1	6,133.670 1	1.9084	0.0212	6,184.867 9
Maximum	45.5455	49.6858	30.3820	0.0634	26.9472	2.3005	29.2477	13.5825	2.1181	15.7006	0.0000	6,133.670 1	6,133.670 1	1.9084	0.0212	6,184.867 9

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	45.5455	49.6858	30.3820	0.0634	12.2405	2.3005	14.5410	6.1426	2.1181	8.2606	0.0000	6,133.670 1	6,133.670 1	1.9084	0.0212	6,184.867 9
Maximum	45.5455	49.6858	30.3820	0.0634	12.2405	2.3005	14.5410	6.1426	2.1181	8.2606	0.0000	6,133.670 1	6,133.670 1	1.9084	0.0212	6,184.867 9

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	54.58	0.00	50.28	54.78	0.00	47.39	0.00	0.00	0.00	0.00	0.00	0.00

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	1.1581	8.0000e-005	8.8200e-003	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0190	0.0190	5.0000e-005	0.0000	0.0202

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	1.1581	8.0000e-005	8.8200e-003	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0190	0.0190	5.0000e-005	0.0000	0.0202

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/3/2022	2/28/2022	5	41	
3	Grading	Grading	2/1/2022	4/29/2022	5	64	
4	Building Construction	Building Construction	4/1/2022	10/31/2022	5	152	

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Paving	Paving	10/3/2022	11/30/2022	5	43
6	Architectural Coating	Architectural Coating	11/1/2022	11/30/2022	5	22

Acres of Grading (Site Preparation Phase): 61.5**Acres of Grading (Grading Phase): 64****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 61,281; Non-Residential Outdoor: 20,427; Striped Parking Area: 4,003 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Plate Compactors	1	8.00	8	0.43
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Plate Compactors	1	8.00	8	0.43
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Aerial Lifts	4	8.00	63	0.31
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	2	8.00	89	0.20
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	1	6.00	80	0.38

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating	Aerial Lifts	1	6.00	63	0.31
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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	2	5.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	45.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	2	5.00	2.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0018	10.4693	5.8199	0.0116		0.5075	0.5075		0.4669	0.4669		1,128.2743	1,128.2743	0.3649		1,137.3970
Total	1.0018	10.4693	5.8199	0.0116		0.5075	0.5075		0.4669	0.4669		1,128.2743	1,128.2743	0.3649		1,137.3970

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2800e-003	0.1123	0.0366	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0400e-003	4.4600e-003		41.4237	41.4237	1.6700e-003	6.0900e-003	43.2801
Worker	0.0137	9.3400e-003	0.1049	2.7000e-004	0.0316	1.6000e-004	0.0317	8.3800e-003	1.5000e-004	8.5300e-003		27.4387	27.4387	1.0500e-003	9.1000e-004	27.7349
Total	0.0179	0.1216	0.1416	6.5000e-004	0.0434	1.2500e-003	0.0447	0.0118	1.1900e-003	0.0130		68.8624	68.8624	2.7200e-003	7.0000e-003	71.0151

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0018	10.4693	5.8199	0.0116		0.5075	0.5075		0.4669	0.4669	0.0000	1,128.2743	1,128.2743	0.3649		1,137.3970
Total	1.0018	10.4693	5.8199	0.0116		0.5075	0.5075		0.4669	0.4669	0.0000	1,128.2743	1,128.2743	0.3649		1,137.3970

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2800e-003	0.1123	0.0366	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0400e-003	4.4600e-003		41.4237	41.4237	1.6700e-003	6.0900e-003	43.2801
Worker	0.0137	9.3400e-003	0.1049	2.7000e-004	0.0316	1.6000e-004	0.0317	8.3800e-003	1.5000e-004	8.5300e-003		27.4387	27.4387	1.0500e-003	9.1000e-004	27.7349
Total	0.0179	0.1216	0.1416	6.5000e-004	0.0434	1.2500e-003	0.0447	0.0118	1.1900e-003	0.0130		68.8624	68.8624	2.7200e-003	7.0000e-003	71.0151

3.3 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					13.6349	0.0000	13.6349	6.7922	0.0000	6.7922			0.0000			0.0000
Off-Road	2.6611	28.2245	16.8272	0.0356		1.2779	1.2779		1.1764	1.1764		3,432.3222	3,432.3222	1.1025		3,459.8850
Total	2.6611	28.2245	16.8272	0.0356	13.6349	1.2779	14.9128	6.7922	1.1764	7.9686		3,432.3222	3,432.3222	1.1025		3,459.8850

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2800e-003	0.1123	0.0366	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0400e-003	4.4600e-003		41.4237	41.4237	1.6700e-003	6.0900e-003	43.2801
Worker	0.0491	0.0336	0.3778	9.7000e-004	0.1137	5.9000e-004	0.1143	0.0302	5.4000e-004	0.0307		98.7793	98.7793	3.7900e-003	3.2600e-003	99.8457
Total	0.0534	0.1459	0.4144	1.3500e-003	0.1255	1.6800e-003	0.1272	0.0336	1.5800e-003	0.0352		140.2030	140.2030	5.4600e-003	9.3500e-003	143.1258

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1357	0.0000	6.1357	3.0565	0.0000	3.0565			0.0000			0.0000
Off-Road	2.6611	28.2245	16.8272	0.0356		1.2779	1.2779		1.1764	1.1764	0.0000	3,432.322 2	3,432.322 2	1.1025		3,459.885 0
Total	2.6611	28.2245	16.8272	0.0356	6.1357	1.2779	7.4136	3.0565	1.1764	4.2329	0.0000	3,432.322 2	3,432.322 2	1.1025		3,459.885 0

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2800e-003	0.1123	0.0366	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0400e-003	4.4600e-003		41.4237	41.4237	1.6700e-003	6.0900e-003	43.2801
Worker	0.0491	0.0336	0.3778	9.7000e-004	0.1137	5.9000e-004	0.1143	0.0302	5.4000e-004	0.0307		98.7793	98.7793	3.7900e-003	3.2600e-003	99.8457
Total	0.0534	0.1459	0.4144	1.3500e-003	0.1255	1.6800e-003	0.1272	0.0336	1.5800e-003	0.0352		140.2030	140.2030	5.4600e-003	9.3500e-003	143.1258

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					13.1047	0.0000	13.1047	6.7350	0.0000	6.7350			0.0000			0.0000
Off-Road	2.0814	21.2912	12.8676	0.0258		1.0205	1.0205		0.9397	0.9397		2,489.8043	2,489.8043	0.7977		2,509.7464
Total	2.0814	21.2912	12.8676	0.0258	13.1047	1.0205	14.1252	6.7350	0.9397	7.6746		2,489.8043	2,489.8043	0.7977		2,509.7464

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0355	0.0243	0.2728	7.0000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		71.3406	71.3406	2.7300e-003	2.3600e-003	72.1108
Total	0.0355	0.0243	0.2728	7.0000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		71.3406	71.3406	2.7300e-003	2.3600e-003	72.1108

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.8971	0.0000	5.8971	3.0307	0.0000	3.0307			0.0000			0.0000
Off-Road	2.0814	21.2912	12.8676	0.0258		1.0205	1.0205		0.9397	0.9397	0.0000	2,489.8043	2,489.8043	0.7977		2,509.7464
Total	2.0814	21.2912	12.8676	0.0258	5.8971	1.0205	6.9176	3.0307	0.9397	3.9704	0.0000	2,489.8043	2,489.8043	0.7977		2,509.7464

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0355	0.0243	0.2728	7.0000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		71.3406	71.3406	2.7300e-003	2.3600e-003	72.1108
Total	0.0355	0.0243	0.2728	7.0000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		71.3406	71.3406	2.7300e-003	2.3600e-003	72.1108

3.5 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9002	9.7891	11.5944	0.0200		0.4193	0.4193		0.3857	0.3857		1,935.5329	1,935.5329	0.6260		1,951.1827
Total	0.9002	9.7891	11.5944	0.0200		0.4193	0.4193		0.3857	0.3857		1,935.5329	1,935.5329	0.6260		1,951.1827

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2800e-003	0.1123	0.0366	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0400e-003	4.4600e-003		41.4237	41.4237	1.6700e-003	6.0900e-003	43.2801
Worker	0.1228	0.0840	0.9444	2.4300e-003	0.2842	1.4700e-003	0.2857	0.0754	1.3600e-003	0.0768		246.9482	246.9482	9.4600e-003	8.1500e-003	249.6142
Total	0.1271	0.1963	0.9810	2.8100e-003	0.2961	2.5600e-003	0.2986	0.0788	2.4000e-003	0.0812		288.3719	288.3719	0.0111	0.0142	292.8943

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9002	9.7891	11.5944	0.0200		0.4193	0.4193		0.3857	0.3857	0.0000	1,935.5329	1,935.5329	0.6260		1,951.1827
Total	0.9002	9.7891	11.5944	0.0200		0.4193	0.4193		0.3857	0.3857	0.0000	1,935.5329	1,935.5329	0.6260		1,951.1827

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2800e-003	0.1123	0.0366	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0400e-003	4.4600e-003		41.4237	41.4237	1.6700e-003	6.0900e-003	43.2801
Worker	0.1228	0.0840	0.9444	2.4300e-003	0.2842	1.4700e-003	0.2857	0.0754	1.3600e-003	0.0768		246.9482	246.9482	9.4600e-003	8.1500e-003	249.6142
Total	0.1271	0.1963	0.9810	2.8100e-003	0.2961	2.5600e-003	0.2986	0.0788	2.4000e-003	0.0812		288.3719	288.3719	0.0111	0.0142	292.8943

3.6 Paving - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3316	3.3933	4.2792	6.6700e-003		0.1743	0.1743		0.1604	0.1604		645.8358	645.8358	0.2089		651.0577
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.3316	3.3933	4.2792	6.6700e-003		0.1743	0.1743		0.1604	0.1604		645.8358	645.8358	0.2089		651.0577

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2800e-003	0.1123	0.0366	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0400e-003	4.4600e-003		41.4237	41.4237	1.6700e-003	6.0900e-003	43.2801
Worker	0.0137	9.3400e-003	0.1049	2.7000e-004	0.0316	1.6000e-004	0.0317	8.3800e-003	1.5000e-004	8.5300e-003		27.4387	27.4387	1.0500e-003	9.1000e-004	27.7349
Total	0.0179	0.1216	0.1416	6.5000e-004	0.0434	1.2500e-003	0.0447	0.0118	1.1900e-003	0.0130		68.8624	68.8624	2.7200e-003	7.0000e-003	71.0151

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3316	3.3933	4.2792	6.6700e-003		0.1743	0.1743		0.1604	0.1604	0.0000	645.8358	645.8358	0.2089		651.0577
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.3316	3.3933	4.2792	6.6700e-003		0.1743	0.1743		0.1604	0.1604	0.0000	645.8358	645.8358	0.2089		651.0577

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2800e-003	0.1123	0.0366	3.8000e-004	0.0119	1.0900e-003	0.0130	3.4100e-003	1.0400e-003	4.4600e-003		41.4237	41.4237	1.6700e-003	6.0900e-003	43.2801
Worker	0.0137	9.3400e-003	0.1049	2.7000e-004	0.0316	1.6000e-004	0.0317	8.3800e-003	1.5000e-004	8.5300e-003		27.4387	27.4387	1.0500e-003	9.1000e-004	27.7349
Total	0.0179	0.1216	0.1416	6.5000e-004	0.0434	1.2500e-003	0.0447	0.0118	1.1900e-003	0.0130		68.8624	68.8624	2.7200e-003	7.0000e-003	71.0151

3.7 Architectural Coating - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0271	0.4202	0.8205	1.2600e-003		7.8000e-003	7.8000e-003		7.1700e-003	7.1700e-003		121.9649	121.9649	0.0395		122.9510
Total	45.1714	0.4202	0.8205	1.2600e-003		7.8000e-003	7.8000e-003		7.1700e-003	7.1700e-003		121.9649	121.9649	0.0395		122.9510

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0246	0.0168	0.1889	4.9000e-004	0.0568	2.9000e-004	0.0571	0.0151	2.7000e-004	0.0154		49.3896	49.3896	1.8900e-003	1.6300e-003	49.9228
Total	0.0246	0.0168	0.1889	4.9000e-004	0.0568	2.9000e-004	0.0571	0.0151	2.7000e-004	0.0154		49.3896	49.3896	1.8900e-003	1.6300e-003	49.9228

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0271	0.4202	0.8205	1.2600e-003		7.8000e-003	7.8000e-003		7.1700e-003	7.1700e-003	0.0000	121.9649	121.9649	0.0395		122.9510
Total	45.1714	0.4202	0.8205	1.2600e-003		7.8000e-003	7.8000e-003		7.1700e-003	7.1700e-003	0.0000	121.9649	121.9649	0.0395		122.9510

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0246	0.0168	0.1889	4.9000e-004	0.0568	2.9000e-004	0.0571	0.0151	2.7000e-004	0.0154		49.3896	49.3896	1.8900e-003	1.6300e-003	49.9228
Total	0.0246	0.0168	0.1889	4.9000e-004	0.0568	2.9000e-004	0.0571	0.0151	2.7000e-004	0.0154		49.3896	49.3896	1.8900e-003	1.6300e-003	49.9228

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	6.60	5.50	6.40	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017
Unrefrigerated Warehouse-No Rail	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.0 Energy Detail**

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202
Unmitigated	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2594					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8979					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.1000e-004	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202
Total	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2594					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8979					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.1000e-004	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202
Total	1.1581	8.0000e-005	8.8200e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0190	0.0190	5.0000e-005		0.0202

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	Electrical

1300 West La Brea Avenue AQ GHG Analysis - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**UnMitigated/Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation