CITY OF SANTA MARIA

Environmental Checklist / Initial Study

For Westgate Village Marketplace
General Plan Amendment and Rezone (GPZ2022-0002), Specific Plan Amendment (SPZ2023-0001), Tract Map (TR2022-0004), Planned Development Permit (PD2022-0005), and Conditional Use Permit (U2022-0007)

1. Project Title and Location

Westgate Village Marketplace
Santa Maria, California
Northwest of the South Blosser Road/West Battles Road Intersection
Assessor's Parcel Numbers (APNs) 117-240-045 and 117-240-048

2. Lead Agency, Contact and Preparer

Carol Ziesenhenne, Senior Planner
City of Santa Maria
Community Development Department
110 South Pine Street, Suite 101
Santa Maria, CA 93458
(805) 925-0951 x1607
cziesenhenne@cityofsantamaria.org

3. Project Sponsor's Name and Address

Westgate Village Development, LLC
Ben Nikfarjam
944 Kenfield Avenue
Los Angeles, CA 90049

4. General Plan Designation

Existing: Planned Development/Neighborhood Commercial (PD/NC)
Proposed: Planned Development/High Density Residential (PD/HDR-30) and
Planned Development/Neighborhood Commercial (PD/NC)

5. Zoning Designation

Existing: Planned Development/Convenience Center (PD/CC)
Proposed: Planned Development/High Density Residential (PD/R-3) and
Planned Development/Convenience Center (PD/CC)

6. Brief Description of Project

Westgate Village Development, LLC is requesting a General Plan Amendment (GPA) and Rezone, Tract Map, and Planned Development Permit to allow for *Santa Maria General Plan* land use designation and zoning changes on a 3.51-acre portion of a 7.52-acre property, subdivision of the 7.52-acre property into seven parcels, and development of the 7.52-acre property with 92 multi-family residential units configured within three three-story buildings; on-site amenities; commercial uses, including a sit-down restaurant, a general office and retail space, a drive-through fast-food restaurant, a Starbucks with a drive-through, a neighborhood mini market, a medical space, a gas station, and a carwash; and associated site improvements. The Westgate Village Marketplace (project) includes a request to provide 0.13 acre of landscape area per residential unit, where, pursuant to City of Santa Maria Municipal Code Section 12-8.08 (*Density and Open Space*), an open space landscape area of 250 square feet per unit (0.53 acre) is required. The project would be located on a 7.52-acre two-parcel lot (project site; Assessor Parcel Numbers [APNs] 117-240-045 and 117-240-048) (Figures 1 and 2).

Project Background

The project site is located within the northeast corner of the Blosser Southwest Specific Plan Area that was annexed into the city in 1993. The *Blosser-Southwest Specific Plan* was one of seven specific plans prepared as part of the *Santa Maria Sphere of Influence and Concurrent Annexation Study*, and it was intended to guide future development of the 258-acre Specific Plan Area (see Figure 2). The plan identifies areas for residential use and commercial development as well as circulation system plans (Fugro West 2010).

In 2008 the project site was part of an approved Specific Plan Amendment (SPZ-2008-001) and Planned Development Permit (PD-2007-012) to allow the construction of the 132,380-square-foot Westgate Marketplace Shopping Center on a 13.1-acre property and add a mid-block signalized intersection on Blosser Road to facilitate safe ingress/egress into the shopping center. The shopping center was never constructed. In 2016 a 5.52-acre portion of the Westgate Marketplace Shopping Center property was proposed to be developed with senior housing, which became the Villa Del Sol Senior Apartments, and the *Blosser-Southwest Specific Plan* was amended along with the underlying land use and zoning designations of the senior housing site (City of Santa Maria 2010). The project site is located within a 7.52-acre area of the Westgate Shopping Center property that was not included in the Villa Del Sol Senior Apartments development.

General Plan Amendment and Rezone

The project includes amending the general plan land use designation of a 3.51-acre portion of the project site from Planned Development/Neighborhood Commercial (PD/NC) to Planned Development/High Density Residential (PD/HDR-30) (Figure 3) and rezoning the same area from Planned Development/Convenience Center (PD/CC) to Planned Development/High Density Residential (PD/R-3) (Figure 4). The remaining 4.01 acres of the project site would remain designated as PD/NC under the general plan and zoned PD/CC.

Table 1 summarizes the purpose and allowed uses under the existing and proposed General Plan designations for the 3.51-acre portion of the project site, and Table 2 summarizes the building and design standards under the existing and proposed zoning designations.

Table 1. General Plan Designation Comparison

	Existing Designation: Planned Development/ Neighborhood Commercial (PD/NC)	Proposed Designation: Planned Development/ High Density Residential (PD/HDR-30)
Purpose	To provide areas which offer convenience goods and services to local residents without disrupting the residential character of an area. These areas are intended to be small in size and not geared to providing a multitude of more specialized goods and services serving a community-wide or regional market. Some residential uses may be allowed above first floor commercial/office uses.	To provide for an urban residential environment, preferably close to shopping facilities and existing activity centers, as well as provide an incentive for reinvestment in older established areas.
Example Types of Uses	• Supermarkets • Convenience grocery stores • Drug stores, • Laundromats • Bakeries • Shoe repair shops • Accessory residential dwelling units above first floor commercial/office not exceeding 12 dwelling units per acre	• Duplexes • Triplexes and larger multi-family complexes, with overall • Density not to exceed 22 dwelling units per acre • Senior Citizen Housing may also be permitted to a maximum density of 30 dwelling units per acre
Corresponding Zoning[1]	C-1, CC, CPO, PD Overlay	R-3, PD Overlay

[1] C-1 = Central Business District; CPO = Commercial and Professional Office

Table 2. Zoning Comparison

	Existing Zoning: Planned Development/ Convenience Center (PD/CC)	Proposed Zoning: Planned Development/ High Density Residential (PD/R-3)
Front Yard Setback	10 feet	Front Yard. Front yards shall be no less than 20 feet[1]
Side Yard Setback	Minimum side yard is five feet; or 10 feet on the side of a corner lot adjoining the street or when lot abuts a residential lot or parcel of land.	Varies[2]
Rear Yard Setback	15 feet	10 feet[3]
Height	30 feet	35 feet
Landscaping	15% of site area	20% of site area

[1] Except as follows: (1) Garages with side entry may be set back 15 feet from the front property line. (2) Garages with front entry shall be set back not less than 20 feet, except garages with roll-up doors may be set back a minimum of 18 feet. (3) Whenever possible, setbacks shall be landscaped. (4) When developments encompass entire blocks or two or more sides of a block, the required setbacks on the sides fronting the street are 20 feet.

[2] (1) On interior lots, side yards shall be a minimum of 10 feet. (2) On a corner lot, the setback shall be 15 feet from the side property line adjoining the street. The other side yard shall be a minimum of 10 feet. Front entry garages, however, shall be set back 20 feet from the property line, except garages with roll-up doors may be set back a minimum of 18 feet from the front property line. (3) When developments encompass entire blocks or two or more sides of a block, the required setbacks on the sides fronting the street are 20 feet.

[3] Except (1) When the rear yard adjoins the R-1 zoning district, the minimum setback is 20 feet. (2) Abutting a public alley, garages and carports shall be set back at least 25 feet from the opposite side of the alley or have a side-entry garage with at least a 25 foot maneuvering space. (3) Abutting a public alley, the minimum setback for churches is five feet.

Tract Map

The project site comprises two parcels measuring 4.57 acres and 2.94 acres in size (APNs 117-240-045 and 117-240-048, respectively). The project includes a proposed tract map to subdivide the project site into seven parcels ranging in size from 0.49 acre to 3.51 acres (see Figures 3 and 4). Each commercial use would be located on a separate parcel ranging in size from 0.49 acre to 1.11 acres, and all of the proposed residential uses would be located on a single 3.51-acre parcel (Table 3). A blanket easement would be applied to all parcels within the project site for reciprocal access, parking, landscape maintenance, public utilities, and drainage.

Table 3. Proposed Tract Map Lot Summary

Lot Number	Size (acres)	Proposed Zoning	Proposed Use
1	0.60	PD/CC	Restaurant
2	0.54	PD/CC	General Office and Retail
3	0.54	PD/CC	Restaurant with Drive-Through
4	0.49	PD/CC	Medical
5	0.72	PD/CC	Starbucks with Drive-Through
6	1.11	PD/CC	Gas Canopy/Mini Mart/Carwash
7	3.51	PD/R-3	Multi-family residential uses

Proposed Development

The project includes the construction of 92 multi-family residential units configured within three three-story buildings and commercial uses, as shown in Figure 5 and described in further detail below.

Residential Units

The project would include construction of 92 multi-family residential units configured within three three-story apartment buildings (see Figure 5). The apartment buildings would include studios and one-, two-, and three-bedroom units (Table 4). The one-bedroom units would include two design variations (type 1 and type 2) and the three-bedroom units would also include two design variations. The residential buildings would be up to 35 feet tall and would reflect a modern farmhouse architectural style (Figure 6). The apartment buildings would be constructed with stucco and foam stucco trim, standing batten metal roofs, and barn-style lighting. The colors used would include muted whites, greys, and earth tones to match the visual setting of surrounding development.

Table 4. Summary of Proposed Multi-Family Apartment Units

Unit Type	Number of Bathrooms Per Unit	Unit Size (square feet)	Number of Units
Studio	1	8,388	18
1-Bedroom (Type 1)	1	12,240	18
1-Bedroom (Type 2)	1	1,358	2
2-Bedroom	2	18, 612	18
3-Bedroom (Type 1)	3	18, 054	18
3-Bedroom (Type 2)	3	21, 510	18
		Total	**92**

On-Site Amenities

On-site amenities would include an outdoor picnic area, community center, multi-use sport court, tot lot, mail center, and trash enclosures. The community center would be located on the northwest side of the project site next to a residential building and a parking area and include a lounge area and two office spaces. The outdoor amenities would include the tot lot, a multipurpose sports court with a half basketball court, a patio area, and a cornhole and bocce ball court. A picnic area would be located adjacent to the community center and include picnic tables under a shaded pergola. Figure 7 shows the proposed community center layout.

Landscaping

Each proposed commercial lot would include approximately 0.92 acre of landscaping, with approximately 0.47 acre located along the project site frontage facing South Blosser Road. The project includes a request to provide 0.13 acre of landscape area per residential unit, where, pursuant to Santa Maria Municipal Code Section 12-8.08 (*Density and Open Space*), an open space landscape area of 250 square feet per unit (0.53 acre) is required. No tree removal is required for the project, and project landscaping plan would include planting of evergreen trees, deciduous trees, City of Santa Maria (City)-approved street trees, large-scale shrubs, ground covers, small-scale shrubs, accent perennials, ornamental grasses, and swale retention species. All plants would be chosen for their wind and drought tolerance, with water efficiency in mind, and watered through a drip irrigation system.

Commercial Uses

The project would include development of commercial uses on each of the six proposed commercial lots, each with a maximum building height of 30 feet. Lot 1 would be developed with a restaurant, Lot 2 would be developed with a general office and retail center, Lot 3 would be developed with a restaurant with a drive-through, Lot 4 would be developed with a medical facility, Lot 5 would be developed with a Starbucks, and Lot 6 would be developed with a mini mart, gas station, and carwash. Table 5 summarizes each proposed commercial use, building size, estimated number of employees, and hours of operation.

Table 5. Commercial Uses

Lot	Use	Building Size (square feet)	Employees	Hours of Operation
1	Restaurant	3,250	22	11:00 a.m.–8:00 p.m.
2	Office/Retail	5,000	20	9:00 a.m.–5:00 p.m.
3	Restaurant/Drive Thru	2,500	12	7:00 a.m.–9:00 p.m.
4	Medical Office	4,000	12	9:00 a.m.–5:00 p.m.
5	Starbucks	2,100	12	4:30 a.m.–9:00 p.m.
6	Mini Mart/Gas Station	3,300	7	24/7
	Total	**20,150**	**85**	

The commercial buildings would be constructed with stucco, metal, and composite wood siding; foam stucco trim; standing batten metal roofs; and barn-style lighting. The colors would be muted whites, greys, and earth tones to match the visual setting of surrounding development.

Site Access

The project includes construction of a primary access driveway on Blosser Road midway between La Brea Avenue and Battles Street, two secondary access driveways along Blosser Road, and a third secondary access on LaBrea Avenue (see Figure 5). The main entrance on Blosser Road is proposed to be signalized. The existing pedestrian access gate along the western property edge would remain in place to allow pedestrian access between Villa Del Sol Senior Apartments and the project site. The

project would also include pedestrian connections between the residential and commercial uses within the project site.

Parking

Table 6 shows the required parking spaces per the City of Santa Maria municipal code and the proposed parking spaces provided on each proposed lot. Of the 160 proposed commercial parking spaces, eight would be Americans with Disabilities Act (ADA) compliant spaces and 52 would have Electric Vehicle (EV) charging capabilities. Further, 20 bike rack spaces would be provided on site. Of the 177 proposed residential parking spaces, eight would be ADA-compliant parking stalls, and 113 would have EV charging capabilities.

Table 6. Required Parking and Project Parking

Land Use	Required Parking[1]	Proposed Parking
Lot 1: Restaurant	34	37
Lot 2: Office and Retail	19	19
Lot 3: Restaurant with Drive-Through	21	16
Lot 4: Medical	22	25
Lot 5: Starbucks with Drive-Through	17	24
Lot 6: Mini Mart	16	37
Residential	92	177

[1] Source: City of Santa Maria (2018)

Utilities

The project would include construction of connections to existing off-site utilities, including connections to City water and wastewater systems, Pacific Gas and Electric Company (PG&E) power lines, Southern California Gas Company (SoCalGas) gas infrastructure, and Frontier Communications telecommunications lines. The residential units would be all-electric buildings. The project would include the connection of an 8-inch-diameter water line to an existing 16-inch-diameter water pipeline and an 8-inch-diameter sewer line to an existing sewer line that both run beneath Blosser Road. The locations of these connections are shown on the project utility plans (Appendix A).

Stormwater

The project would result in a net increase of approximately 257,361 square feet of impervious surface within the project site and would be subject to the State Water Resources Control Board (State Water Board) Tier 4 stormwater management requirements, due to the net increase of impervious surfaces exceeding 22,500 square feet. The project would be required to provide stormwater capture and treatment systems to accommodate 95th percentile, 2-year, 5-year, and 10-year rainfall events. The following stormwater control measures would be implemented to meet the Tier 4 stormwater requirements:

- Direct infiltration basin with an area of 5,148 square feet;
- ADS Stormtech underground chambers with an area of 5,590 square feet; and
- Downspouts, v-gutters, and sheet flow to capture storm runoff.

Off-Site Improvements

The project would include frontage improvements, including construction of four separate bulb-outs along South Blosser Road that would help prevent vehicles from entering the right turn lane and proceeding straight and provide delineation and curbs between the bus stop and right-turn lanes. The project would also include a signal at the proposed primary site access driveway at South Blosser Road midway between La Brea Avenue and Battles Street. The project would also include a new bus shelter on Blosser Road along the project's frontage that would connect to a new planned bus route—Route 14.

Construction

The project would include earthwork, including approximately 6,841 cubic yards of cut and 20,878 cubic yards of fill. The project is anticipated to begin construction in June 2026 and initial site preparation would take approximately 6 months to complete. The estimated time to complete the buildings and other vertical elements is currently unknown. Project construction would require a partial closure of Blosser Road for approximately 2 months to accommodate construction of proposed frontage improvements and utility connections.

7. Surrounding Land Uses and Setting:

The project site is bordered by La Brea Avenue to the north, Blosser Road to the east, Battles Road to the south, and single-family and multi-family residential land uses to the west. The project site is currently composed of primarily undeveloped ruderal disturbed land and includes sidewalks along the perimeter north, east, and south sides of the parcels. There are two existing drainage easements on APN 117-240-045—one over the southern 15 feet of the parcel and one along the northwest parcel boundary. A large high-capacity concrete-lined drainage swale runs along the south side of the project site. The project site is located outside of the 100-year and 500-year floodplains.

8. Other Public Agencies Whose Approval is Required

The Central Coast Regional Water Quality Control Board (RWQCB) (Region 3) would be responsible for review and compliance with general permit conditions for stormwater management on the project site.

9. California Native American Tribes Consultation

Consistent with the requirements of Assembly Bill (AB) 52 and Senate Bill (SB) 18, the City, as the California Environmental Quality Act (CEQA) Lead Agency, provided notification to Native American Tribes geographically and culturally affiliated with the project area (as provided by the California Native American Heritage Commission [NAHC]) on May 19, 2025. No Tribal members requested consultation within the 30-day timeframe to request consultation.

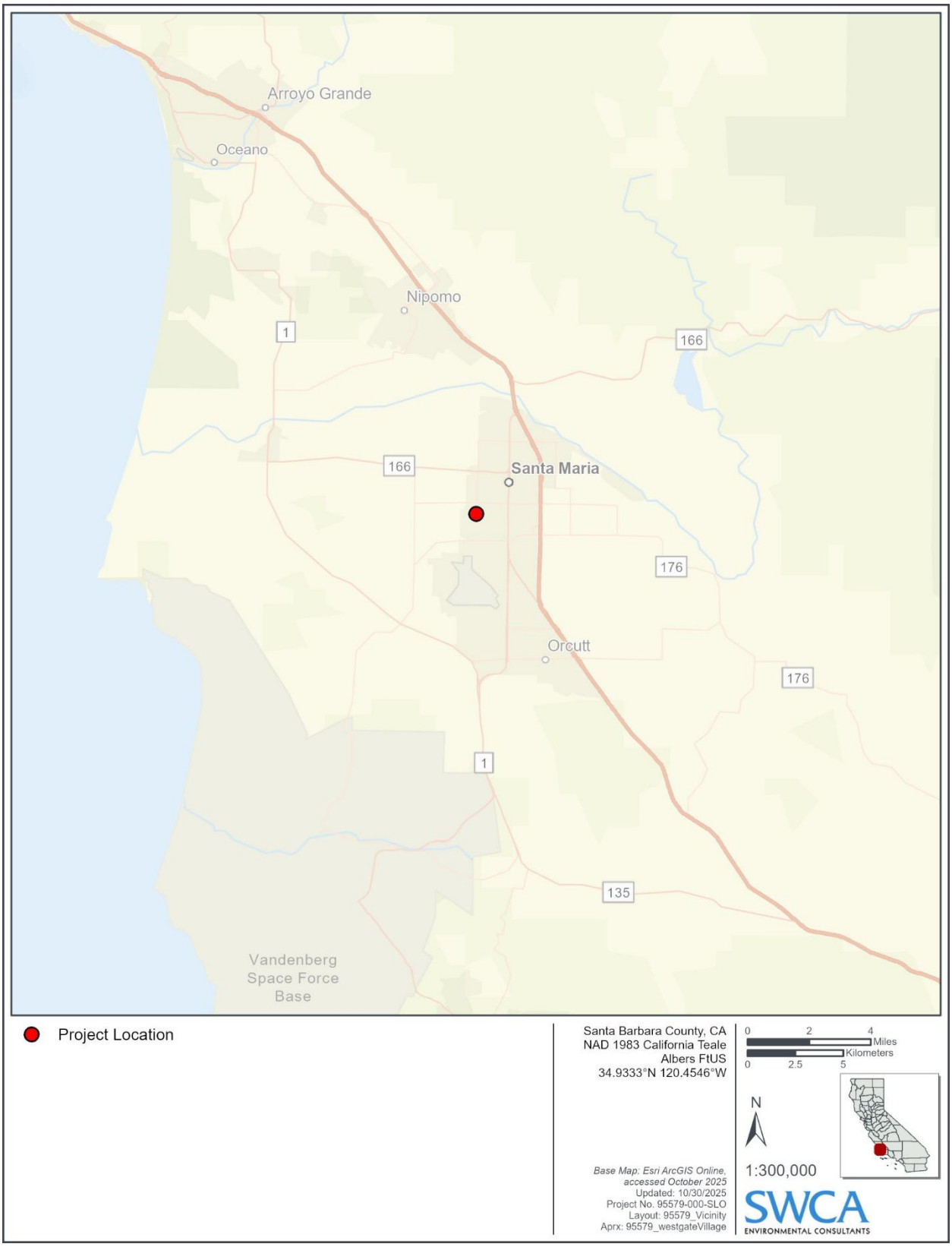


Figure 1. Project Vicinity Map

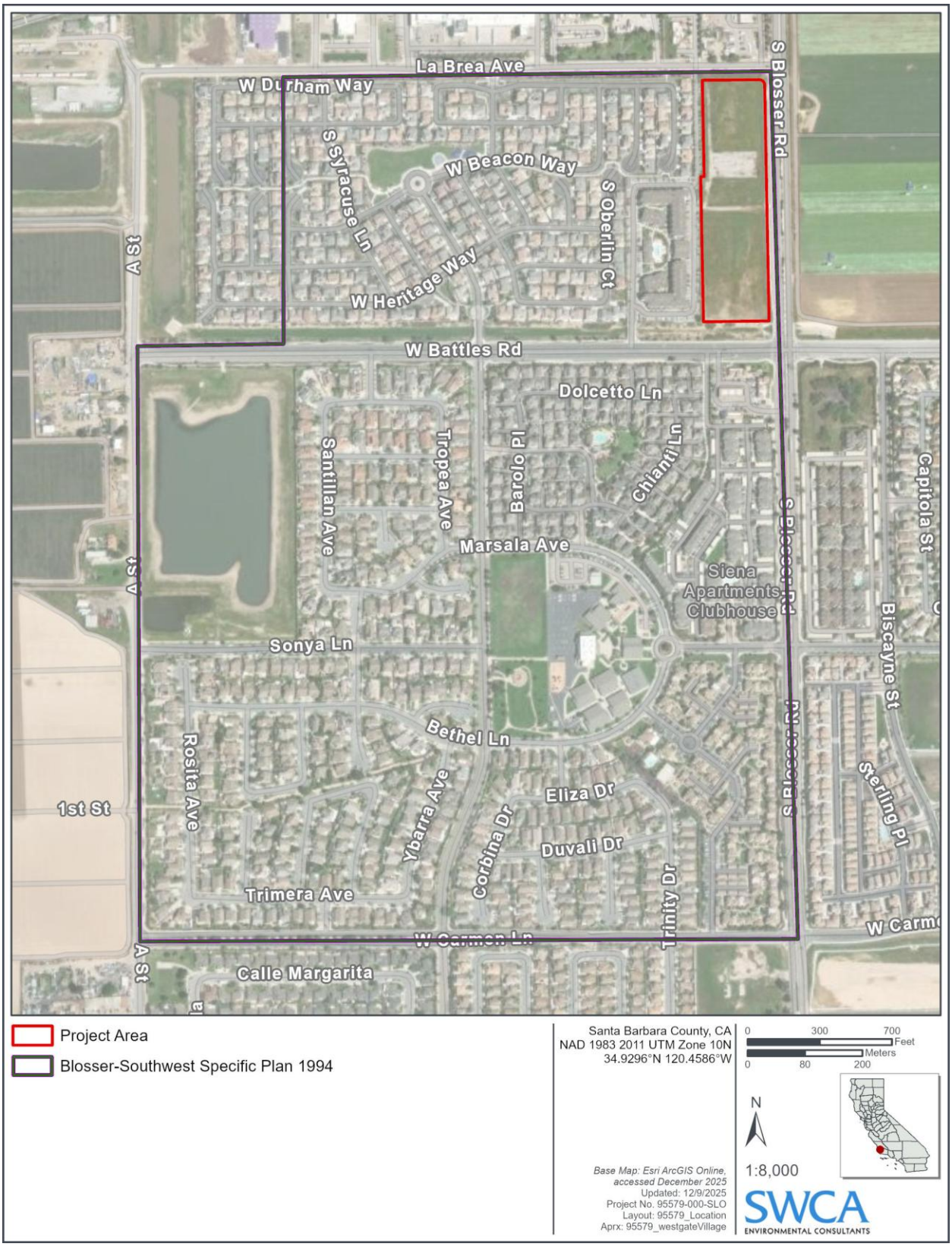


Figure 2. Project Location Map

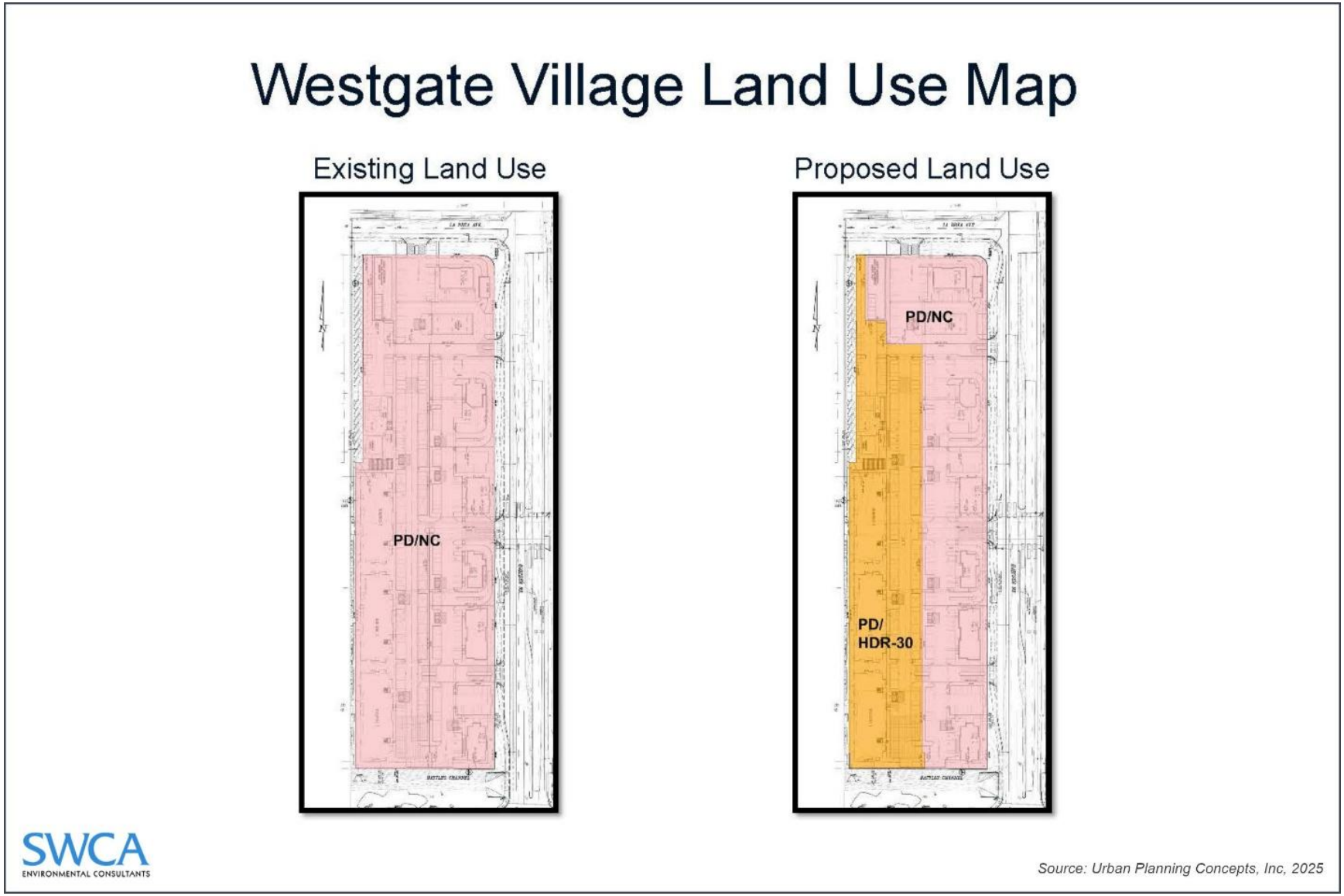


Figure 3. Existing and Proposed General Plan Land Use Designations of the Project Site

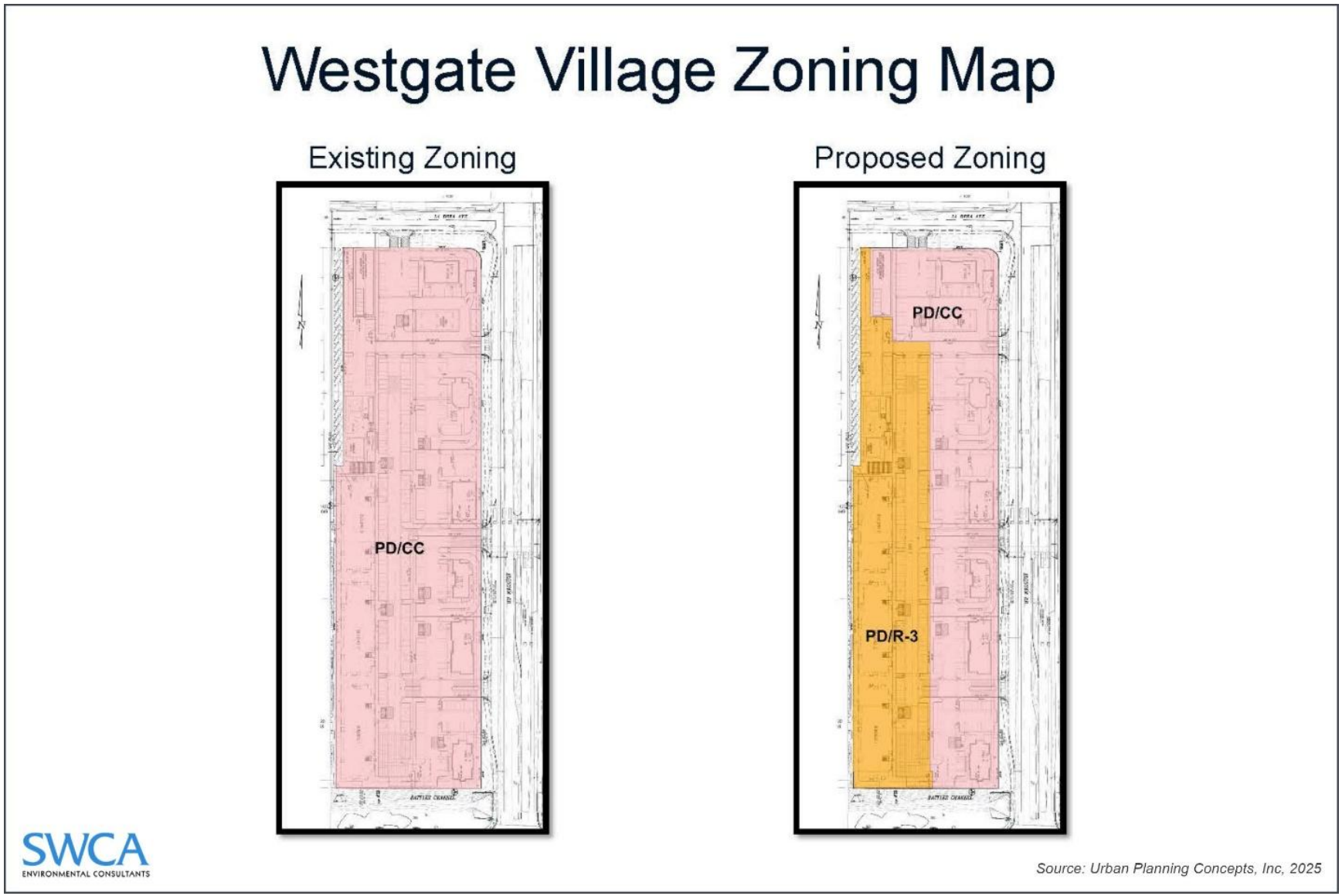


Figure 4. Existing and Proposed Zoning of the Project Site



Figure 5. Project Site Plan



COMPOSITE EAST ELEVATION VIEW FROM BLOSSER ROAD (SOUTHERN SIDE)



COMPOSITE EAST ELEVATION VIEW FROM BLOSSER ROAD (NORTHERN SIDE)



COMPOSITE EAST ELEVATION VIEW FROM INSIDE COMPLEX

WESTGATE VILLAGE APARTMENTS
S. BLOSSER ROAD, SANTA MARIA, CA
COMPOSITE ELEVATIONS
SCALE: 1/16" = 1'-0" 10/3/2025

0' 8' 32'
4' 16'

SWCA
ENVIRONMENTAL CONSULTANTS

Source: MDA Group, 10/2025

Figure 6. Project Elevations and Architectural Style

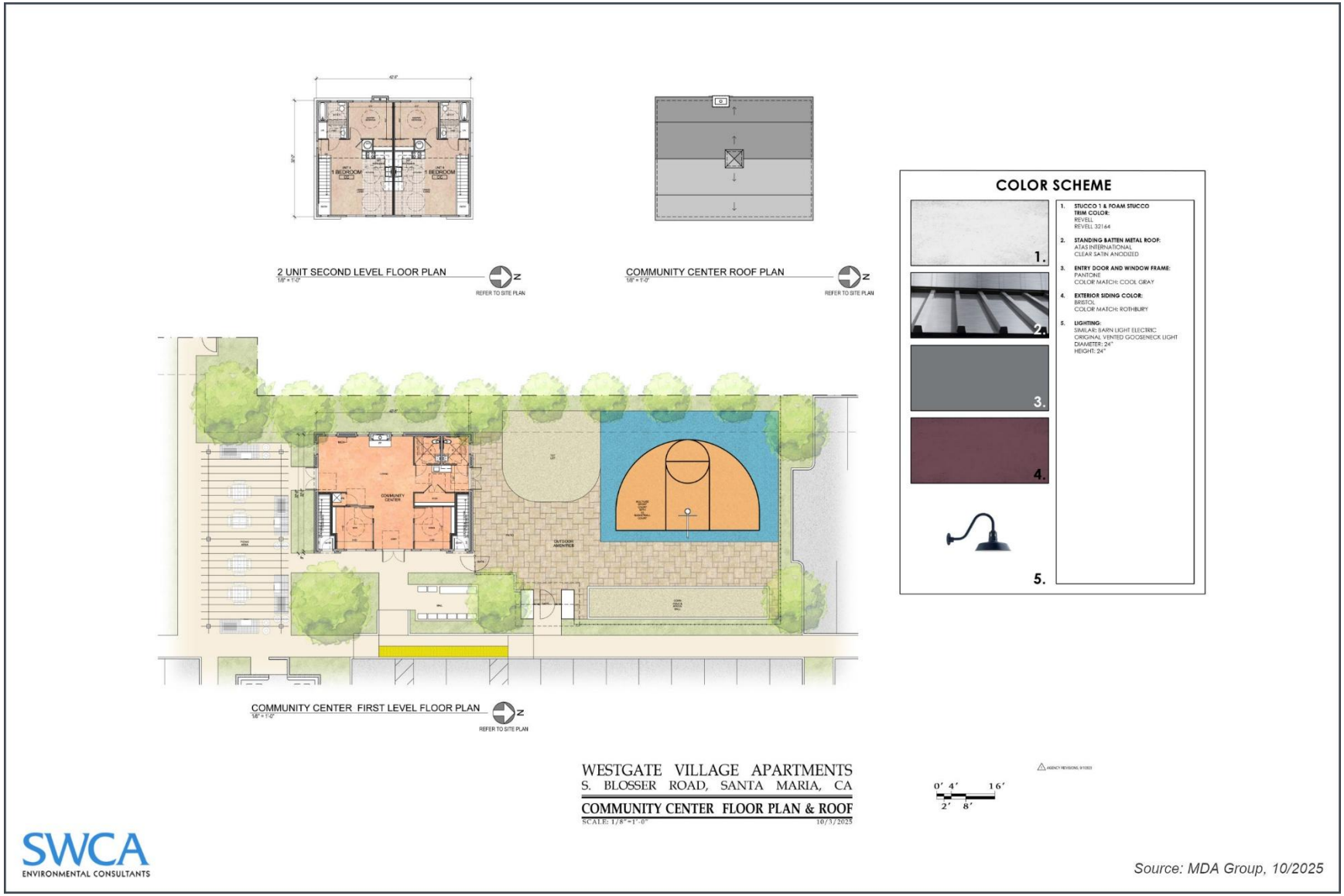


Figure 7. Community Center Floor Plan

1. AESTHETICS/VISUAL RESOURCES

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

Setting

Existing Conditions

The project site is located within the southwestern portion of the city of Santa Maria, approximately 1.4 miles south of State Route (SR) 166/Main Street. The topography in the project area is flat with no significant visual features or scenic resources. The project site is undeveloped; however, it is highly disturbed and consists primarily of ruderal vegetation that is regularly subject to human disturbance and maintenance activities such as mowing and disking. The project site is surrounded by light industrial uses to the north, farmed agricultural land to the east, single-family and multi-family residential units to the west, and single-family residential and commercial uses to the south.

Santa Maria General Plan

Santa Maria General Plan Land Use Element Goal L.U.1 identifies the goal established by the City to maintain and improve the existing character of the community as the industrial and commercial retail center for northern Santa Barbara County and southern San Luis Obispo County. Objectives identified to achieve this goal include maintaining the City's emphasis on retail sales and establishment and maintenance of areas in which businesses may be conducted, merchandise can be sold and distributed, and public and private services can be conducted in an efficient, convenient environment with minimal impacts to adjacent land uses. Goal L.U.3 intends to promote quality urban design enhancing Santa Maria's character, and Policy L.U.3 states that to achieve this goal, the City will emphasize quality urban design features in rehabilitation and new development efforts (City of Santa Maria 2011).

The *Santa Maria General Plan Resources Management Element* identifies two objectives regarding community character. Objective 4.1.c states that the City will integrate a center focus that combines commercial, civic, cultural, and recreational uses in planning the community; implement the City's "Architectural Tower Identity Program" as conditions of project approval; and, as a continuous program, strongly encourage large commercial and industrial projects and residential subdivisions to incorporate architecturally designed tower elements into the project design. Objective 4.1.f states that the City will encourage builders to use materials and methods of construction specific to the region that exhibit continuity of history and culture to foster the development of local character and community identity (City of Santa Maria 2001).

Impact Discussion

a. **Less Than Significant.** For purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. According to the Resources Management Element, there are no designated scenic vistas or significant scenic resources identified in the project vicinity (City of Santa Maria 2001). The project site is relatively level and located in an urban area within Santa Maria. Surrounding uses include light industrial uses to the north, agricultural land to the east, single-family and multi-family residential units to the west, and single-family residential and commercial uses to the south. Views from the project area and adjacent roadways are not expansive, do not portray a highly valued landscape, and do not constitute a scenic vista. Therefore, the project would not result in a substantial adverse effect on a scenic vista, and impacts would be *less than significant*, and no mitigation is necessary.

b. **No Impact.** The nearest highways to the project site are U.S. Route (US) 101, located approximately 2 miles to the east, and SR 166, located approximately 1.4 miles to the north. According to the *Santa Maria General Plan* and California Scenic Highway Mapping System (California Department of Transportation [Caltrans] 2020), both routes are considered eligible, but not officially designated, as a State or local scenic highway. Additionally, the *Santa Barbara County Comprehensive Plan Circulation Element* (County of Santa Barbara 2014) and *Environmental Resources Management Element* (County of Santa Barbara 2009) do not identify any locally significant scenic resources or local scenic highway corridors in the project vicinity; therefore, *no impact* would occur associated with damaging scenic resources within a State Scenic Highway.

c. **Less Than Significant.** The project site is located in an urban area of Santa Maria and meets the definition of an urbanized area pursuant to CEQA Section 21071. The proposed GPA and rezoning of 3.51 acres of the project site would allow for the development of residential units under the proposed PD/R-3 zoning designation that were not previously allowed at this location due to the existing PD/CC zoning regulations and PD/NC land use designation. The proposed rezone would generally require slightly larger setback distances and increased landscaping requirements than the current zoning designation. The new zoning would also allow for a 5-foot increase in maximum building height from 30 to 35 feet; however, because 4.01 acres of the project site would remain PD/CC, the visual changes in allowed development based on zoning requirements would be negligible. Further, the area that would be used for residential uses on the project site would be located adjacent to other residential land uses surrounding the project site, providing visual compatibility.

The proposed residential and commercial uses would be required to be designed in accordance with the standards and design guidelines for PD/R-3 and PD/CC zoned areas and PD Overlay requirements, as detailed in the City of Santa Maria Zoning Ordinance. All final architectural elevations, site plans, and landscape plans would be reviewed by the designated review authority for compliance with the adopted plans, policies, and ordinances of the City prior to project approval. The current design plans demonstrate compliance with all applicable zoning requirements. Specifically, the proposed building height of 30 feet is within the maximum allowed height of 35 feet. The project provides 83 uncovered parking spaces and 87 covered parking spaces, which meets the City's requirement of 83 uncovered parking spaces and 83 covered parking spaces, and includes 33 covered and 33 uncovered EV charging stations and eight ADA-compliant spaces, consistent with the City of Santa Maria Municipal Code and California Building Code (CBC). The project sponsor is requesting an exception to the required landscape standards. Santa Maria Municipal Code Section 12-8.08 (*Density and Open Space*) requires a minimum open space landscape area of 250 square feet per unit while (0.53 acre), while the project sponsor is providing 0.13 acre.

All final architectural elevations, site plans, and landscape plans would be reviewed by the designated review authority for compliance with the adopted plans, policies, and ordinances of the City prior to project approval. Based on the goals and objectives set forth in the *Santa Maria General Plan Land Use Element* associated with emphasizing retail uses and maintaining the existing community character as an industrial and retail commercial hub, the project would be consistent with the goals and policies in the *Santa Maria General Plan* regarding scenic quality. Therefore, the project would not

result in a conflict with applicable zoning or other regulations governing scenic quality, and impacts would be *less than significant*, and no mitigation is necessary.

d. **Less Than Significant.** Several streetlights currently located along the project site perimeter on La Brea Avenue, South Blosser Road, and West Battles Road within the public right-of-way would remain in place. The project would include outdoor lighting fixtures affixed to a structure and standalone lighting. A Lighting Proposal (NAI Consulting Engineers 2023) was created that will help determine the correct placement of all new lighting to maximize lighting on-site and minimize glare and unwanted light from spilling over onto neighboring properties.

The project would be conditioned to comply with City of Santa Maria Municipal Code standard lighting requirements, which require that light and glare onto any adjacent properties be minimized, including Section 12-32.20 (*Lighting*), which requires street and parking area lighting be directed away from residential properties. Building materials and design would be reviewed by the designated review authority for compliance with the adopted plans, policies, and ordinances of the City associated with reflectivity and glare prior to project approval. Any illuminated signs associated with the project would be required to comply with all applicable standards set forth in the City of Santa Maria Municipal Code Chapter 12-34 (*Signs*). These requirements include, but are not limited to, limitations on sign area, location, and that illuminated signs shall be designed to avoid glare or reflection of light on private property in the surrounding area or public rights-of-way. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to aesthetic resources; therefore, mitigation is not necessary.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

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

Setting

Existing Conditions

Agriculture has historically played an important role in the economy and development of Santa Maria and the Santa Maria Valley. Soil quality, water supply, year-round growing season, and level topography have made the Santa Maria Valley one of the most productive agricultural regions in the country. A majority of the land under agricultural production within the project vicinity is located in the unincorporated areas surrounding the city. Land under agricultural production within city limits includes a small area near the Santa Maria Regional Landfill and several acres recently annexed to the City. Based on a review of historic aerial imagery, the project site was historically used for agricultural purposes until 2005. The parcels to the east of the project site, on the opposite side of South Blosser Road, are currently used for agricultural purposes, mainly row crops. Other land uses surrounding the project site include single-family and multi-family residential land uses to the west and commercial land uses to the north and south.

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

Impact Discussion

a. **No Impact.** According to the California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program (FMMP) Important Farmland Map for Santa Barbara County (CDOC 2016), the project site is mapped as Grazing Land, which is defined as land on which the existing vegetation is suited to the grazing of livestock. The project site does not include any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the FMMP. Therefore, no conversion of these lands to non-agricultural use would result from implementation of the project, and *no impact* would occur.

b. **No Impact.** The project site is located within a developed area of the city, within the NC General Plan designation and zoned CC (City of Santa Maria 2011). According to the *Santa Maria General Plan Resources Management Element* and zoning map, the project site is not designated for agriculture land use, zoned for agriculture land use, or under an active Williamson Act contract (City of Santa Maria 2001). Further, the project site is within the Blosser Southwest Specific Plan Area, which planned for development of the project site with uses allowed under the NC General Plan land use designation. Therefore, implementation of the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and *no impact* would occur.

c. **No Impact.** As discussed previously, the project site is currently zoned CC, is located in a developed area of the city, and does not support any existing trees. The project site is not currently zoned for, nor does it support, forest land or timberland that meets the definitions provided in the PRC. The project would not conflict with forest land or timberland zoning, nor does it propose a zone change that would convert existing forest or timberland zoning. Therefore, *no impact* would occur.

d. **No Impact.** The project proposes the GPA and rezone of a 3.51-acre portion of the project site and the development of residential and commercial uses on the 7.52-acre project site in an urbanized area of the city. There is no forest land within or adjacent to the project site and the project would not result in the loss or conversion of forest land to a non-forest use. Therefore, *no impact* would occur.

e. **Less Than Significant Impact.** As discussed above, the project site does not include active agricultural uses, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as designated by the FMMP; land under an active Williamson Act contract; or land designated or zoned for agricultural use, forest land, or timber land. Development of the project site would be generally consistent with the existing zoning, with the exception of the minor changes resulting from the GPA and rezone of 3.51 acres of the project site from PD/CC to PD/R-3. The project would not directly or indirectly affect surrounding agricultural uses in the project vicinity. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to agriculture or forest resources; therefore, mitigation is not necessary.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Setting

Existing Conditions

The analysis in this section is based, in part, on the Air Quality and Greenhouse Gas Technical Report prepared for the project (NV5 2025a; Appendix B).

The project site is located within the South Central Coast Air Basin (SCCAB). The Santa Barbara County Air Pollution Control District (SBCAPCD) is the local agency authorized to regulate stationary air quality sources in the project area. The federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these acts, the U.S. Environmental Protection Agency (USEPA) and California Air Resources Board (CARB) have established ambient air quality standards for specific criteria pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter (PM_{10}), sulfur dioxide (SO_2), and lead (Pb), and secondary criteria pollutants include ozone (O_3), and fine particulate matter ($PM_{2.5}$).

The SBCAPCD monitors air pollutant levels to ensure that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are met and develops strategies to meet the standards if they are not being met. Depending on whether or not the standards are met or exceeded, the SCCAB is classified as being in attainment or as nonattainment. According to the CARB State Area Designation Maps, Santa Barbara County is classified as being in nonattainment for the CAAQS PM_{10} standards and nonattainment-transitional for the CAAQS Ozone 8-hour standard (CARB 2023).

Projects capable of generating air pollutant emissions exceeding regionally established criteria are considered significant for purposes of CEQA analysis, whether or not such emissions have been accounted for in regional air planning. Any project that would directly cause or substantially contribute to a localized violation of an air quality standard would generate significant air pollution impacts. This includes projects that generate an increase in health risks from toxic air contaminants or introduce sensitive receptors to a site exposed to substantial health risks.

Sensitive receptors refer to segments of the population most susceptible to poor air quality, including children, the elderly, and those with preexisting serious health problems affected by air quality. Land uses where sensitive individuals are most likely to spend extended periods of time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Sensitive receptor locations within 1,000 feet of the project site are described below and shown in Figure 8:

1. Multi-family residences at the Heritage Square gated community, located approximately 50 feet west of the project site;
2. Multi-family residences at the Villa Del Sol Apartment complex, located approximately 80 feet west of the project site;
3. Single-family homes, located approximately 210 feet southwest of the project site; and
4. Single-family homes, located approximately 600 feet southeast of the project site.



Figure 8. Project Sensitive Receptors for Air Quality

Regulatory Setting

The USEPA administers NAAQS under the federal Clean Air Act. The USEPA sets the NAAQS and determines if areas meet those standards. Violations of the NAAQS are based on air pollutant monitoring data and evaluated for each air pollutant. Areas that do not violate the NAAQS are considered to have attained the standard.

Federal law (23 United States Code [USC] Section 134 et seq.) requires that any urbanized area with population of 50,000 or more be guided and maintained by a regional entity known as a Metropolitan Planning Organization (MPO). The MPO for Santa Barbara County is the Santa Barbara County Association of Governments (SBCAG), which also serves as the Regional Transportation Planning Agency. SBCAG adopted the *Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy* (2050 RTP/SCS) in August 2021 and updated the 2050 RTP/SCS in August 2025 (SBCAG 2025). This long range plan outlines how investments will be distributed to balance transportation and housing needs with social, economic, and environmental goals.

The 2050 RTP/SCS contains goals for reducing emissions from passenger vehicles and light-duty trucks by integrating land use and transportation measures, such as promoting infill development near transit hubs and supporting teleworking, as well as enhancing connectivity between communities through improved transportation networks and sustainable development patterns. The 2050 RTP/SCS is also required to comply with the State's SB 375, which focuses on reducing greenhouse gas (GHG) emissions from passenger vehicles and light-duty trucks. SBCAG was assigned a regional GHG reduction target of 17% compared to 2005 baseline levels. The 2050 RTP/SCS preferred scenario would result in a reduction in per capita vehicle GHG emissions of 17.9% in 2035, compared to the 2005 base year, thus meeting the GHG reduction target (SBCAG 2025). In addition to GHG reductions, the 2050 RTP/SCS preferred scenario reduces overall vehicle miles traveled (VMT) by 15%, vehicle hours traveled by 10%, and Average Daily Traffic (ADT) volumes by 1%, and it reduces average vehicle trip time by 9% and average vehicle commute time for workers by 8% (SBCAG 2025).

The City uses the SBCAPCD thresholds of significance for evaluating air quality. In accordance with the *Environmental Review Guidelines for the Santa Barbara County Air Pollution Control District* (SBCAPCD 2015) and *Scope and Content of Air Quality Sections in Environmental Documents* (SBCAPCD 2022), the SBCAPCD does not consider a project to have a significant impact on air quality, either individually or cumulatively, if project operation will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROG and NO_X and 80 pounds per day for PM_{10};
- Emit less than 25 pounds per day of ROG or NO_X from motor vehicle trips only;
- Not cause or contribute to a violation of any CAAQS or NAAQS (except ozone);
- Not exceed the SBCAPCD health risks public notification thresholds adopted by the SBCAPCD Board (10 excess cancer cases in one million for cancer risk and a Hazard Index of more than one for non-cancer risk); and
- Be consistent with the latest adopted federal and State air quality plans applicable to Santa Barbara County.

SBCAPCD does not have construction emissions thresholds specific to land development projects; however, under SBCAPCD Rule 202.D.16, if the combined emissions from all construction equipment used to construct a stationary source, which requires an Authority to Construct permit, have the potential to exceed 25 tons of any pollutant, except carbon monoxide, in a 12-month period, the owner of the stationary source shall provide offsets under the provisions of Rule 804 and shall demonstrate that no ambient air quality standard will be violated. Based on this, the project will compare its construction emissions to an annual 25-ton threshold for all pollutants except CO.

The SBCAPCD *2022 Ozone Plan*, adopted in December 2022, was prepared to develop the SBCAPCD's strategies for reducing ozone precursor emissions—ROG and NO_X—to meet the state ozone standards (SBCAPCD 2022b). The *2022 Ozone Plan* includes control measures for stationary sources and on-road transportation and builds upon measures previously adopted in prior plans.

The *Santa Maria General Plan Resources Management Element* includes the following policy that supplements those of SBCAPCD:

- **Policy 2:** Improve and maintain the quality of air to ensure 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.

Impact Discussion

a. **Less Than Significant Impact.** A project is considered consistent with the SBCAPCD *2022 Ozone Plan* if it is consistent with and does not conflict with the Stationary Source measures or Transportation Measures adopted by the SBCAPCD. The project's consistency with these measures is evaluated below.

Stationary Sources

Air districts must demonstrate a 5% reduction in emissions per year or adopt every measure feasible from the SBCAPCD. Historically, the SBCAPCD has not achieved the annual 5% reduction and has relied on adopting feasible reduction measures and has adopted 30 measures to date. For the *2022 Ozone Plan*, the SBCAPCD evaluated additional stationary source control measures, but no measures were identified for adoption. Instead, the SBCAPCD developed contingency measures if CARB determines that the SBCAPCD is not making adequate progress towards attainment. Contingency measures included revising the ROG contents of solvents used during general solvent operations (i.e., cleaning manufacture products or maintaining production equipment) and revising the ROG content of surface coatings for wood products.

The project would include a gas station with six pumps (12 nozzles) that would require a permit from the SBCAPCD. The gas station would be required to comply with permit conditions established by the SBCAPCD and the requirements for vapor recovery systems (i.e., Phase I and II). Emissions estimates were calculated using the California Emissions Estimator Model (CalEEMod) methodology, which determined the gas station would not be a significant source of stationary emissions, as shown in Table 7 below (NV5 2025a). Accordingly, the project would not conflict with or obstruct SBCAPCD's stationary source control measures.

Table 7. Unmitigated Project Operational Daily Emissions in the SBCAPCD

Source Category	Daily Emissions (lb/day)[a]					
	ROG	NO_X	CO	SO_X	PM_{10}[b]	$PM_{2.5}$[b]
Area	3.1	<0.1	6.1	<0.1	<0.1	<0.1
Energy (Natural Gas)	<0.1	<1	<1	<0.1	<0.1	<0.1
Mobile	21.4	11.1	92.3	<1	11.5	3.0
Gas Station (Evaporative Emissions)	7.6	-	-	-	-	-
Project Emissions Total	32.2	12.1	99.0	<1	11.6	3.1
SBCAPCD Thresholds (All Sources)	240	240	N/A	N/A	80	N/A
Exceeds Threshold?	No	No	N/A	N/A	No	N/A
Project Mobile Emissions Total	**21.4**	**11.1**	**92.3**	**<1**	**11.5**	**3.0**
SBCAPCD Mobile Source Threshold	25	25	N/A			
Exceeds Threshold?	No	No				

Source: NV5 (2025a)

Notes:

lb/day = pound(s) per day; N/A = No threshold established for these pollutants

[a] Totals may vary due to rounding.

[b] Value includes emissions from exhaust and fugitive dust.

Transportation Measures

The SBCAPCD and SBCAG collaborate to develop transportation elements for air quality plans. The SBCAG assists the SBCAPCD with development of transportation elements for the SBCAPCD's federal and State air quality plans, including estimates for the on-road mobile sources emissions and transportation control measures (TCM) for the *2022 Ozone Plan*. The TCMs are the primary mechanism for reducing VMT and are programs or activities that can be implemented to encourage the traveling public to rely less on vehicles or use them more efficiently.

The *2022 Ozone Plan* highlights TCM-14, Activity Centers, and T-18, Alternative Fuels. A portion of TCM-14 relates to SBCAG's 2050 RTP/SCS. The RTP is a long-range planning document that defines how the region plans to invest in the transportation system over 20 plus years based on regional goals, multimodal transportation needs for people and goods, and estimates of available funding. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, will reduce GHG emissions from passenger vehicles and light trucks to achieve the GHG reduction targets set by the CARB. The SCS emphasizes the implementation of transit-oriented development and infill approaches to land use and housing complemented by transportation and transit systems to efficiently move people and goods. A portion of T-18 relates to alternative fuel and infrastructure planning efforts for on-road vehicles. The SBCAPCD has collaborated with local coalitions, such as the Electric Drive 805 coalition, to secure grants for planning efforts and installation of EV charging stations and hydrogen fueling infrastructure in the Central Coast region.

The project is consistent with TCM-14 because it is an infill development project with a mix of land uses, including office and medical space, restaurants and fast-food chains, a gas station, and multi-family residential uses. The project site is also located less than 1 mile from Route 4 and Route 8 bus stops for the Santa Maria Regional Transit (SMRT), providing access via public transit for future residents, employees, and customers. The project also includes provision of a new bus shelter for the new proposed Route 14, which will stop on the project's frontage on South Blosser Road. Additionally, the project site is located adjacent to existing residential and commercial land uses that would also

benefit from being in close proximity to the project site's land uses. The project would also be consistent with TCM-18 through installation of electric vehicle supply equipment (EVSE) and EV charging stations. The multi-family residential site will provide a total of 177 parking spaces. These will include 92 spaces with one low power level 2 EV-C charging receptacle for each dwelling unit, and 21 common spaces with electric vehicle supply equipment installed, one of which is accessible. The commercial land uses would provide 160 parking spaces, 52 spaces of which 20 would have electric vehicle supply equipment installed (EV Ready) and 32 would have electrical panels and conduits (EV Capable). The project would also provide 20 anchored racks for bicycle parking. Accordingly, the project would be consistent with transportation control measures adopted by SBCAPCD.

Overall, the project would not conflict with or obstruct the stationary source or transportation control measures in the *2022 Ozone Plan* and would be considered consistent with the *2022 Ozone Plan*. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

b. **Less Than Significant Impact.** The SBCAPCD does not consider a project to have a significant impact on air quality, either individually or cumulatively, if project operation meets the significance criteria listed in the *Regulatory Setting* section above. The project's construction and operational emissions are evaluated below.

Construction

The project would generate emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ during construction activities. Criteria pollutants would be generated from various construction sources, including off-road equipment; mobile sources, including worker vehicles, vendor trucks, and haul trucks; fugitive dust emissions during site grading and earthwork activities; and ROG off-gassing emissions from paving and application of architectural coatings. Annual construction emissions were estimated for the project via CalEEMod and are summarized in Table 8. As shown in Table 8, the total construction emissions for the project would fall below SBCAPCD significance thresholds. Because the project would not exceed the SBCAPCD's significance thresholds for ozone precursors—ROG and NO_X—the project would not cause or contribute to a violation of NAAQS or CAAQS. Overall, construction emissions would not result in a cumulatively considerable net increase of criteria pollutants for which the project region is nonattainment under an applicable NAAQS or CAAQS. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Table 8. Project Annual Construction Emissions Summary

Construction Year	Annual Emissions (tons/year)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}[a]**	**$PM_{2.5}$[a]**
2025	0.038	0.42	0.36	0.001	0.11	0.062
2026	0.77	1.31	1.90	0.003	0.13	0.069
Maximum Annual Emissions	0.77	1.31	1.90	0.003	0.13	0.069
Total Emissions[b]	**0.81**	**1.73**	**2.27**	**0.004**	**0.24**	**0.13**
SBCAPCD Significance Threshold	25	25	N/A	25	25	25
Exceeds Threshold?	No	No	No	No	No	No

Source: NV5 (2025a)

Notes:

N/A = no threshold established for this pollutant

[a] Value includes emissions from exhaust and fugitive dust.

[b] CalEEMod generates emissions for each calendar year based on the dates of construction phases. Because the project's schedule occurs partially in two different years, the annual emissions for 2025 and 2026 are not representative of 12 months of emissions, therefore, the emissions for the entire construction duration (2025 plus 2026) were compared to the significance threshold.

Operation

Project operation would generate criteria pollutant emissions from area sources, including landscaping equipment, consumer products, and architectural coatings; mobile sources; natural gas consumption; and fugitive evaporative ROG emissions associated with the gas station. The project's unmitigated daily operational emissions were estimated using CalEEMod and are shown below in Table 9. As shown in Table 9, the project's operational emissions would fall below all SBCAPCD significance thresholds. Because the project would not exceed SBCAPCD's significance thresholds for ozone precursors—ROG and NO_X—the project would not cause or contribute to a violation of any NAAQS or CAAQS. Overall, operations emissions would not result in a cumulatively considerable net increase of criteria pollutants for which the project region is nonattainment under an applicable NAAQS or CAAQS.

Table 9. Unmitigated Project Operational Daily Emissions in the SBCAPCD

Source Category	Daily Emissions (lb/day)[a]					
	ROG	NO_X	CO	SO_X	PM_{10}[b]	$PM_{2.5}$[b]
Area	3.1	<0.1	6.1	<0.1	<0.1	<0.1
Energy (Natural Gas)	<0.1	<1	<1	<0.1	<0.1	<0.1
Mobile	21.4	11.1	92.3	<1	11.5	3.0
Gas Station (Evaporative Emissions)	7.6	-	-	-	-	-
Project Emissions Total	32.2	12.1	99.0	<1	11.6	3.1
SBCAPCD Thresholds (All Sources)	240	240	N/A	N/A	80	N/A
Exceeds Threshold?	No	No	N/A	N/A	No	N/A
Project Mobile Emissions Total	21.4	11.1	92.3	<1	11.5	3.0
SBCAPCD Mobile Source Threshold	25	25	N/A			
Exceeds Threshold?	No	No				

Source: NV5 2025a

Notes:

N/A = No threshold established for these pollutants

[a] Totals may vary due to rounding.

[b] Value includes emissions from exhaust and fugitive dust.

SBCAPCD does not consider a project to have a significant impact on air quality, either individually or cumulatively, if project operation meets the significance criteria listed in the *Regulatory Setting* section above. Because the project's construction emissions would not exceed the applicable SBCAPCD construction significance thresholds, the project's emissions would not be cumulatively considerable. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

c. **Less Than Significant Impact.** The location of sensitive receptor locations in proximity to the project site is shown in Figure 8. Fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be primarily associated with construction earthwork activities during site preparation and grading phases and can cause negative health consequences for sensitive receptors. The SBCAPCD would require the following standard dust measures to be implemented for projects with earthwork activities (SBCAPCD 2025):

- During construction, water trucks, sprinkler systems, or dust suppressants shall be used in all areas of vehicle movement to prevent dust from leaving the site and from exceeding the SBCAPCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. When using water, this includes wetting down areas as needed but at least once in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

- On-site vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
- Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than 1 day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the project site shall be tarped from the point of origin.
- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, the disturbed area shall be treated by watering, using roll-compaction, revegetating, or spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.
- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (greater than 25 miles per hour) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by on-site operations from becoming a nuisance or hazard.
- The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.

With implementation of these standard dust measures, project construction would not result in localized concentrations of air pollutants that would adversely affect a significant number of people. Furthermore, project operations would not be a significant source of particulate matter and would not result in localized particulate matter concentrations above NAAQS or CAAQS, and would therefore not adversely affect a significant number of people.

The project would include the operation of a new gas station. Gasoline contains volatile organic compounds (VOCs) and hazardous air pollutants such as benzene and toluene. VOCs, along with NO_X emitted from the combustion of fuels, react in the atmosphere to form ground-level ozone, which is a federally and state-regulated pollutant. Breathing ground-level ozone can trigger a variety of health problems, particularly for children, the elderly, and people of all ages who have lung diseases such as asthma. A Health Risk Assessment was prepared for the project (NV5 2023) and evaluated by the SBCAPCD (Appendix C; SBCAPCD 2024). The SBCAPCD found that the gas station would not pose a significant health risk to the surrounding community and authorized the gas station to be constructed. The Health Risk Assessment Report results from the SBCAPCD were below the SBCAPCD thresholds of 10 excess cancer cases per one million and a Hazard Index greater than one, confirming that the facility does not exceed established health risk standards (SBCAPCD 2024). Therefore, potential impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be *less than significant*, and no mitigation is necessary.

d. **Less Than Significant Impact.** The project would result in emissions of other air pollutants during both construction and operation, as described below.

Construction

During project construction, exhaust from equipment, activities associated with the application of architectural coatings and other interior and exterior finishes, and paving activities may produce

discernible odors typical of most construction sites. Construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. Such odors would be, at worst, a temporary source of nuisance to adjacent uses, and would not affect a substantial number of people. The project would be required to comply with SBCAPCD Rule 303 (Nuisance), which prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons. The project would also use architectural coatings compliant with SBCAPCD Rule 323.1 (Architectural Coatings). Overall, these odors would not affect a substantial number of people because construction would be temporary and intermittent, and construction-generated emissions dissipate rapidly with increasing distance from the source. Odors associated with construction activities would not create a significant level of objectionable odors affecting a substantial number of people. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Operation

According to the SBCAPCD, land uses that may cause significant odor impacts include fast-food restaurants, bakeries, and coffee roasting facilities. The project would include a restaurant and two fast-food restaurants with drive-throughs, one of which would be a coffee shop. These land uses are spaced along the eastern boundary of the project site, separated from the on-site residential uses by the parking lot, and distanced from the surrounding residential uses. These land uses could result in substantial odor complaints during project operations.

Operation of the restaurant land uses are required to comply with the requirements of SBCAPCD Rule 303 (Nuisance), which prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons. Delivery trucks for restaurants are required to comply with the Diesel Truck Airborne Toxic Control Measure, which would limit delivery truck idling times to five minutes or less and reduce the potential for nuisance odors associated with diesel exhaust emissions in the vicinity of the project site. Furthermore, the project sponsor shall prepare and submit an Odor Abatement Plan (OAP) as part of the permit application for the project. Additionally, the project site would include various trash receptacles, which would be covered and properly maintained to prevent adverse odors. Overall, the project's operations would not create a significant level of objectionable odors affecting a substantial number of people. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to air quality; therefore, mitigation is not necessary.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
c. Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means			X	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Setting

The project site is bordered by La Brea Avenue to the north, Blosser Road to the east, Battles Road to the south, and single-family and multi-family residential land uses to the west. The 7.52-acre project site is undeveloped and consists of mostly ruderal vegetation that has been subject to disturbance including vegetation management such as disking and mowing. Small mammal burrows were observed across the project site, indicating that the soil is friable enough for burrowing activity. The project site is underlain by Corralitos loamy sand and Sorrento sandy loam soils (Natural Resources Conservation District [NRCS] 2026). There is a drainage feature, the Battles Drainage Channel, directly south of the project site, which has low-lying vegetation patches and ornamental small trees at the top of the banks that are being maintained with irrigation lines. Soils within the drainage channel are sandy.

A site visit was completed by SWCA Environmental Consultants (SWCA) on May 23, 2025. SWCA biologists completed a survey of the Biological Study Area (BSA), which included the project site, the Battles Drainage Channel, and surrounding areas within view. Prior to conducting the site visit, SWCA performed a literature review to assess what special-status species have known occurrences in the project vicinity. The review was initiated with a query of the most recent version of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) to identify reported occurrences of sensitive resources within

the project area and surrounding vicinity (CDFW 2025). In addition to the CNDDB query, the California Native Plant Society (CNPS) Rare Plant Inventory (CNPS 2025) was reviewed to provide additional information on rare plants that are known to occur in the project area. The CNDDB query was further focused on documented special-status species occurrences within 5 miles of the project site to determine potential occurrence.

A review of potentially occurring special-status species was performed using the CNDDB and CNPS Rare Plant Inventory. Through a query of these databases, a list of special-status plant and animal species that have been documented in the vicinity of the project area was generated. Because this list of species is considered regional, an analysis of the habitat preferences of those special-status species was conducted to identify which species would have potential to occur within the BSA. Refer to Appendix D for a detailed evaluation of each special status species' potential to occur within the BSA.

Special-Status Plants

Based on the literature review, 11 special-status plant species have been documented within a 5-mile radius of the project site (Table 10).

Table 10. Special-Status Plant Species Documented Within Project Region

Species Name	Legal Status* Federal / State / CNPS Rank	Observed / Suitable Habitat Present?
La Graciosa thistle (*Cirsium scariosum* var. *loncholepis*)	FE / FT / CRPR 1B.1	No / No
Paniculate tarplant (*Deinandra paniculata*)	**-- / -- / CRPR 4.2**	**No / Yes**
Dune larkspur (*Delphinium parryi* ssp. *blochmaniae*)	-- / -- / CRPR 1B.2	No / No
Elegant wild buckwheat (*Eriogonum elegans*)	-- / -- / CRPR 4.3	No / No
Suffrutescent wallflower (*Erysimum suffrutescens*)	-- / -- / CRPR 4.2	No / No
Blushing layia (*Layia erubescens*)	-- / -- / CRPR 1B.2	No / No
Large-flowered leptosiphon (*Leptosiphon grandiflorus*)	-- / -- / CRPR 4.2	No / No
Spring lessingia (*Lessingia tenuis*)	-- / -- / CRPR 4.3	No / No
Alice's lovely bushmallow (*Malacothamnus eastwoodiae*)	-- / -- / CRPR 1B.1	No / No
San Luis Obispo monardella (*Monardella undulata* ssp. *undulata*)	-- / -- / CRPR 1B.2	No / No
Blochman's ragwort (*Senecio blochmaniae*)	-- / -- / CRPR 4.2	No / No

Status Codes:
--= No status
Federal: FT=Federally Threatened, FE=Federally Endangered
State: ST=State Threatened, SE=State Endangered, SR=State Rare
CNPS: Rank 1B = rare, threatened, or endangered in California and elsewhere; Rank 4 = a watch list plants of limited distribution
Threat Codes: _.1 = Seriously endangered I California (over 80% of occurrences threatened / high degree and immediacy of threat); _.2 = Fairly endangered in California (20-80% occurrences threatened);
_.3 = Not very endangered in California (<20% of occurrences threatened, or no current threats known)

Species determined to have suitable habitat on-site, even marginally suitable, are indicated in bold font and discussed further under *Impact Discussion 4.a*.

Special-Status Wildlife

Based on the literature review, 13 special-status wildlife species have been documented within a 5-mile radius of the project site (Table 11).

Table 11. Special-Status Wildlife Species Documented Within Project Region

Species Name	Legal Status* Federal / State / CDFW Rank	Observed / Habitat Present?
Southwestern pond turtle (*Actinemys pallida*)	FPT / -- / SSC	No / No
California Tiger Salamander – Santa Barbara County Distinct Population Segment (DPS) (*Ambystoma californiense*)	FE / ST / WL	No / No
Northern California legless lizard (*Anniella pulchra*)	**-- / -- / SSC**	**No / Yes**
Burrowing owl (*Athene cunicularia*)	**-- / SCE / SSC**	**No / Yes**
Crotch's bumble bee (*Bombus crotchii*)	**-- / SCE / --**	**No / Yes**
Vernal pool fairy shrimp (*Branchinecta lynchi*)	FT / -- / --	No / No
Northern harrier (*Circus hudsonius*)	-- / -- / SSC	No / No
Monarch butterfly (*Danaus plexippus*)	FPT / -- / SA	No / No
Loggerhead shrike (*Lanius ludovicianus*)	**-- / -- / SSC**	**No / Yes**
Coast horned lizard (*Phrynosoma blainvillii*)	**-- / -- / SSC**	**No / Yes**
California red-legged frog (*Rana draytonii*)	**FT / -- / SSC**	**No / Yes**
Western spadefoot toad (*Spea hammondii*)	**FPT / -- / SSC**	**No / Yes**
American badger (*Taxidea taxus*)	**-- / -- / SSC**	**No / Yes**

Status Codes:
--= No status
Federal: FE = Federal Endangered; FT= Federal Threatened; FPT = Federal Proposed Threatened
State: SE= State Endangered; ST= State Threatened; SCE = State Candidate Endangered
CDFW: SSC= Species of Special Concern; FP= Fully Protected Species; WL= Watch List, SA = Special Animal

Species determined to have suitable habitat on-site, even marginally suitable, are indicated in bold font and discussed further under *Impact Discussion 4.a*.

Sensitive Habitat and Wildlife Corridors

The *Santa Maria General Plan Resources Management Element* identifies sensitive habitats within the City boundaries, including Central Coast Riparian Scrub and Coastal and Valley Freshwater Marsh. Based on Figure RME 3 of the Resources Management Element, the project site is not located within close proximity to either of these designated habitat areas.

Wildlife corridors are generally defined as connections between habitat patches that allow for physical or genetic exchange between isolated animal populations. These connections may serve a local purpose, such

as foraging and nesting or denning areas, or they may be regional in nature. There is a potential that the Santa Maria, Cuyama, and Sisquoc Rivers are used by wildlife to access habitats in the Sierra Madre and San Rafael Mountains. The project site is not located within close proximity to any of these major waterways and is surrounded on all sides by existing development and/or roadways; therefore, the project site is not expected to be used by wildlife as a movement or migration corridor.

Impact Discussion

a. **Less Than Significant with Mitigation Incorporated.** The project site is highly disturbed and located in Santa Maria, surrounded by general manufacturing, agricultural, and residential uses. The habitat within the project area consists of mostly ruderal vegetation that is highly disturbed, and adjacent to the project area to the south is the Battles Drainage Channel. No special-status plant or wildlife species were observed during the May 2025 survey.

As shown in Table 9, there is suitable habitat for one special-status plant species on-site—paniculate tarplant (*Deinandra paniculata*). This species occurs in grassland, open chaparral and woodland, and disturbed areas, often in sandy soils. The bloom period of this species is from May to November; therefore, the May 2025 survey was conducted during the appropriate time for detection of this species. Paniculate tarplant was not observed during the May 2025 survey; therefore, this species is not expected to occur on-site and no impacts to special-status plant species are anticipated.

As shown in Table 10, there is suitable habitat for eight special-status wildlife species on-site—Northern California legless lizard (*Anniella pulchra*), burrowing owl (*Athene cunicularia*), Crotch's bumble bee (*Bombus crotchii*), loggerhead shrike (*Lanius ludovicianus*), coast horned lizard (*Phrynosoma blainvillii*), California red-legged frog (*Rana draytonii*), western spadefoot toad (*Spea hammondii*), and American badger (*Taxidea taxus*). Each of those special-status wildlife species with potential to occur on-site, including migratory nesting birds, are discussed further below.

Northern California legless lizard ranges from the northern San Joaquin Valley south through the inner and outer South Coast Ranges, with populations in the southern Sierra Nevada and Tehachapi Mountains, at elevations up to 5,900 feet (Nafis 2025). This species requires moist, sandy, or loose loamy soils within coastal dune scrub, coastal sage scrub, chaparral, woodland, riparian, or forest habitats. It shelters in leaf litter and under bushes, rocks, or detritus like logs and driftwood. Relatively little is known about the specific behavior and ecology of this species, but it is thought to be a diurnal species that breeds between the months of March and July. It gives birth to live young in the early fall. Population declines have been attributed to agricultural development, sand mining, use of off-road recreational vehicles, and habitat loss through spread of invasive, nonnative vegetation such as iceplant (Zeiner et al. 1988–1990a). The irrigated landscape plants along the Battles Drainage Channel south of the project area may provide suitable habitat for this species due to the presence of sandy soils and prolonged moisture; as such, this species has potential to occur on site. The project poses risks for direct and indirect impacts to Northern California legless lizard if present on-site during construction activities. Mitigation Measures BIO-1 through BIO-3 have been identified to minimize potential impacts to Northern California legless lizard and suitable habitat for this species during project construction activities. Upon implementation of these measures, impacts to Northern California legless lizard would be *less than significant*.

Burrowing owl generally inhabits open grasslands, prairies, and fields with short-stature vegetation, but may also occupy agricultural and developed areas (Shuford and Gardali 2008). This species typically uses the burrows of ground squirrels and other small mammals for shelter, protection from predators, and rearing of chicks. Burrowing owls are active day and night, and can be seen roosting outside of burrow entrances during the day. Courtship and mating may begin as early as late December in California and continue into early spring. Incubation lasts 28 to 30 days and young disperse to nearby burrows by early fall. The primary threats to burrowing owl are the elimination of burrowing mammals through control programs and habitat loss (Klute et al. 2003). It is a Species of Special Concern (SSC) in the state of California. Suitable overwintering habitat for this species is present in the burrows observed across the project site. Direct impacts to burrowing owl may occur

between October 16 and March 31 if they are overwintering within the project area. Construction-related activities can destroy nests and/or burrows, remove nesting or overwintering habitat, or cause disturbance that may lead to nest failure or otherwise harass nesting, resident, transient, or overwintering birds. Indirect impacts may occur due to habitat loss, such as through removal of suitable nesting substrates or overwintering burrows. Mitigation Measures BIO-1 and BIO-4 have been identified to minimize potential impacts to burrowing owl during project construction activities. Upon implementation of these measures, impacts to burrowing owl would be *less than significant*.

Crotch's bumble bee inhabits open grassland and scrub habitats primarily in California, from Sacramento south into Mexico, and from the coast east into Nevada. Bumble bee colonies are annual with the queen mating in the fall before overwintering alone starting in October. In the spring the queen emerges and established a new colony by producing female workers and male drones. Not much is known about Crotch's bumble bee overwintering sites (Hatfield et al. 2020). Generally, bumble bees overwinter in soft, disturbed soil or under leaf litter or other debris (Williams et al. 2014). Queens emerge between February and April (Thorp et al. 2010) and establish a colony. Colonies are usually underground in abandoned holes made by ground squirrels, mice, and rats, or occasionally abandoned bird nests (Osborne et al. 2008). However, bumble bees may also nest above ground in tufts of grass or cavities in downed wood, rock walls, or brush piles. Crotch's bumble bee are generalist foragers, feeding on a variety of flowering plants (Hatfield et al. 2020). Like other bumble bees, this species feeds on both the nectar and the pollen. Select food plant families include Fabaceae, Apocynaceae, Asteraceae, Lamiaceae, and Boraginaceae (Hatfield et al. 2020). Threats to this species include loss of habitat due to agriculture and development and degradation of habitat due to invasive species, livestock grazing, herbicide use, and decreases in small mammal population due to poisoning. Potentially suitable nesting habitat for this species is present in small animal burrows and there are preferred floral resources and suitable foraging for this species on-site. Direct impacts to nesting Crotch's bumble bee are most likely to occur during the flight season, generally March 1 to September 30, and to overwintering queens, from October 1 through February 28. Direct and indirect impacts to nests may occur if grading and vegetation removal occur during the flight season and to overwintering queens in the fall and winter. These actions can destroy nests or overwintering queens and remove foraging habitat that may lead to nest destruction or failure. Mitigation Measures BIO-1 and BIO-5 have been identified to minimize potential impacts to Crotch's bumble bee during project construction activities. Upon implementation of these measures, impacts to Crotch's bumble bee would be *less than significant*.

Loggerhead shrike is a common resident of lowlands and foothills throughout California, occupying open habitats with scattered shrubs, trees, fence posts, and poles for perching opportunities. This species typically forages on insects but may also hunt for small reptiles, amphibians, and mammals, sometimes impaling them on sharp objects like barbed wire. Loggerhead shrikes build nests on stable branches in well-concealed dense shrubs or trees (Zeiner et al. 1988–1990b). This species has declined by as much as 76% since 1966, according to the North American Breeding Bird Survey. The decline coincides with the introduction and increased use of chemical pesticides between the 1940s and the 1970s that may have resulted in indirect poisoning from prey. Conversion of habitat for anthropogenic uses is another likely threat, as it reduces or eliminates potential nesting habitat as well as prey base. Potentially suitable nesting habitat for this species is present across the project site. Direct impacts to avian species are most likely to occur if construction activities take place during the typical avian nesting season, generally February 1 through August 31. Construction-related activities can destroy nests, remove nesting habitat, or cause disturbance that may lead to nest failure or otherwise harass nesting, resident, or transient birds. Indirect impacts may occur due to habitat loss, such as through removal of suitable nesting substrates. Mitigation Measures BIO-1 and BIO-6 are included to minimize potential impacts to loggerhead shrike during project construction activities. Upon implementation of these measures, impacts to loggerhead shrike would be *less than significant*.

Coast horned lizard occurs in semi-arid mountains of western and southern California at elevations up to 8,000 feet. This species inhabits grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose, sandy soil. It is frequently found near native ant hills, which are its preferred food source. This species may also forage on beetles, wasps, grasshoppers, flies, and

caterpillars. The breeding season is from May to September, and nests are constructed in loose soil (Zeiner et al. 1988–1990c). Habitat conversion to housing and agriculture and the spread of nonnative ants (e.g., Argentine ant [*Linepithema humile*]) have caused this species to decline. Historically, this lizard was extensively exploited by the pet trade (Nafis 2025). There is potentially suitable habitat on-site for this species present within the Battles Drainage Channel due to the presence of sandy soils. The project poses risks for direct and indirect impacts to this species if present on-site during construction activities. Mitigation Measures BIO-1 through BIO-3 are included to minimize potential impacts to coast horned lizard and suitable habitat for this species during project construction activities. Upon implementation of these measures, impacts to coast horned lizard would be *less than significant*.

California red-legged frog is known to occur from Mendocino County to Northern Baja California and eastward through the Northern Sacramento Valley and Sierra Nevada foothills at elevations below 1,525 meters (5,000 feet). This species requires permanent or semi-permanent waterbodies such as lakes, streams, and ponds with plant cover for foraging and breeding. Reproduction occurs in aquatic habitat from late November to early April. Egg masses are laid in the water following breeding, often on emergent vegetation. Following metamorphosis, juvenile frogs may remain in the breeding ponds or disperse into uplands regardless of topography. California red-legged frog has been documented dispersing over 2 miles from aquatic habitat. Dispersing frogs may seek refuge in small mammal burrows or soil fractures. Current threats include nonnative predators, such as bullfrogs and fish, urban and agricultural development, and pesticide pollution (Nafis 2025). There is suitable habitat on-site for this species within the Battles Drainage Channel and potentially suitable upland habitat across the project site within small animal burrows in ruderal vegetation. There is a documented occurrence of this species approximately 0.37 mile west of the project site in a sediment basin that is connected to the Battles Drainage Channel. As such, there is high potential for this species to occur on-site. If California red-legged frogs are using the aquatic habitats adjacent to the project site at the time of project implementation, juveniles and adults may disperse through the project site, particularly during the rainy season. If individual California red-legged frog are present on-site during construction, they could be crushed or trampled by vehicles and equipment. In addition, there is potential for California red-legged frogs to use small mammal burrows for refuge and cover. As such, excavation or crushing of any burrows during construction may result in direct impacts to this species. Mitigation Measures BIO-1 through BIO-3 are included to minimize potential impacts to California red-legged frog and suitable aquatic habitat for this species during project construction activities. Upon implementation of these measures, impacts to California red-legged frogs would be *less than significant*.

Western spadefoot is endemic to California and northern Baja California, Mexico, ranging from the city of Redding south through the Central Valley and associated foothills, throughout the South Coast Ranges, and along the southern coast of California into northern Baja. This species generally inhabits lowlands, sandy washes, and river floodplains but also may be found in woodlands, grasslands, and chaparral where soils are sandy and loose. Western spadefoot occupies small mammal burrows or uses the hardened spades on their feet to burrow underground where they remain buried for most of the year, only emerging at night during the rainy season to breed in ephemeral pools. Threats to this species include loss, degradation, and fragmentation of breeding and upland habitats (Nafis 2025). Suitable habitat for this species is present within the drainage ditch due to the presence of periodically saturated conditions and sandy soils, and suitable upland habitat for this species is present across the project site due to the presence of small animal burrows in ruderal vegetation. In addition, there are documented occurrences of this species within 1.5-miles of the project site (CDFW 2025). If western spadefoot is using the aquatic habitat adjacent to project site at the time of project construction, juveniles and adults may disperse through the project site, particularly during the rainy season. If individual western spadefoot are present on-site during construction, they could be crushed or trampled by vehicles and equipment. In addition, there is potential for western spadefoot to use small mammal burrows for refuge and cover. As such, excavation or crushing of any burrows during construction may result in direct impacts to this species. Mitigation Measures BIO-1 through BIO-3 are included to minimize potential impacts to western spadefoot and suitable aquatic habitat for this species during project construction activities. Upon implementation of these measures, impacts to western spadefoot would be *less than significant*.

American badger occurs throughout most of North America including throughout California, except for the North Coast region. They prefer open and arid habitats such as grasslands, meadows, savannahs, open-canopy desert scrub, and open chaparral; suitable habitat for this species is characterized by herbaceous, shrub, and open stages of most habitat with dry, friable soils (Zeiner et al. 1988–1990d. It is a predator of fossorial rodents and adept at quickly excavating deep burrows to access its prey. As such, where badgers are present, the landscape is dotted with large soil tailings, which are normally half-moon-shaped. American badger shelters in burrows it has excavated and, while it is known to traverse a relatively small home range (up to 2.5 acres), this species moves among burrows frequently. It can be active at all times of day but is primarily nocturnal. This species occurs at elevations below 3,660 meters (12,000 feet). Mating is typically from May through September but, because of delayed implantation, cubs are not born until early spring. Habitat conversion is a primary threat to this species (Zeiner et al. 1988–1990d). Suitable habitat for this species is present within the ruderal habitat in project site; small burrows were observed across the site, indicating that the soil is friable enough for badger to utilize, and this species is known to occur in the project vicinity. As such, there is potential for this species to utilize the project site for burrowing. American badger may be impacted directly or indirectly during construction. Construction poses several direct risks, such as vehicle strikes and destruction of resources, like dens. Further, construction may impact or deter use of valuable habitat, yielding it unsuitable for these species. Indirect impacts may occur by deterring movement patterns of wildlife caused by construction disturbances. Mitigation Measures BIO-1 and BIO-7 are included to minimize potential impacts to American badger during project construction activities. Upon implementation of these measures, impacts to American badger would be *less than significant*.

Nesting Migratory Birds. The small ornamental trees associated with the Battles Drainage Channel in the southern portion of the project site and ruderal vegetation present across the project site may provide suitable nesting habitat for a variety of bird species protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. If project construction activities are conducted between March and September, they could result in direct and/or indirect impacts to nesting birds, if present. Potential direct impacts to nesting birds include injury, mortality, or destruction of nests and/or eggs from the use and movement of construction equipment and tree and vegetation removal. Potential indirect impacts to nesting birds include the generation of noise and dust from construction activities and the alteration of suitable nesting habitat. Mitigation Measure BIO-6 is included to minimize potential impacts to nesting migratory birds during project construction activities.

The project site is highly disturbed and contains ruderal vegetation that is subject to frequent human disturbance and maintenance (e.g., mowing and disking). As discussed above, no special-status plant species were observed or are expected to occur on-site; however, the project site contains suitable habitat for eight species status wildlife species in addition to nesting migratory birds. The drainage feature to the south of the site provides suitable habitat for special-status amphibian and reptile species including the northern California legless lizard, coast horned lizard, California red-legged frog, and western spadefoot due to the presence of periodic saturated conditions and sandy soils. Whereas the ruderal vegetation present in most of the site provides suitable overwintering and foraging habitat for burrowing owl and Crotch's bumble bee and suitable denning habitat for American badger. In addition, there is potential for loggerhead shrikes and other migratory and nesting birds to utilize the entire site for nesting and foraging. Implementation of Mitigation Measures BIO-1 through BIO-7 would reduce potential impacts to special-status wildlife species and nesting migratory birds and their habitat to *less than significant*.

Based on the analysis provided above, potential impacts related to special-status species would be *less than significant with mitigation incorporated*.

b–c. **Less Than Significant with Mitigation Incorporated.** The Battles Drainage Channel is located just south of the project area; this feature did not have any water in it at the time of the May 2025 survey. It is characterized by landscaped vegetation on the sides of the channel with recruitment of native and nonnative species in the bed of the channel, including wetland indicator species. Although there is no riparian habitat associated with the Battles Drainage Channel, it is likely considered a Waters of the State under the jurisdiction of the California Department of Fish and Wildlife. The project does not

include any construction within the Battles Drainage Channel, and all vegetation associated with the channel would not be directly affected by project activities. However, due to the proximity of construction to this feature, there is potential for indirect impacts to occur during active construction. Implementation of Standard City requirements to protect drainage basins and channels would avoid and/or reduce potential impacts to the Battles Drainage Channel. Therefore, potential impacts related to sensitive natural communities and wetlands would be *less than significant*.

d. **Less Than Significant Impact.** The project site is located within the city of Santa Maria and is surrounded by general manufacturing, agricultural, and residential uses. Based on the California Essential Habitat Connectivity Areas Map, the project site is not located within an Essential Connectivity Area, which is defined as an important area for maintaining connectivity between large blocks of land for wildlife corridor purposes (CDFW 2025). The *Santa Maria General Plan Resource Management Element* identifies the Santa Maria River and Orcutt Creek as potential wildlife corridors. The project site is not near either of these mapped areas. The Battles Drainage Channel, located just south of the project, may serve as a corridor for wildlife movement. The project would not result in any direct impacts to this channel; however, due to the proximity of construction to this feature, there is potential for indirect impacts to occur during active construction. As discussed above, Implementation of Mitigation Measure BIO-3 would reduce potential impacts to the Battles Drainage Channel to less than significant; therefore, potential impacts would be *less than significant with mitigation incorporated*.

e. **Less Than Significant Impact.** The project site is not within or near the significant wildlife habitat areas identified in the *Santa Maria General Plan Resources Management Element* (City of Santa Maria 2001). The vegetation and trees located on and along the Battles Drainage Channel will not be impacted as a part of the project. Further, prior to approval, the projects development plans would be subject to review by City staff for consistency with applicable zoning regulations, including required landscaping standards. The project would not result in a conflict with local policies or ordinances intended to protect biological resources. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

f. **No Impact.** There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to or near the project site. The project would comply with the *Santa Maria General Plan* and local ordinances pertaining to the protection of biological resources. Therefore, *no impact* would occur.

Mitigation Measure(s) Incorporated into the Project

BIO-1 **Environmental Awareness Training.** An environmental awareness training shall be presented to all construction personnel by a qualified biologist prior to the start of any project activities. The training shall include color photographs and a description of the ecology of all special-status species known or with potential to occur, as well as other sensitive resources requiring avoidance during construction. The training shall also include a description of protection measures required by discretionary permits, an overview of the Federal Endangered Species Act and California Endangered Species Act, and implications of noncompliance with these regulations. This shall include an overview of the required avoidance, minimization, and mitigation measures. A sign-in sheet with the name and signature of the qualified biologist who presented the training and the names and signatures of the environmental awareness trainees shall be kept. A fact sheet conveying the information provided in the environmental awareness training shall be provided to all project personnel.

BIO-2 **Special-status Amphibian and Reptile Impact Avoidance.** The following avoidance and minimization measures ensure impacts to Northern California legless lizard, coast horned lizard, California red-legged frog, and western spadefoot do not occur from the project:

a. A preconstruction survey of the project site shall be conducted by a qualified biologist within 48 hours prior to the start of construction to confirm that no special-status species are present in the work area.

1. If Northern California legless lizard, coast horned lizard, California red-legged frog, or western spadefoot are found during the preconstruction surveys, construction will be delayed until the individuals move out of the project area under their own volition. If any individuals of federally listed species do not move off-site on their own, the City of Santa Maria may postpone the project or be required to obtain take authorization under the Federal Endangered Species Act prior to initiating project activities.

2. A report documenting results of the survey shall be provided to the City of Santa Maria Community Development Director prior to the start of construction.

b. After the initial preconstruction survey and prior to the start of project activities, the project sponsor shall install temporary exclusion fencing along the northern bank of the Battles Drainage Channel to prevent special-status species from entering the construction area from the Battles Drainage Channel. A qualified biologist shall accompany the exclusion fence construction crew to ensure that special-status species are not killed or injured during fence installation. The exclusion fence shall be supported sufficiently to maintain its integrity under all conditions, such as wind and heavy rain for the duration of the active construction period. The project sponsor shall check the exclusion fence at least once weekly and maintain/repair the fence when necessary.

c. A qualified biological monitor familiar with Northern California legless lizard, coast horned lizard, California red-legged frog, and western spadefoot will monitor all initial site disturbance (and exclusion fence installation). Once all ground disturbance is complete, the biological monitor does not need to be on-site full-time and can conduct periodic spot checks to document project activities. The monitor(s) must be approved by the City of Santa Maria prior to working on the project.

BIO-3 **Preconstruction Survey for Overwintering Burrowing Owl**. If work is planned to occur between October 16 and March 31, a qualified biologist shall survey the area for overwintering burrowing owl within 1 week prior to activity beginning on-site. If overwintering burrowing owls are located on or near the project site, occupied burrows shall be avoided until a qualified biologist determines the burrow is no longer occupied. A site-specific, non-disturbance buffer shall be established and maintained between the project activities and occupied burrows, using the distances recommended in the California Department of Fish and Wildlife (CDFW) *2012 Staff Report on Burrowing Owl Mitigation* (CDFW 2012). Refer to the table below for these site-specific, no-disturbance buffer zones. The appropriateness of using reduced buffer distances or burrow-specific buffer distances shall be established on a case-by-case basis by a qualified biologist in consultation with the CDFW and shall depend on existing conditions (e.g., vegetation/topographic screening and current distance regimes). If necessary, buffer distances shall be carefully reassessed and relaxed or modified, based on future development plans (e.g., increased or intensified construction activities) by a qualified biologist who may consult with the CDFW. The buffer zones shall be clearly delineated by using highly visible methods, such as stakes and rope, which shall be maintained in good condition through project construction or until construction activities are no longer occurring in the vicinity of the burrow.

Site-Specific No-Disturbance Buffer Zones

Level of Disturbance (October 16–March 31)		
Low	**Mid**	**High**
164 feet	328 feet	1,640 feet

BIO-4 **Preconstruction Surveys and Avoidance for Crotch's Bumble Bee.** Prior to the start of project activities and if work is planned to occur during the flight period of April 1 to September 1, a qualified biologist shall survey for Crotch's bumble bee within the work area 2 weeks prior to the start of initial ground disturbance. If a Crotch's bumble bee nest is observed, no work shall occur within 25 feet of the nest until it is no longer active. If an exclusion buffer is not feasible, the project sponsor shall contact the City of Santa Maria for further guidance. If Crotch's bumble bee is found during the active spring and summer period, or presence is unknown (e.g., if a survey during the active period was not completed) and work is planned between October and March, potential overwintering habitat shall be avoided by a minimum of 50 feet. If potential overwintering habitat cannot be avoided, the City of Santa Maria shall be contacted. The results of the surveys shall be provided to the City of Santa Maria prior to initial project activities.

Because bumble bees move nest sites each year, surveys shall be conducted each year prior to ground disturbance within undisturbed habitat in the project site.

BIO-5 **Pre-Activity Nesting Bird Survey.** Site preparation, ground-disturbing, and construction activities, including tree and vegetation removal, should be conducted outside of the migratory bird nesting season (February 1–August 31). If such activities are required during this period, the project sponsor shall retain a qualified biologist to conduct a preconstruction nesting bird survey no more than 2 weeks prior to site preparation, ground-disturbing, and construction activities and verify whether migratory birds are nesting within the project site or immediate vicinity. If nesting activity is detected, the following measures shall be implemented:

a. If nesting birds are located on or near the project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active. A non-disturbance buffer of 50 feet will be placed around non-listed, passerine species and a 250-foot buffer will be implemented for all non-listed raptor species. All activity will remain outside of the buffer until a qualified biologist has determined that the nest is no longer active (e.g., young have fledged, the nest has failed) or that proposed construction activities would not cause adverse impacts to the nest, adults, eggs, or young. If special-status avian species are identified and nesting within the work area, no work will begin until an appropriate buffer is determined in consultation with the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and/or the City of Santa Maria.

b. The qualified biologist shall document all active nests and submit a letter report to the City of Santa Maria documenting project compliance with the Migratory Bird Treaty Act, California Fish and Game Code, and applicable project mitigation measures within 30 days of surveying.

BIO-6 **Preconstruction Survey and Avoidance Measures for American Badger.** A qualified biologist shall conduct a preconstruction survey within 30 days prior to the start of initial project activities to ensure American badger are not present within proposed work areas or within 200 feet of work areas. If potential dens are discovered, they shall be monitored with a remote camera or tracking medium for at least 3 days to determine if they are occupied. If the qualified biologist determines that a den may be active during the non-reproductive season (July 1–January 31), a no-entry exclusion buffer shall be established within 50 feet of the den. If active dens are found during the reproductive season (February 1–June 30), no activity shall occur within 200 feet of the den. Exclusion buffers shall be prominently flagged and encircle the den. Exclusion zones shall be maintained until all project-related disturbances have been terminated or it has been determined by a qualified biologist that the den is no longer in use. If an exclusion buffer is not feasible, the project sponsor will contact the City of Santa Maria for further guidance. The results of the survey shall be provided to the City of Santa Maria prior to initial project activities. If construction lapses beyond 30 days from the survey, an additional survey will be required.

5. CULTURAL RESOURCES

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

Setting

Existing Conditions

The Santa Maria Valley was historically occupied by the Chumash people until European contact in the mid-eighteenth century. Areas within close proximity to perennial water sources tend to have higher archaeological sensitivity; the project site is not located within close proximity to any blue-line streams or waterbodies. According to the *Santa Maria General Plan Resources Management Element*, the project site is located in an area designated to have negligible sensitivity for archaeological resources (City of Santa Maria 2001).

The establishment of Mission San Luis Obispo de Tolosa in the city of San Luis Obispo to the north and Mission La Purisima Concepción near the city of Lompoc was the beginning of development and settlement in the Santa Maria area. Industrialization and the connection of the Pacific Coast Railroad to Santa Maria further stimulated commercial and residential growth in the area. Historical resources in Santa Maria consist of several landmarks and structures, which are identified in the City's Landmark Map and the City's Objects of Historic Merit Map. The City has officially designated 12 landmarks and 17 objects of historic merit, none of which are located on-site or adjacent to the project site (City of Santa Maria 2002).

As defined by CEQA, a historical resource includes:

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

City of Santa Maria General Plan

The *Santa Maria General Plan Land Use Element* recognizes the value of preserving older and unusual buildings. Architectural features that are no longer commonly used in design practice are considered important to the social fabric of the community and should be encouraged to be preserved whenever possible. However, the Land Use Element should not prevent the reasonable economic use of structures with local historic values, which could lead to the replacement of these historic buildings with modern buildings (City of Santa Maria 2011).

The *Santa Maria General Plan Resources Management Element* identifies a goal to preserve cultural and archaeological resources to assure that future generations maintain a strong sense of value. This goal is elaborated upon by Policy 4, which states that the City shall preserve and identify cultural and archaeological resources that define the historical significance of the city and the Santa Maria Valley. The objectives of this policy include ensuring that development does not impact archaeologically sensitive areas by applying appropriate mitigation measures as required by state law and maintaining the architectural integrity of historic structures within the city through the preservation of sites and structures located within the Historic Overlay zone and other sites designated as state and local landmarks. The project site is not located within the Historic Overlay zone.

The *Draft Conservation and Open Space Element* of the *City of Santa Maria General Plan Update* (City of Santa Maria 2025b) includes policies intended to protect cultural and historical resources. Policy COS-7.1 through COS-7.5 ensures the protection of the city's historic, cultural, and tribal resources and requires mitigation to ensure the integrity of these resources are maintained.

Impact Discussion

a. **Less Than Significant Impact.** The project site does not contain, nor is it located near, any historic resources listed in the National Register of Historic Places (NRHP) or CRHR. The project site is not located within the Historic Overlay zone or identified on the City's Landmark Map or Objects of Historic Merit Map. In addition, the project site does not support any known built environment components that may be eligible for listing on federal, State, or local historic registers. The project would not result in a substantial adverse change in the significance of, or any other adverse impact to, a historic resource. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

b. **Less Than Significant with Mitigation Incorporated.** The Resources Management Element delineates high, moderate, low, and negligible archaeological sensitivity areas within the city; the project site is designated as Archaeological Sensitivity Area 3 – Negligible Sensitivity. Nevertheless, ground disturbance associated with future construction activities has the potential to result in inadvertent disturbance of previously unknown, buried archaeological deposits. Implementation of Mitigation Measure CR-1 would ensure potential impacts are avoided and/or minimized. Therefore, impacts would be *less than significant with mitigation incorporated*.

c. **Less Than Significant with Mitigation Incorporated.** Based on the location and anticipated low archaeological sensitivity of the project area, project development would not be expected to disturb buried human remains. However, in the event of an accidental discovery or recognition of any human remains associated with the project, California Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur until the County of Santa Barbara (County) Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and PRC Section 5097.98. With adherence to California Health and Safety Code Section 7050.5, which stipulates the process to be followed when human remains are encountered, as detailed in Mitigation Measure CR-2, impacts related to the disturbance of archaeological resources and human remains would be reduced to less than significant. Therefore, impacts are *less than significant with mitigation incorporated*.

Mitigation Measure(s) Incorporated into the Project

CR-1 **Inadvertent Discovery of Archaeological Resources.** In the event that any cultural resource is encountered during subsurface earthwork activities associated with the project, all construction activities within a 100-foot radius of the find shall cease and the City of Santa Maria shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires further study. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 Series forms and evaluated for significance in terms of California Environmental Quality Act (CEQA) criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not

limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features, including hearths, structural remains, or historic dumpsites.

If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the Central Coast Information Center (CCIC), located at the Santa Barbara Museum of Natural History, and provide for the permanent curation of the recovered materials.

CR-2 **Inadvertent Discovery of Human Remains.** In the event that human remains are exposed during subsurface earthwork activities associated with the project, an immediate halt work order shall be issued, and the City of Santa Maria Community Development Department shall be notified. California Health and Safety Code Section 7050.5 requires that no further disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the County of Santa Barbara Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the California Native American Heritage Commission (NAHC) within 24 hours. These protocols shall be detailed on project grading and construction plans for project development on-site.

6. ENERGY

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

Setting

In January 2021, Santa Maria customers began to receive their electricity from Central Coast Community Energy (3CE; previously known as Monterey Bay Community Power [MBCP]), which is a community choice energy agency that has committed to providing its customers with 100% carbon-free sourced energy by 2030. Community choice energy agencies allow local governments to procure power on behalf of their residents, businesses, and municipal accounts from an alternative supplier while still receiving transmission and distribution service from their existing utility provider (in this case, the Pacific Gas and Electric Company [PG&E]). Per California Public Utilities Code Section 366.2, customers have the right to opt out of the community choice energy program and continue to receive service from the incumbent utility (PG&E) if they choose (City of Santa Maria 2020a).

The City has not adopted a climate action plan; however, the *Santa Maria General Plan Resources Management Element* includes goals for achieving increased energy conservation use within the city through increasing the energy efficiency of buildings and appliances, as well as encouraging development and the use of alternative forms of energy. Current measures applied in the city include energy-conserving building standards, recycling, and transportation system improvements. The Resources Management Element also

identifies energy conservation policies, including encouraging the use of innovative site and building orientation and landscaping to maximize energy efficiency (City of Santa Maria 2001).

The CBC contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC includes mandatory green building standards for residential and nonresidential structures, the most recent version of which is referred to as the 2022 California Green Building Standards Code (also referred to as CALGreen). These standards focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements.

Impact Discussion

a. **Less Than Significant Impact.** The project includes the GPA and rezone of a 3.51-acre portion of the project site, subdivision of the project site, and development of residential and commercial land uses on the project site. The project's construction activities would result in the use of fossil fuels, electricity, and natural gas from construction vehicles and equipment. The energy consumed during construction activities would be temporary in nature and would be typical of other similar construction activities in the county. Current federal and state regulations require fuel-efficient equipment and vehicles and prohibit wasteful activities, such as diesel idling.

The project would include infill development, and all land use types would have VMT impacts below the applicable state and local thresholds (Associated Transportation Engineers 2025; see Section 17, *Transportation*, for further detail). Future development of structures on-site would be required to be designed and constructed in compliance with the CBC, which requires that the project achieves high-energy efficiency, including, but not limited to, use of low-flow, energy-efficient appliances; light emitting diode (LED) lighting; insulation and building material standards; etc.

The residential portion of the project would consist of all-electric buildings. The project would rely on local electricity service provider 3CE, which is currently on a pathway to achieving an energy supply mix consisting of 60% clean and renewable energy by 2025 and 100% clean and renewable energy by 2030, which is 15 years ahead of California's mandate for zero emissions (3CE 2023). While customers have the option to voluntarily opt out and continue service solely with PG&E if desired, it is reasonable to assume the majority of project tenants would maintain service with 3CE. Tenants who choose to opt out would be served by PG&E, which currently provides an energy supply mix that consists of approximately 23% renewable energy sources, 63% nuclear energy sources, 12% large hydroelectric sources, and 2% natural gas (PG&E 2025).

The commercial portion of the project would rely on electricity provided by 3CE and/or PG&E, and natural gas provided by SoCalGas, which is committed to replacing 20% of its traditional natural gas supply with renewable natural gas by 2030. The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

b. **Less Than Significant Impact.** Project development of residential and commercial uses would be required to be designed in full compliance with the CBC, including applicable green building standards. Based on the location of the project site, future development in this location would be considered infill and the proposed GPA and rezone would not allow for the development of future uses that could potentially result in a conflict with a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to energy; therefore, mitigation is not necessary.

7. GEOLOGY AND SOILS

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

Setting

The project is located within the Santa Maria Valley, an east–west-trending alluvial valley bounded to the north by the San Rafael Range and to the south by the Casmalia Range and the Solomon Hills. The Santa Maria River traverses the valley from east to west, emptying into the Pacific Ocean just west of the city of Guadalupe. The Santa Maria River is formed by the convergence of the Cuyama and Sisquoc Rivers at Fugler Point near the community of Garey.

The Santa Maria Basin is a significant hydrocarbon-producing (i.e., oil and gas) coastal (and off-shore) basin in California. The basin lies at the juncture between the north–west-trending southern Coast Range province and the east–west-trending Transverse Range province. The basin contains a relatively thick Miocene- through Holocene-age sequence of sedimentary rocks, some of which are prolific petroleum-producing formations and others that are highly productive groundwater aquifers.

The Santa Maria Valley is located within a structural fold and thrust fault area; the axes of most of the structural elements in the region run northwest–southeast, parallel to the valley. The Santa Maria Basin and adjacent southern Coast Ranges have been subjected to considerable uplift during the last 2 to 5 million years and are considered to be seismically active. Relatively little direct evidence of active faulting (such as offset of bedding or structures observed at a surface fault) has been observed in the region; however, broad bands of seismicity unrelated to surface faults and other evidence indicate the region is seismically active.

According to the *City of Santa Maria General Plan Safety Element*, several active, potentially active, and inactive faults exist within the basin and region, and generally trend north–west. The major faults include the Santa Maria, Santa Maria River, and Casmalia Faults. None of these faults qualify for Earthquake Fault Zone status as identified by the State Geologist under the Alquist-Priolo Earthquake Fault Zones Act. Based on the Geologic Hazards Map provided in the Safety Element, the project site is not located within a ground-shaking zone, within shallow groundwater with liquefaction potential, or in an area with steep slopes susceptible to local failure. The project site is located next to an area of the city that is known to contain expansive soils (City of Santa Maria 1995).

Based on the Natural Resources Conservation Service (NRCS) Web Soil Survey (NRCS 2025), the project site is underlain by the following three soil types:

1. Sorrento sandy loam, 0 to 2 percent slopes. This nearly level soil occurs on smooth floodplains and has moderately rapid permeability. Surface runoff is very slow, and the erosion hazard is slight to none. This soil is commonly used for irrigated and dryland crops.
2. Corralitos loamy sand, 0 to 2 percent slopes. This soil occurs on floodplains and alluvial fans and has somewhat excessive draining and rapid permeability. Surface runoff is very slow, and the erosion hazard is slight to none. This soil is commonly used for a variety of irrigated and dry crops.

Based on the Geologic Map of the Santa Maria and Twitchell Dam Quadrangles, the project site is underlain by Holocene-age surficial sediments composed of valley floodplain alluvium (Dibblee 1994).

Impact Discussion

a.i. **No Impact.** Several active and potentially active faults exist within the project region, including the Santa Maria and Casmalia Faults. However, based on the Alquist-Priolo Earthquake Fault Zone Maps and information available from the CDOC, there are no identified Alquist-Priolo Earthquake Hazard Zones within the city. Therefore, rupture of a known earthquake fault would not occur under the project site, and *no impact* would occur.

a.ii. **Less Than Significant Impact.** Seismic ground shaking is influenced by the proximity of the project site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. The CDOC Probabilistic Seismic Hazard Maps indicate that the entire Santa Maria Valley is located in a lower hazard area (CDOC 2019a). Potential effects of seismic ground shaking on the project would be minimized through the implementation of the seismic requirements specified by the CBC and applicable City standards for earthquake-resistant construction. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

a.iii. **Less Than Significant Impact.** Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the CDOC, Santa Maria is not located within a designated liquefaction hazard area. According to the *City of Santa Maria General Plan Safety Element*, a portion of the project site is not located in an area known to contain shallow perched groundwater. Future development within the project site would be required to comply with CBC requirements and the City's building regulations to reduce risk associated with seismic-related ground failure, including liquefaction. Therefore, impacts related to liquefaction would be *less than significant*, and no mitigation is necessary.

a.iv. **Less Than Significant Impact.** Landslides typically occur in areas with steep slopes or in areas containing escarpments. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the CDOC, the city is not located within a designated landslide hazard zone. According to the Safety Element, the project site is not located within an area where landslide movements are anticipated to occur. The project site is generally flat and not located near slopes that would be susceptible to landslides. Therefore, impacts related to landslides would be *less than significant*, and no mitigation is necessary.

b. **Less Than Significant Impact.** The project site is located within a nearly level undeveloped site. Project development would not require substantial permanent changes in existing topography but would increase the impervious area. The project would be subject to the City's Landscape and Irrigation Standards to provide soil erosion control on-site. The proposed development would exceed 1 acre or more of ground disturbance and would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which would be administered through project construction. The SWPPP would be required to incorporate Best Management Practices (BMPs) to minimize erosion impacts during construction. Therefore, impacts related to soil erosion and loss of topsoil would be *less than significant*, and no mitigation is necessary.

c. **Less Than Significant Impact.** The following analysis is based, in part, on the City's *Safety Element*.

Liquefaction or Collapse. The project site is not located in an area with shallow perched groundwater. The project would be required to comply with CBC requirements and the City's building regulations to reduce risks associated with seismic-related ground failure, including liquefaction. Therefore, impacts related to liquefaction would be *less than significant*, and no mitigation is necessary.

Landslide. Landslides typically occur in areas with steep slopes or containing escarpments. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the CDOC, Santa Maria is not located within a designated landslide hazard zone. In addition, the project site is relatively flat and is not located within an area where landslide movements are anticipated to occur (City of Santa Maria 1995). Therefore, impacts related to landslides would be *less than significant*, and no mitigation is necessary.

Lateral Spreading. The project site is located within an area without expansive soils (City of Santa Maria 1995). The project would be required to comply with the most recent CBC requirements, which would ensure protection of structures and occupants from seismic hazards, such as expansive soils. Therefore, impacts related to seismic soils would be *less than significant*, and no mitigation is necessary.

Subsidence: Based on the U.S. Geological Survey (USGS) Areas of Land Subsidence in California Map, the project site is not located in an area of historic or current subsidence (USGS 2020). The Santa Maria area has not had significant subsidence issues despite historical oil drilling in the area. Although subsidence could occur, it is perceived to be an insignificant risk due to the absence of reported incidents (City of Santa Maria 1995). Therefore, impacts related to subsidence would be *less than significant*, and no mitigation is necessary.

d. **Less Than Significant Impact.** The NRCS Web Soil Survey (NRCS 2025) identifies the project area as being underlain by Sorrento sandy loam and Corralitos loamy sand, which are both not characterized as expansive. The project would be required to comply with the CBC requirements in effect at the time development building permits are approved, which would ensure protection of structures and occupants from site-specific geo-seismic hazards, such as expansive soils. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

e. **No Impact.** Proposed development of the project site would require new connections to the City's sewer facilities, and no on-site septic systems are being proposed. The project would not result in environmental impacts associated with having soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Therefore, *no impact* would occur.

f. **Less Than Significant Impact.** The project site consists of relatively flat topography and contains no known unique geologic features. Based on a geologic map of the Santa Maria Quadrangle, the project site is underlain by Holocene-age surficial sediments composed of valley floodplain alluvium (Dibblee 1994). Where Quaternary alluvium was deposited during the Holocene epoch (from 10,000 years ago to the present), there is no sensitivity for fossils because fossils, by definition, are more than 10,000 years old. The project would not have the potential to destroy a unique paleontological resource or unique geologic feature. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to geology and soils; therefore, mitigation is not necessary.

8. GREENHOUSE GAS EMISSIONS

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

Setting

The analysis in this section is based, in part, on the Air Quality and Greenhouse Gas Technical Report prepared for the project (NV5 2025a).

In response to an increase in manmade GHG concentrations over the past 150 years, California has implemented AB 32, the California Global Warming Solutions Act of 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. Furthermore, on September 8, 2016, the governor signed SB 32 into law. SB 32 extends GHG reduction goals beyond the initial target year of 2020 in AB 32, directing the CARB to ensure that GHGs are reduced to 40% below the 1990 level by 2030. This new emission-reduction target is intended to promote further GHG reductions in support of the State's ultimate goal of reducing GHG emissions by 80% below 1990 levels by 2050.

In 2013 SB 743 was signed into law with the intent to "promote the state's goals of reducing GHG emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations" and required the California Governor's Office of Planning and Research (OPR; now the Office of Land Use and Climate Innovation [LCI]) to identify new metrics for identifying and mitigating transportation impacts within CEQA. The metrics developed were required to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. As a

result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of SB 743 and identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA (as detailed in Section 15064.3(b)). Beginning July 1, 2020, the newly adopted VMT criteria for determining significance of transportation impacts were required to be implemented statewide.

On September 23, 2020, Executive Order N-79-20 was issued requiring sales of all new passenger vehicles to be zero emission by 2035 and included additional measures to eliminate harmful emissions from the transportation sector. Following the order, the CARB will develop regulations to mandate that 100% of in-state sales of new passenger cars and trucks are zero emission by 2035—a target that would achieve more than a 35% reduction in GHG emissions and an 80% improvement in NO_X emissions from cars statewide. In addition, the CARB will develop regulations to mandate that all operations of medium- and heavy-duty vehicles shall be 100% zero emission by 2045 where feasible, with the mandate going into effect by 2035 for drayage trucks (on-road, diesel-fueled, heavy-duty trucks that transport bulk containers). To ensure the infrastructure needed to support zero-emission vehicles (ZEVs), the order requires State agencies, in partnership with the private sector, to accelerate deployment of affordable fueling and charging options.

The vast majority of individual projects do not generate enough GHG emissions to create a direct influence on climate change. Therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the effects of an individual project are significant when considered in tandem with the effects of closely related past, present, and reasonably foreseeable probable future projects (State CEQA Guidelines Section 15355).

The State CEQA Guidelines do not provide numeric or qualitative thresholds of significance for evaluating GHG emissions. Instead, they leave the determination of the significance of GHG emissions up to the lead agency and authorize the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (State CEQA Guidelines Sections 15064.7(b) and 15064.7(c)). Additionally, any public agency may also use an environmental standard as a threshold of significance, as it would promote consistency in significance determination and integrates environmental review with other environmental program planning and regulations (State CEQA Guidelines Section 15064.7(d)).

In October 2008, the CARB published the *Climate Change Proposed Scoping Plan*, which is the State's plan to achieve GHG reductions in California required by AB 32. The Scoping Plan included CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The initial Scoping Plan was first approved by CARB on December 11, 2008, and is updated every 5 years. The first update of the Scoping Plan was approved by the CARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030–2035) toward reaching the 2050 goals. The most recent update released by CARB is the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which was finalized and adopted in December 2022. The 2022 Scoping Plan lays out the strategies for achieving carbon neutrality and reduce anthropogenic (i.e., human-caused) GHG emissions by 85% below 1990 levels no later than 2045, as directed by AB 1279 (CARB 2022). SBCAPCD has not established significance thresholds for a land development project's GHG emissions under CEQA. In the absence of quantitative GHG thresholds and/or a qualified GHG reduction plan for use by a project to tier or streamline its environmental analysis, CEQA provides that a lead agency could rely on regulatory compliance to show a less-than-significant GHG impact if the project complies with or exceeds those programs adopted by CARB or other State agencies. For the project, the most applicable and adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan and SBCAG 2050 RTP/SCS.

The SBCAPCD recommends projects rely on BMPs consistent with the approach adopted by the Bay Area Air Quality Management District and Sacramento Metropolitan Air Quality Management District (SMAQMD). Implementation of these BMPs ensure that each project is doing their fair share of helping the State meet their future carbon-neutrality goals.

Impact Discussion

a, b. **Less Than Significant with Mitigation Incorporated.**

Construction

Project construction would result in temporary GHG emissions from off-road equipment and mobile sources, including worker vehicles, vendor trucks, and haul trucks. GHG emissions associated with project construction were calculated using CalEEMod, version 2022.1.1.14. Based on the modeling conducted, construction-related GHG emissions would total approximately 451 metric tons of carbon dioxide equivalent ($MTCO_2e$). When evaluated over an approximate 25-year life of the project, amortized construction-generated emissions would total approximately 18 $MTCO_2e$ per year (NV5 2025a). Amortized construction-generated GHG emissions have been included with operational GHG emissions in the impact discussion below. Project construction emissions are summarized in Table 12.

Table 12. Project Construction Greenhouse Gas Emissions

Construction Year	GHG Emissions ($MTCO_2e$)[a]
2025	98
2026	353
Total Emissions	**451**
Amortized Construction Emissions (25 Years)[b]	18

Source: NV5 (2025b)

Notes:

[a] Totals may vary due to rounding.

[b] Amortized emissions are quantified based on a 25-year project life.

Operation

Project operation would generate GHG emissions from direct and indirect sources. Direct sources consist of area sources such as landscaping equipment, mobile sources, natural gas consumption, and refrigerants from air conditioning and refrigeration usage. Indirect sources include electricity generation at off-site power plants associated with building electricity consumption and electricity consumption related to water and wastewater conveyance and waste decomposition at landfills from solid waste generation. GHG emissions associated with the long-term project operation were calculated using the CalEEMod, version 2022.1.1.14. Table 13 summarizes the project's unmitigated annual operational GHG emissions.

The project would incorporate design features that would minimize energy use, water use, and GHG emissions, such as installation of electric vehicle supply equipment (EVSE) and electric vehicle charging stations. The multi-family residential site will provide a total of 177 parking spaces. These will include 92 spaces with one low power level 2 EV-C charging receptacle for each dwelling unit, and 21 common spaces with electric vehicle supply equipment installed, one of which is accessible. The commercial land uses would provide 160 parking spaces, 52 spaces of which 20 would have electric vehicle supply equipment installed (EV Ready) and 32 would have electrical panels and conduits (EV Capable). Project landscaping would include plant materials that are compatible with the climate conditions of the project site, and all irrigation systems would be designed for maximum water efficiency, including low-flow heads for sprinklers, drip-irrigation, and bubbler systems.

Table 13. Unmitigated Project Annual GHG Operational Emissions

Source Category	Annual GHG Emissions ($MTCO_2e$)[a]
Area	1
Electricity	6
Natural Gas	192
Mobile	2,260
Water	5
Waste	67
Refrigerants	151
Construction (Amortized)	18
Project Total	2,700

Source: NV5 (2025a)

Notes:

[a] Totals may vary due to rounding.

As discussed above, in the absence of quantitative GHG thresholds and/or a qualified GHG-reduction plan for use by a project to tier or streamline its environmental analysis, CEQA provides that a lead agency can rely on regulatory compliance to show a less-than-significant GHG impact if the project complies with or exceeds those programs adopted by the CARB or other State agencies. For the project, the most applicable and adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan, the SBCAG 2050 RTP/SCS, and the SMAQMD GHG BMPs.

2022 Scoping Plan Consistency Evaluation

The 2022 Scoping Plan focuses on key sectors that will need to transition to alternative clean technology and fuels to support decarbonization. Based on the above operational GHG emissions breakdown for the project, mobile emissions would be the primary source of GHG emissions for the project. The Transportation Sustainability section of the 2022 Scoping Plan focuses on transitioning to ZEVs and reducing VMT by promoting electric and hydrogen fuel cell vehicles, improving public transit, and encouraging active transportation. It also emphasizes developing infrastructure for renewable fuels and hydrogen and implementing urban planning and incentives to reduce VMT. The project would consist of an infill development project, based on the project site being surrounded by other urban development on three sides and a major roadway on the fourth. The project also includes frontage improvements to improve pedestrian access to and from the project site and a bus shelter for a future bus line, providing site residents, employees, and visitors with access to the project site via public transit.

As discussed in Section 17, *Transportation*, the project would not exceed applicable VMT thresholds. As a result, the project would not conflict with regional VMT-reduction goals set forth in the 2022 Scoping Plan and SB 375. For these reasons, the project would not conflict with the 2022 Scoping Plan. Overall, the project would support the 2022 Scoping Plan strategies for reducing GHG emissions from the transportation sector and would not conflict with the 2022 Scoping Plan's goals for reducing GHG emissions.

2050 RTP/SCS Consistency Evaluation

The SBCAG 2050 RTP/SCS was designed to help the County achieve its GHG emissions reduction target. Santa Maria, the largest city in Santa Barbara County, is forecasted to have the highest population increase over the 2017 to 2050 period. Santa Maria is expected to have an increase of 10,900 jobs over this period as well. The project would create job opportunities in North County through

its commercial and retail land uses, and would be consistent with the growth projections identified in the 2050 RTP/SCS.

The 2050 RTP/SCS includes goals to implement the 2050 RTP/SCS. The project's consistency with relevant goals, objectives, and policies of the 2050 RTP/SCS is evaluated in Table 14. While a preliminary evaluation of the project's consistency with these policies is provided below, the authority to make a final determination of consistency with this plan remains with the City decision-makers (e.g., Planning Commission and/or City Council). For the purposes of this document, preliminary consistency determinations were used to determine the potential for significant impacts related to inconsistency with the adopted policy.

Table 14. Consistency of Project with SBCAG 2050 RTP/SCS

Connected 2050 RTP/SCS Goals and Policies	Project Consistency
Goal Area 1: Environment	
Policy 1.1 Land Use	
Policy 1.1.2: Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances and parking pricing policies.	**Potentially Consistent.** The project is an infill mixed-use development located adjacent to existing residential and commercial land uses. The project would include office and medical space, restaurants and fast-food chains, a gas station, and a multi-family residential apartment complex, which would provide both job and housing opportunities in the City. Future on-site residents and existing residences and businesses will benefit from the project's land uses being in close proximity and would be easily accessible by walking or biking. The project site is also located less than 1 mile from the SMRT Route 4 and Route 8 bus stops, providing access via public transit for future residents, employees, and patrons.
Policy 1.1.5: Identify, minimize and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through on-site and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes.	**Potentially Consistent.** The project is an infill mixed-use development located adjacent to existing residential and commercial land uses. The project would include office and medical space, restaurants and fast-food chains, a gas station, and a multi-family residential site. Future on-site residents and existing residences and businesses will benefit from the project's land uses being in close proximity and would be easily accessible by walking or biking. The project site is also located less than 1 mile from the SMRT Route 4 and Route 8 bus stops, providing access via public transit for future residents, employees, and patrons.
Policy 1.2 Air Quality	
Policy 1.2.1: Lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with the air quality goals of the region, including targets for greenhouse gas emissions from passenger vehicles in 2020 and 2035 as required by Senate Bill 375 (SB 375).	**Potentially Consistent.** The project would be consistent with this policy as it would install EVSE and EV charging stations. The multi-family residential site will provide a total of 177 parking spaces. These will include 92 spaces with one low power level 2 EV-C charging receptacle for each dwelling unit, and 21 common spaces with electric vehicle supply equipment installed, one of which is accessible. The commercial land uses would provide 160 parking spaces, 52 spaces of which 20 would have electric vehicle supply equipment

Table 14. Consistency of Project with SBCAG 2050 RTP/SCS

Connected 2050 RTP/SCS Goals and Policies	Project Consistency
	installed (EV Ready) and 32 would have electrical panels and conduits (EV Capable). The project would also provide 20 anchored racks for bicycle parking. The Health Risk Assessment Report results from SBCAPCD were below the SBCAPCD thresholds of 10 excess cancer cases per one million and a Hazard Index greater than one, confirming that the facility does not exceed established health risk standards (SBCAPCD 2024). Additionally, the project is an infill mixed-use development located adjacent to existing residential and commercial land uses. The project would include office and medical space, restaurants and fast-food chains, a gas station, and a multi-family residential site. Future on-site residents and existing residences and businesses will benefit from the project's land uses being in proximity and would be easily accessible by walking or biking. The project site is also located less than 1 mile from the SMRT Route 4 and Route 8 bus stops and will build a new bus shelter for the proposed Route 14, providing access via public transit for future residents, employees, and patrons.
Policy 1.3 Alternative Fuels and Energy	
Policy 1.3.1: Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies to reduce vehicular emission production and energy consumption.	**Potentially Consistent.** The project would be consistent with this policy as it would install EVSE and EV charging stations. The multi-family residential site will provide a total of 177 parking spaces. These will include 92 spaces with one low power level 2 EV-C charging receptacle for each dwelling unit, and 21 common spaces with electric vehicle supply equipment installed, one of which is accessible. The commercial land uses would provide 160 parking spaces, 52 spaces of which 20 would have electric vehicle supply equipment installed (EV Ready) and 32 would have electrical panels and conduits (EV Capable). The project would also provide 20 anchored racks for bicycle parking.
Policy 1.3.2: Promote renewable energy and energy conservation, consistent with applicable federal, State, and local energy programs, goals, and objectives.	**Potentially Consistent.** Project landscaping will include plant materials that are compatible with the climate conditions of the project site, and all irrigation systems will be designed for maximum water efficiency, including low-gallon heads for sprinklers, drip irrigation, and bubbler systems. These features will conserve water and the energy required to convey water to the project site.

Table 14. Consistency of Project with SBCAG 2050 RTP/SCS

Connected 2050 RTP/SCS Goals and Policies	Project Consistency
Goal Area 2: Mobility and System Reliability	
Policy 2.3 Alternative Transportation Modes	
Policy 2.3.1: Encourage alternatives to single-occupancy vehicle trips and the use alternative transportation modes to reduce vehicle miles traveled and increase bike, walk and transit mode share.	**Potentially Consistent.** The project would be consistent with this policy as it would install EVSE and EV charging stations. The multi-family residential site will provide a total of 177 parking spaces. These will include 92 spaces with one low power level 2 EV-C charging receptacle for each dwelling unit, and 21 common spaces with electric vehicle supply equipment installed, one of which is accessible. The commercial land uses would provide 160 parking spaces, 52 spaces of which 20 would have electric vehicle supply equipment installed (EV Ready) and 32 would have electrical panels and conduits (EV Capable). The project would also provide 20 anchored racks for bicycle parking. Additionally, the project consists of an infill mixed-use development located adjacent to existing residential and commercial land uses. The project would include office and medical space, restaurants and fast-food chains, a gas station, and a multi-family residential site. Future on-site residents and existing residences and businesses will benefit from the project's land uses being in close proximity and would be easily accessible by walking or biking. The project site is also located less than 1 mile from the SMRT Route 4 and Route 8 bus stops, providing access via public transit for future residents, employees, and patrons.

Based on the preliminary evaluation, the project has been found to be potentially consistent with the relevant goals, objectives, and policies of the SBCAG 2050 RTP/SCS, as outlined in Table 14.

SMAQMD GHG BMPs

The SBCAPCD relies on the SMAQMD GHG BMPs to help meet federal and State GHG reduction targets. According to the SMAQMD *Greenhouse Gas Thresholds for Sacramento County* (SMAQMD 2020), the project must commit to following the BMPs outlined in the consistency analysis (Table 15). All projects must commit to the Tier 1 BMPs, and the Tier 2 BMPs are for projects that do not screen out of further requirements (e.g., large or inefficient projects). Based on a preliminary consistency review, the project would be consistent with Tier 1 and Tier 2 BMPs, with mitigation (see Table 15).

Table 15. Consistency of Project with SMAQMD Greenhouse Gas Thresholds

SMAQMD GHG Best Management Practices	Project Consistency
Best Management Practice 1	
No natural gas: Projects shall be designed and constructed without natural gas infrastructure.	**Potentially Consistent with Mitigation.** The project would include residential uses in all-electric buildings. The proposed commercial development restaurant uses would include limited natural gas infrastructure for commercial kitchens. Mitigation Measure GHG-1 has been identified to require installation of electrically powered appliances and building mechanical equipment for all nonresidential uses on-site, to the extent feasible.
Best Management Practice 2	
Electric vehicle ready: Projects shall meet the current CalGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready.	**Potentially Consistent with Mitigation.** The multi-family residential site will provide a total of 177 parking spaces. These will include 92 spaces with one low power level 2 EV-C charging receptacle for each dwelling unit, and 21 common spaces with electric vehicle supply equipment installed, one of which is accessible. The commercial land uses would provide 160 parking spaces, 52 spaces of which 20 would have electric vehicle supply equipment installed (EV Ready) and 32 would have electrical panels and conduits (EV Capable). The project includes more EV-ready parking spaces than EV-capable spaces. The number of EV spaces proposed is consistent with CALGreen.
Best Management Practice 3	
Residential projects shall achieve a 15% reduction in VMT per resident, and office projects should achieve a 15% reduction in VMT per worker compared to existing average VMT per capita for the county, or for the city if a more local SB 743 target has been established. Retail projects should achieve no net increase in total VMT, as required to show consistency with SB 743. These reductions can be achieved by many strategies, such as: • Locate in an area that already has low VMT due to location, transit service, etc. • Adopt CAPCOA measures • Adopt measures noted in Sacramento's CAP checklist • Join a Transportation Management Association • Incorporate traffic calming measures • Incorporate pedestrian facilities and connections to public transportation • Promote electric bicycle or other micro-mobility options	**Potentially Consistent.** Please see Section 17, *Transportation*, for a detailed evaluation of the project's VMT impacts. The project would include elements to reduce VMT for both the residential and commercial portion of the project. The project would include the construction of a new bus shelter for proposed SMRT Route 14, as well as 20 bike rack spaces. The project would also include the construction of ADA-compliant sidewalks and crosswalks to and from the project. Therefore, the project would be consistent with this measure.

Overall, the project would not conflict with the 2022 Scoping Plan or SBCAG 2050 RTP/SCS policies for reducing GHG emissions. However, the project would be potentially inconsistent with the SMAQMD GHG BMPs, which the SBCAPCD relies upon to evaluate projects' consistency with statewide GHG emissions reductions targets. Mitigation Measure GHG-1 has been identified to require the project to incorporate measures that would demonstrate consistency with the SMAQMD GHG BMPs. Therefore, upon implementation of these mitigation measures, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts would be *less than significant with mitigation incorporated*.

Mitigation Measure(s) Incorporated into the Project

GHG-1 **Greenhouse Gas Reduction Measures.** At the time of application for building permits, the project developers shall incorporate the following measures into project plans to reduce project-generated greenhouse gas (GHG) emissions:

a. To the extent that alternatively powered equipment is locally available and installation is feasible, nonresidential development shall install electrically powered appliances and building mechanical equipment in place of natural gas-fueled equipment. If natural gas-fueled equipment is installed for nonresidential development, electrical service/outlets for the equipment shall be provided to allow for the future conversion of the equipment from natural gas service to electrical service.

b. The project plans shall meet or exceed installation of 2022 California Green Building Standards Code (CALGreen) Tier 2 required electric vehicle (EV)-ready and EV-capable charging spots, and the number of required EV-capable charging spots provided shall match the required number of EV-ready charging spots.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Setting

State CEQA Guidelines Section 15126.2(a) states the general rule that environmental impact reports and mitigated negative declarations "shall identify and focus on the significant environmental effects of the project." Among the potential effects that must be analyzed are "any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected" (State CEQA Guidelines Section 15126.2(a)).

Since the adoption of the 1993 Airport Land Use Plan (ALUP) for the Santa Maria Public Airport, the Santa Maria Airport Land Use Compatibility Plan was prepared in January 2023 (2023 ALUCP). The 2023 ALUCP was prepared in order to promote compatibility between airports and the land uses that surround them and to serve as a tool for SBCAG to use in fulfilling its duty to review land use plans and development proposals within the Airport Influence Area (AIA). Based on the SBCAG's MapGeo tool, the project site is not located within the Airport Influence Area (AIA) Review Area or any airport safety zone of the Santa Maria Public Airport.

Impact Discussion

a. **Less Than Significant Impact.** Project construction would require the use of limited quantities of hazardous substances (e.g., gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc.). Project construction would be required to comply with applicable building, health, fire, and safety codes, including Titles 8 and 22 of the California Code of Regulations, the Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code.

The project includes the development of a gas station, which would regularly require transport of gasoline. The gas station would be required to be constructed and operated in accordance with the CBC, California Plumbing Code, and California Fire Code. These standards include, but are not limited to, location limitations from buildings with combustible exterior wall surfaces and fixed ignition sources, supervision of self-serve fuel-dispensing activities, standards for equipment maintenance and inspection, and installation of emergency disconnect switches to be used in the event of a fuel spill or other emergency. The County is certified by the California Environmental Protection Agency (CalEPA) as the Certified Unified Program Agency (CUPA) for Santa Barbara County. As the CUPA, the County implements the Hazardous Materials Plan Program, which requires businesses handling, using, or storing reportable amounts of hazardous materials to submit inventories, site maps, and other documentation relating to those materials, and to develop appropriate employee training and emergency procedures. The County also regulates the installation and operation of underground storage tanks (USTs) through the UST Construction Standards, including requirements for a

continuous monitoring system and routine inspections. A Health Risk Assessment (NV5 2023) was prepared for the proposed gas station, and the SBCAPCD did their own analysis and found that the proposed gasoline-dispensing facility with an annual throughput of 3,600,000 gallons would not present a significant health risk to the surrounding community (SBCAPCD 2024).

While the project would result in the transport, use, and disposal of hazardous materials, gas stations are common throughout the city and do not represent an unusually dangerous land use. Compliance with existing State and local regulations would reduce the potential for the project to result in a significant hazard to the public or the environment following construction activities. Therefore, impacts associated with the use, transport, or disposal of hazardous materials would be *less than significant*, and no mitigation is necessary.

b. **Less Than Significant Impact.** Project construction is anticipated to require limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. Handling of these materials has the potential to result in accidental release. Construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws. Additionally, the construction contractor would be required to implement BMPs for the storage, use, and transportation of hazardous materials during all construction activities. Therefore, impacts related to the routine transport, use, disposal, or accidental release of hazardous materials during construction would be *less than significant*, and no mitigation is necessary.

c. **No Impact.** The nearest school facility to the project site is Liberty Elementary School, which is approximately 0.6 mile south of the project site. The project site is not located within 0.25 mile of an existing or proposed school facility. Therefore, *no impact* would occur.

d. **No Impact.** Based on a search of the CalEPA's Cortese List, California Department of Toxic Substances Control (DTSC) EnviroStor database, and State Water Board GeoTracker database, there are no known active hazardous material sites located on or near the project site. Therefore, *no impact* would occur related to location on a site included on a list of hazardous material sites.

e. **Less Than Significant Impact.** The project site is outside of the Santa Maria Airport ALUP but within 2 miles of the Santa Maria Airport. According to the 2023 ALUCP, the project site is not within the noise exposure range of the Santa Maria Public Airport (SBCAG 2023). Furthermore, the project would require discretionary development permits and would be reviewed by City staff for consistency with applicable policies and standards of the ALUP adopted at that time, including avoiding characteristics such as distracting lighting, electronic interference, and other factors that may negatively affect nearby aircraft operations. Based on required compliance with these regulations, impacts associated with safety hazards or excessive noise based on proximity to an airport would be *less than significant*, and no mitigation is necessary.

f. **Less Than Significant Impact.** The project does not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in the full or permanent closure of any roads. The new access driveways would be required to be developed in compliance with State and local safety regulations and all improvements would be required to comply with applicable CBC and California Fire Code requirements pertaining to emergency access. Therefore, impacts related to interference with an adopted emergency response plan or evacuation plan would be *less than significant*, and no mitigation is necessary.

g. **Less Than Significant Impact.** Based on the City of Santa Maria Local Responsibility Area Fire Hazard Severity Zones Map (California Department of Forestry and Fire Protection [CAL FIRE] 2025), the project site is located within a Local Responsibility Area and is not located within or adjacent to a High or Very High Fire Hazard Severity Zone. The project site is surrounded by residential uses, agricultural fields, and transportation infrastructure; it is not located adjacent to open spaces with dense vegetation or otherwise be considered within a wildland–urban interface (WUI). Based on the *Santa Maria General Plan Safety Element*, the most significant wildland fire hazards for development within the city are associated with the coastal sage scrub and grass-covered slopes in the Casmalia Range

and Solomon Hills south of the city. The project site is located approximately 5 miles north of these areas and is located within a heavily urbanized area. Therefore, impacts related to wildland fires would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to hazards and hazardous materials; therefore, mitigation is not necessary.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i. Result in a substantial erosion or siltation on- or off-site;			X	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv. Impede or redirect flood flows?			X	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Setting

The project site is located within the Santa Maria Watershed, one of the largest coastal drainage basins in California, and includes all areas tributary to the Cuyama, Sisquoc, and Santa Maria Rivers. The Santa Maria Watershed overlies the Santa Maria River Valley Groundwater Basin (SMRVGB), covering more than 280 square miles in the southwestern corner of San Luis Obispo County and the northwestern corner of Santa

Barbara County. Historically, the City pumped water from the SMRVGB as its sole water supply until the City began receiving State Water Project (SWP) water from the Central Coast Water Authority (CCWA) in 1997. The SMRVGB is currently under a 2008 court-ordered stipulation that allows the City to derive its water supply from local groundwater, associated return flows from imported SWP water that may be recaptured in the basin, and a share of the yield of Twitchell Reservoir operations.

Based on the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer (NFHL) Viewer, the project site is located in an area of minimal flood hazard and is not located within a 100-year floodplain (FEMA 2005). Based on the CDOC Santa Barbara County Tsunami Inundation Maps, the project site is not located within an area with the potential for tsunami inundation (CDOC 2019b).

The project site is undeveloped and flat with small shrubs and grass. On the south side of the project site is the Battles Drainage Channel, which is a large concrete drainage channel with ornamental plantings on the bank. The project would not impact the drainage channel.

Impact Discussion

a. **Less Than Significant Impact.** The project includes the patrial GPA and rezone to allow for the future development of residential and commercial land uses under the proposed PD/R-3 and current PD/CC zoning designations. The project would be required to comply with all federal, State, and local requirements, including a state Construction General Permit, which requires the preparation of a SWPPP for all projects that would require 1 acre or more of ground disturbance. The SWPPP would include BMPs to control the discharge of pollutants, including sediment from erosion, into local surface water drainages. The project would also be required to comply with the adopted standards contained within City of Santa Maria Municipal Code Sections 8-12 (*Wastewater Collection, Treatment and Disposal*) and 8-12A (*Storm Water Runoff Pollution Prevention*). Section 8 12A.04 (*Prohibited Discharges, Exemptions and Limitations*) also incorporates the *Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region* (Central Coast RWQCB Resolution No. R3-2013-0032). By incorporating these design provisions and permit review and approval procedures by the City, the project would not violate water quality standards and waste discharge requirements. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

b. **Less Than Significant Impact.** The project would require new connections to the City's water services. The City utilizes the following available water supply sources: local groundwater, purchased water from the SWP, associated return flows recaptured from the SMRVGB, assigned rights to water from the SMRVGB, and assigned rights to augmented yield from Twitchell Reservoir. The City's water supply is expected to reliably meet the projected city water demands and have an available supply in excess through 2040, with the majority of this demand being met by imported state water (City of Santa Maria 2020b). The project includes a 5,148-square-foot direct infiltration basin that would facilitate groundwater recharge. The project would include residential and commercial development and would not result in a substantial decrease of groundwater supplies or substantial interference with groundwater recharge. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

c.i–c.iv. **Less Than Significant Impact.** The project site is a nearly flat undeveloped lot that supports ruderal vegetation. The project would be required to comply with all federal, State, and local requirements, including a state Construction General Permit, which requires the preparation of a SWPPP for all projects that would require 1 acre or more of ground disturbance. The SWPPP would include BMPs to control the discharge of pollutants, including sediment from erosion, into local surface water drainages. The project includes Tier 4 stormwater control measures, including a direct infiltration basin, ADS Stormtech underground chambers, down spouts, and v-gutters. The project would also implement low-impact design standards such as minimizing compaction of the soil, limiting clearing and grading of native vegetation, and minimizing stormwater runoff. The project would further be required to comply with the adopted standards contained within City of Santa Maria Municipal Code Sections 8-12 and 8-12A; Section 8-12A.04 also incorporates the *Post-Construction Stormwater Management*

Requirements for Development Projects in the Central Coast Region (Central Coast RWQCB Resolution No. R3-2013-0032).

Based on the FEMA NFHL Viewer (FEMA 2005), the project site is not located within a 100-year or other designated floodplain. Therefore, based on required compliance with existing State and local regulations, the project would not have the potential to result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, or impede or redirect flood flows. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

d. **No Impact.** Based on the FEMA NFHL Viewer (FEMA 2005), the project site is not located within a 100-year flood zone. Based on the Santa Barbara County Tsunami Inundation Maps (CDOC 2019b), the project site is not located in an area with potential for inundation by a tsunami. The project site is not located within close proximity to a standing waterbody with the potential for a seiche to occur. Therefore, the project site has no potential to release pollutants due to project inundation, and *no impact* would occur.

e. **Less Than Significant Impact.** As discussed in the threshold analysis above, the project would not deplete groundwater supplies or interfere substantially with groundwater recharge. The project includes stormwater treatment and storage facilities and would not conflict with the Central Coastal Basin Plan or other water quality control plans. The project would not conflict with the Sustainable Groundwater Management Act (SGMA) or other local or regional plans or policies intended to manage water quality or groundwater supplies. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to hydrology and water quality; therefore, mitigation is not necessary.

11. LAND USE AND PLANNING

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

Setting

Existing Conditions

The project site is located within the southwestern portion of the city of Santa Maria, approximately 2 miles west of US 101. The project site is surrounded by light industrial uses to the north, agricultural land to the east, single-family and multi-family residential units to the west, and single-family and commercial uses to the south.

The project site is currently under the NC land use designation and CC zoning designation. The purpose of the NC land use designation is to provide areas that offer convenience goods and services to local residents without disrupting the residential character of an area (City of Santa Maria 2018).

Santa Maria General Plan

The project includes a GPA and rezone to change 3.51 acres of the project land use designation from NC to HDR-30 and the zoning from CC to PD/R-3. The *Santa Maria General Plan Land Use Element* identifies several policies that would be directly applicable to the project, including, but not limited to the following:

- **Policy L.U.1.** Establish and maintain a balanced mix of land uses to meet the present and future demands of the community.
- **Policy L.U.6.a.** Resolve conflicts between existing and proposed land uses, particularly residential and industrial uses, and prevent such conflicts in the future (related policies are in the Housing Element).
- **Policy L.U.7.** Avoid land use problems before they arise and create maximum harmony through innovative urban design between various land uses.
- **Policy L.U.8.** Continue to coordinate planning efforts among the various City departments and agencies, property owners, residents, and special districts.
- **Policy L.U.10.b.** Design neighborhood commercial centers so they serve the needs of surrounding residents.
- **Policy L.U.11.** Assure that a balance of land use between the employment generating commercial and industrial uses, and residential development is achieved.

The City released an updated General Plan and Environmental Impact Report for comment from August 14 to September 28, 2025. The updated General Plan is currently undergoing revisions. Based on the Draft General Plan elements, the Draft Land Use Element will carry forward the polices presented in the current *Santa Maria General Plan Land Use Element* through Goals LU-1.1 through LU-1.5 that seek to create a balanced mix of land uses that meet the present and future housing, employment, and recreation needs of the community (City of Santa Maria 2025a).

Impact Discussion

a. **No Impact.** The project site is located on an undeveloped parcel in an urban area and future development allowed under the new zoning designation would be considered infill development. The project would not create a barrier to or close any existing public or private roadways or result in a barrier to movement or accessibility within the community. Therefore, the project would not physically divide an established community, and *no impact* would occur.

b. **Less Than Significant Impact.** The project includes a GPA and rezone of a portion of the project site to allow for the future development of residential and commercial land uses under the proposed PD/R-3 and current PD/CC zoning designations. The project would be consistent with *Santa Maria General Plan Land Use Element* Policies L.U.1 and L.U.11 by developing a project with a balance of residential and commercial space. The project would also be consistent with Land Use Element Policy L.U.6.a. because the land uses around the project are consistent with the project's land uses and the project was planned for the larger *Blosser-Southwest Specific Plan*. The project would be consistent with L.U.10.B because it proposes to construct a small neighborhood commercial space. The project is in the city of Santa Maria, and the updated General Plan and would be initiated and constructed in communication with the City, making the project in compliance with Policies L.U.7 and L.U.8. The project would be consistent with the applicable and use policies. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to land use and planning; therefore, mitigation is not necessary.

12. MINERAL RESOURCES

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

Setting

Santa Maria's primary mineral resources are sand, rock, and oil. The Santa Maria River channel is considered to be a valuable mineral resource. The river contains the largest resources of Portland cement concrete-grade aggregate and almost 90% of the available alluvial sand and gravel resources in the Santa Barbara/San Luis Obispo County region. The Santa Maria Basin is also a significant hydrocarbon (i.e., oil and gas)-producing basin in California, historically allowing for the development of the oil industry throughout the region. Many of the area's oil wells have since been capped and abandoned due to the development and urbanization of the city. Based on the *Santa Maria General Plan Resources Management Element*, the project site is located within the City's areas designated for operational, existing, or abandoned oil facilities and an area where adequate information indicates that significant mineral deposits are present or a high likelihood for their presence exists (City of Santa Maria 2001).

Impact Discussion

a–b. **Less Than Significant Impact.** The project site is located in an urban area of Santa Maria. Based on the *Santa Maria General Plan Resources Management Element*, the project site is located within the City's areas designated for operational, existing, or abandoned oil facilities and an area where adequate information indicates that significant mineral deposits are present or a high likelihood for their presence exists (City of Santa Maria 2001). Although the project site may overlie oil, gas, or valuable minerals, the project site is surrounded by existing residential and urban development, making it an unsuitable area for resource extraction, and the site is zoned for commercial development. The potential for future mining uses at the site is very low. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to mineral resources; therefore, mitigation is not necessary.

13. NOISE

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

Setting

Existing Conditions

Community noise equivalent levels (CNEL) are typically measured in terms of decibels (dB) or A-weighted decibels (dBA); A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Equivalent noise level (Leq) is the average noise level on an energy basis for a specific time period. The duration of noise and the time of day at which it occurs are important factors in determining the impact of noise on communities. The CNEL and Day-Night Average Level (Ldn) account for the time of day and duration of noise generation. These indices are time-weighted average values equal to the amount of acoustic energy equivalent to a time-varying sound over a 24-hour period.

Ambient noise or background levels are the all-encompassing noises associated with a given environment at a specific time, usually a composite of sound from many sources from many directions, near and far without any particular dominant sound. The primary existing noise sources surrounding the project site are traffic flow along South Blosser Road, West Battles Road, and La Brea Avenue. Other noise sources include traffic noise from other roads surrounding the project site, noise from other industrial and commercial properties located north and south of the project site, and airport traffic noise from the Santa Maria Public Airport located approximately 2 miles south of the site.

According to the Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, noise-sensitive receptors include residences, schools, hospitals, churches, and parks (Caltrans 2013). The nearest sensitive receptor is a residential neighborhood comprised of a single-family home on Aberdeen Court, approximately 45 feet (0.01 mile) west of the project site. The project Noise Impact Study analyzed the following noise-sensitive receptors (NV5 2025b):

- Receptor 1 is a single-story residential home at 1503 Dolcetto Lane, approximately 215 feet (0.04 mile) from the project site.
- Receptor 2 is a two-story residential home at 1508 South Aberdeen Court, approximately 45 feet (0.009 mile) from the project site.
- Receptor 3 is a single-story residential home at 1520 South Aberdeen Court, approximately 45 feet (0.009 mile) from the project site.

- Receptor 4 is a single-story residential home at 1538 South Aberdeen Court, approximately 45 feet (0.009 mile) from the project site.
- Receptors 5 through 7 represent future residents at the proposed apartment buildings on the southwest end of the project site.
- Receptors 8 and 9 represent future planned development, including residential properties, on Blosser Road, approximately 110 feet (0.02 mile) from the project site.
- Receptors 10 through 12 represent the Villa Del Sol apartments at 1311 West Battles Road, an average of 75 feet (0.01 mile) from the project site.

Regulatory Setting

The *Santa Maria General Plan Noise Element* aims to limit the environmental noise impact to protect residents and workers from exposure to excessive noise (City of Santa Maria 1996). This Noise Element establishes policies, objectives, and implementation programs to control and reduce noise impacts to acceptable levels. The Noise Element provides information on noise exposure, which can be used with respect to the *Santa Maria General Plan Land Use Element* to designate acceptable land uses in relation to existing and future noise levels.

- **Policy N.1.a – Overall Noise Control in Santa Maria:** Protect and enhance the quality of the city's noise environment by controlling noise at its source, along its transmission paths, and at the site of the ultimate receptor.
- **Policy N.1.b – Location of New Noise Generators:** Regulate the placement and construction of new noise generators, to avoid excessive interior and exterior noise level impacts on adjacent noise sensitive properties; and of new noise receptors (such as housing and schools), to minimize the negative effects of local noise generation.
- **Policy N.1.d – Explore New Measurements to Address Existing and Future Transportation Noise:** Explore possible strategies to control vehicular noise generation that would reduce noise impacts on existing noise-sensitive land uses (residential and schools) located within the 60+ dB CNEL contour.
- **Objective N.1.a – Existing Noise Levels:** To have mobile and stationary noise sources I compliance with the Santa Maria Noise Element and Noise Ordinance, and state and federal noise regulations.
- **Objective N.1.b:** To maintain and reduce noise to acceptable levels throughout the community.
- **Objective N.1.d – New Development Projects:** All new development projects will meet the acceptable exterior and interior noise level standards specified in Table 16—"Interior and Exterior Noise Standards."

Table 16. Interior and Exterior Noise Standards

Land Use Categories		Standard dB CNEL	
Category	**Uses**	**Interior**	**Exterior**
Residential	Single Family, Duplex, Multiple Family, Mobile Home	45	60
Noise-Sensitive Land Uses	Motel, Hospital, School, Nursing Home, Church, Library, and Other	45	60
Commercial	Retail, Restaurant, Professional Offices	55	65
Industrial	Manufacturing, Utilities, Warehousing, Agriculture	65	70
Open Space	Passive Outdoor Recreation	--	65

Source: City of Santa Maria (1996)

The City of Santa Maria Municipal Code has declared that the policy of the City is to prohibit unnecessary, annoying, and excessive noises from all sources subject to its police power. The code states that it shall be the policy of the City to prohibit noises that constitute a nuisance regardless of level during certain time periods. According to the City of Santa Maria Municipal Code a noise violation occurs when either the ambient noise levels or ambient base noise levels are exceeded, whichever is greater, as follows:

1. By any amount 30 minutes for any given hour, measured cumulatively;
2. By 5 dBA, 15 minutes for any given hour;
3. By 10 dBA, 5 minutes for any given hour;
4. By 20 dBA at any time.

The City of Santa Maria Municipal Code has not established specific vibration limits for construction activities, which would be the primary source of vibration related to this project. City of Santa Maria Municipal Code Chapter 12-49 (*Mixed-Use Projects*) outlines operations-related performance standards for mixed-use projects in Section 12-49.09 (*Performance Standards*). Regarding vibration, it states, "No use, activity, or process shall produce vibrations that are perceptible without instruments at the property line for more than three minutes in any one hour of the day between the hours of 7:00 a.m. and 10:00 p.m. No use, activity or process shall produce vibrations for more than 30 seconds in any one hour between the hours of 10:00 p.m. and 7:00 a.m." Project operation is not expected to be a source of vibration.

Based on the 2023 ALUCP (SBCAG 2023), which includes the proposed future runway extension, the project site would not be located within the Santa Maria Public Airport's 60 dB or above noise contours.

Impact Discussion

a. **Less Than Significant Impact.** The analysis in this section is based, in part, on the Noise Impact Study prepared for the project (NV5 2025b).

Construction

City of Santa Maria Municipal Code Section 5-5.06 (*Unmeasurable Nuisance Noise*) states that construction activities are restricted between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on weekends. City of Santa Maria Municipal Code Section 5-5.09 (*Residential Zones: Construction-Noise Permits*) requires the acquisition of a construction noise permit from the Noise Control Officer for exterior construction work conducted within a residential zone or within 500 feet of a residential zone only if such activities exceed the noise standards set forth in City of Santa Maria Municipal Code Sections 5-5.03 (*Complaint Evaluation*) and 5-5.05 (*Ambient Base Noise Level*). The permit would cover short-term or occasional, non-routine operations.

Although the City of Santa Maria Municipal Code has established hours of construction and requirements for the acquisition of construction noise permits, the City has not adopted a quantitative threshold for evaluating construction noise impacts. Therefore, this analysis relies on the reasonable criteria provided by the Federal Transit Administration (FTA) for assessing construction noise impacts based on the potential for adverse community reaction in its *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA Leq for an 8-hour period.

Noise impacts from project construction activities were evaluated by estimating the typical noise levels for each type of construction equipment using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) and comparing the Leq at the nearest sensitive receptors with the acceptable noise standards used by the FTA. Noise levels generated by project construction activities would decrease at a rate of 6 dB per doubling of distance from the source. Based on the types of equipment anticipated to be used during construction activities and the distances to the nearest sensitive receptors, noise generated by project construction activities would fall below the 80 dBA threshold from the FTA at the nearest sensitive receptors (NV5 2025b). The highest predicted noise

level from construction activities would be 84.2 dBA, measured at Sensitive Receptor 2 during the site preparation, grading, and building construction phases of the project. However, noise levels were calculated based on the distance from the receptor to the boundary of the project site to evaluate the worst-case scenario, and grading and site preparation activities would occur throughout the project site and would not stay in any one location for an 8-hour period. Because these activities would occur throughout the entire project site, with increased distances to the receptor, noise levels would be reduced below the 8-hour 80-dBA Leq threshold. Therefore, construction noise impacts are expected to be *less than significant* during all construction phases.

Operation

Following completion of construction activities, the project would generate noise from stationary and mobile sources that may impact off-site receptors. Stationary noise sources include operation of the car wash; restaurant drive-throughs; gas station; heating, ventilation, and air conditioning (HVAC) units at the residential apartment building and commercial land uses; and noise from the outdoor recreation area at the proposed community center. Mobile sources would include car and truck traffic through the project site's parking lot areas, as well as traffic noise along nearby roads. Based on the Noise Impact Analysis prepared for the project, operational noise levels are anticipated to range between 41.3 dBA and 60.4 dBA at the nearest sensitive receptors during the day, between 40.2 dBA and 58.7 dBA during the evening, and between 31.9 and 51.2 dBA at night (NV5 2025b).

According to the City of Santa Maria Municipal Code standards, during the daytime, noise levels at all sensitive receptors, except for Receptor 7, would be below the City's daytime noise limits. The noise levels from the project's on-site noise sources are expected to exceed existing ambient noise levels at Receptor 7 (on-site multi-family residential uses) by 0.2 dBA to 0.3 dBA. The City of Santa Maria Municipal Code states that noise cannot exceed existing ambient noise levels by any amount for 30 minutes for any given hour. The highest contributions to noise levels during the daytime at Receptor 7 are from the on-site fast-food restaurant, residential parking areas, and the car wash exit. It is not anticipated that those noise sources will be fully active at the same time for more than 30 minutes in any hour during the daytime. Therefore, noise levels at Receptor 7 are not expected to result in a conflict with the City of Santa Maria Municipal Code noise standards.

At nighttime, the noise levels from the project's on-site noise sources are expected to exceed existing ambient noise levels at Receptors 6 and 7. However, when compared with the City of Santa Maria Municipal Code standards, noise levels at Receptors 6 and 7 are not expected to result in excess noise levels of more than 5 dBA for more than 15 minutes in any given hour and would not conflict with the City of Santa Maria Municipal Code noise standards.

The project was also analyzed for potential noise impacts due to off-site traffic noise increases. Overall, the project's off-site traffic noise would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Project operational noise was also evaluated for consistency with the *Santa Maria General Plan Noise Element* standards. It was determined that interior and exterior noise would fall below the applicable thresholds, and the project would be consistent with the Noise Element.

Based on the analysis provided above, the project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

b. **Less Than Significant Impact.** The quantitative methods provided by the Caltrans *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020) and the FTA's *Transit Noise and Vibration Impact Assessment Model* (FTA 2018) were used to determine whether project vibration levels would exceed significance thresholds. These methodologies are reflective of the standard

practice for analyzing vibration impacts on structures from continuous and intermittent sources from construction equipment. The following criteria have been developed to evaluate the potential for damage potential from ground vibration induced by construction equipment. Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Construction

The greatest vibratory sources during project construction are large bulldozers and loaded trucks. The closest structural buildings are residences located 50 feet west of property boundary. The structural threshold maximum for continuous/intermittent sources for new residential structures is 0.50 inches per second (in/sec) peak particle velocity (PPV). For the purpose of assessing impacts to humans, vibrations would potentially be significant if vibration levels exceeded the distinctly perceptible vibration levels of 0.04 in/sec PPV. Based on the type of construction proposed, equipment to be used, and distance to the nearest off-site structures and land uses, the groundborne vibration levels during project construction would not exceed the human annoyance or structural damage thresholds (NV5 2025b). Overall, project construction would not generate excessive groundborne vibration or groundborne noise levels. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Operation

Following construction activities, the project is not anticipated to have any significant sources of groundborne vibration, such as industrial machinery or heavy equipment. Any operational groundborne vibration related to the project would be from vehicle traffic on nearby rounds. Road vehicles on paved roads typically do not produce vibrations levels noticeable to humans. Therefore, project operation would not generate excessive groundborne vibration or groundborne noise levels. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

c. **Less Than Significant Impact.** Based on the 2023 ALUCP (SBCAG 2023), which includes the proposed future runway extension, the project site would not be located within the Santa Maria Public Airport's 60 dB or above noise contours. Therefore, impacts associated with project workers' or occupants' exposure to excessive noise levels from aircraft would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to noise; therefore, mitigation is not necessary.

14. POPULATION AND HOUSING

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

Setting

Since the early 1990s, Santa Maria has experienced a consistent increase in population, largely due to a growing migrant workforce for nearby agriculture, and Santa Maria is one of the fastest growing areas in Santa Barbara County, due in part to the affordable housing it provides relative to the cities of Santa Barbara and San Luis Obispo Counties. The City has also developed a number of programs and policies to further encourage growth and development.

Impact Discussion

a. **Less Than Significant Impact.** The project includes the development of 92 multi-family residential units and commercial space. Based on the most recent data available provided by the U.S. Census Bureau, the average household size in the Santa Maria is 3.70 persons (U.S. Census Bureau 2025), which would result in an estimated project population of 341. The project is a part of the *Blosser-Southwest Specific Plan* and is included in the Land Use Element of the *Santa Maria General Plan* (City of Santa Maria 2011). The project would include 92 residential units and commercial space. The project would not induce unplanned population growth in the city, as development of the project site has been planned for and preliminarily approved by the City through the Specific Plan. Therefore, the project would have a *less than significant* impact through direct or indirect unplanned population growth, and no mitigation is necessary.

b. **No Impact.** The project includes the development of 92 multi-family residential units and commercial space. The project site is currently undeveloped. The project would not displace any people or housing or necessitate the construction of replacement housing. Therefore, *no impact* would occur.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to population and housing; therefore, mitigation is not necessary.

15. PUBLIC SERVICES

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

Setting

Fire and police protection services are provided by the City. The city is served by six fire stations, where all risk emergency services, as well as public education programs, fire prevention, and life safety measures, are provided to the city's residents by the Santa Maria Fire Department (SMFD). The nearest fire station to the project site is Fire Station 2, located at 416 West Carmen Lane, approximately 1.3 miles southeast of the project site. Fire Station 2 is a 6,600-square-foot neighborhood fire station that includes two engine apparatus bays. The project site is also within close proximity to Fire Station 1, located at 300 West Cook Street, approximately 2 miles northeast of the project site. Fire Station 1 was constructed in 2002 and includes three drive-through engine apparatus bays (City of Santa Maria 2013).

The Santa Maria Police Department (SMPD) provides law enforcement services for the city. Orcutt and the other unincorporated areas of Santa Barbara County are served by the Santa Barbara County Sheriff's Department. SMPD has 129 sworn officers and 51 full-time support personnel, and provides a full range of professional police services, including civil order, preventative patrol, investigations, traffic control and enforcement, criminalistics, crime prevention, drug enforcement, and drug abuse prevention.

The city's elementary and junior high schools are within the Santa Maria-Bonita School District (SMBSD), and the city's high schools are within the Santa Maria Joint Union High School District (SMJUHSD).

Impact Discussion

a.i. **Less Than Significant Impact.** The project would be served by the SMFD. Development impact fees would be collected at the time of approval of development permits to offset the project's increased demand on local fire protection services. No new or physically altered public service facilities or personnel would be required as a result of the project. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

a.ii. **Less Than Significant Impact.** The project would be served by the SMPD. The project does not propose a new use or activity that would require substantial additional police services above what is normally provided for similar surrounding commercial uses and residential developments. Development impact fees would be collected at the time of approval of development permits to offset the project's increased demand for police protection services. No new or physically altered public service facilities or personnel would be required as a result of the project. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

a.iii. **Less Than Significant Impact.** The project site is within the SMBSD and SMJUHSD. Under the proposed PD/R-3 and current PD/CC zoning designations, the project site could include the residential and commercial uses. The projects 92 residential units would be subject to developer fees to offset the costs associated with increased student enrollment. The project would be subject to both Level 1 and Level 2 Developer Fees to mitigate the impact created by new development within the SMBSD and SMJUHSD boundaries on the school facilities. Level 1 Fees are established by the State and are considered the basic mitigation fee subject to residential, commercial, and industrial development that has a justified nexus to additional students. Level 2 Fees are only applied to new residential developments and intended to represent 50% of a school district's facility construction costs per new home served. Upon payment of these required fees, the project would mitigate impacts to the local school districts to a less-than-significant level. The project would not result in a need for new or physically altered school facilities. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

a.iv. **Less Than Significant Impact.** As discussed above, the project would include the development of 92 residential units and commercial space on an undeveloped commercial site. The project would be subject to City development impact fees to offset impacts associated with increased demand for parks and recreational facilities. Therefore, impacts related to public park facilities would be *less than significant*, and no mitigation is necessary.

a.v. **Less Than Significant Impact.** As discussed above, the project would not result in a substantial increase in the need for public services and would be subject to applicable development impact fees. The project would not result in substantial adverse physical impacts associated with new or physically government facilities developed in order to maintain performance objectives. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to public services; therefore, mitigation is not necessary.

16. RECREATION

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

Setting

The City's recreation system is comprised of several local parks and recreational facilities, which are managed by the City Recreation and Parks Department. The Recreation and Parks Department operates 234 acres of developed parkland in 27 neighborhood and community parks.

Impact Discussion

a–b. **Less Than Significant Impact.** Based on the proposed residential uses, the project would have the potential to result in an increase in the use of existing park facilities in the project vicinity. However, the project would be subject to City development impact fees, which would offset the increased demand on local parks and recreational facilities.

The project includes development of on-site amenities, including an outdoor picnic area, community center, multi-use sport court, tot lot, mail center, and trash enclosures. The community center would be located on the northwest side of the project site next to a residential building and a parking area and it would include a lounge area and two office spaces. The outdoor amenities would include the tot lot, a multipurpose sports court with a half basketball court, a patio area, and a cornhole and bocce ball court. A picnic area would be located adjacent to the community center and would include picnic tables under a shaded pergola. The potential environmental impacts of these project components have been integrated throughout this document and no environmental impacts specific to these components would occur. The project does not include the construction of any off-site recreational facilities or expansion of existing recreational facilities.

The project would not result in the accelerated deterioration of existing parks or recreation facilities, nor would it result in any potentially significant impacts associated with construction or expansion of recreational facilities. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to recreation; therefore, mitigation is not necessary.

17. TRANSPORTATION

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

Setting

The City provides four types of public transportation services. SMRT is a local bus service that operates in Santa Maria and Orcutt. The Breeze is the intercity service that operates between Santa Maria, Lompoc, and Vandenberg Air Force Base. ADA Paratransit is the complementary paratransit for persons with disabilities. The Clean Air Express (CAE) is the interregional service that operates between Santa Maria, Lompoc, Goleta, and Santa Barbara. The project site is located within 1 mile of two SMRT bus stops—the Depot at Minami Park bus stop (Route 4), approximately 0.8 mile east of the project site, and the Carmen Lane at Trinity Drive bus stop (Route 8), approximately 0.8 mile south of the project site. Primary destinations served by SMRT Route 4 include the downtown transit center, Miller Street, the Edwards Community Center, the Town Center Mall, VTC Enterprises (which assists individuals with disabilities), and the Santa Maria Public Airport. SMRT Route 8 primarily serves the west side of Santa Maria and runs into the County Government Center downtown area on the east side of Santa Maria.

The *Santa Maria General Plan Circulation Element* considers Level of Service (LOS) D acceptable for roadway and intersection operations, with improvements required for LOS E and F. It is noted that two of the study area intersections are under Caltrans' jurisdiction. The current Caltrans traffic analysis guidelines are based on VMT and not LOS. While LOS is no longer an allowable metric for CEQA impact analysis, it was evaluated in the TIS to determine consistency with planning documents for the City.

In 2013 SB 743 was signed into law with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions" and required OPR (now LCI) to identify new metrics for identifying and mitigating transportation impacts within CEQA. As a result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of SB 743 and identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA (as detailed in Section 15064.3(b)). Beginning July 1, 2020, the newly adopted VMT criteria for determining significance of transportation impacts were implemented statewide.

In November 2020, the City adopted revisions to the *City of Santa Maria Environmental Procedures and Guidelines* (Environmental Procedures) to include significance criteria for VMT. These procedures provide criteria for screening out certain discretionary projects that are not subject to a VMT analysis and thresholds of significance for all other discretionary projects that require VMT analysis. Consistent with State CEQA Guidelines Section 15064.7 (*Thresholds of Significance*), the City has adopted the countywide baseline

average and thresholds set at 85% of these countywide baseline averages (15% below countywide baseline average) for determining whether a project's increase in VMT will be significant. New residential projects (single family, multi-family, mobile home) are required to generate less than 6.17 VMT per person (one-way trip). Projects that exceed this threshold may have a significant effect on the environment and will require project revisions, and mitigation measures may be implemented to reduce the impact to less than significant. Mitigation strategies would be specific to the particular project and could include introducing mixed use components, alternative transportation opportunities, pedestrian and/or transit network improvements, and traffic calming measures (City of Santa Maria 2020c).

Impact Discussion

a. **Less Than Significant Impact.** Access to the project site would be provided via three new driveways on Blosser Road and one new driveway on La Brea Avenue. The middle driveway on Blosser Road would be the main driveway with full access (left and right turns in and out) and will include median modifications to provide a new 170-foot northbound left-turn lane on Blosser Road. The project is proposing to install traffic signals at this driveway. The northerly and southerly driveways on Blosser Road would be restricted to right turns in and out by the existing median. The driveway on La Brea Avenue would include full access.

A Traffic and Circulation Study (Associated Transportation Engineers 2025) was prepared for the project and included LOS evaluations for the signalized intersections, which were calculated using the intersection capacity utilization (ICU) methodology, and the stop sign-controlled intersections, which were calculated using the operations methodology outlined in the *Highway Capacity Manual*; these are the methods adopted by the City. The Traffic and Circulation Study included the evaluation of 13 intersections that could be impacted by the project. While LOS is no longer used to evaluate the significance of transportation impacts under CEQA, the Traffic and Circulation Study included an evaluation of LOS to determine consistency with the City's General Plan policies and determine potential need for circulation improvements. Under existing conditions, all intersections evaluated were operating in the LOS A through D range for peak AM and PM hours, which meets the City's LOS D operating standard. The Traffic and Circulation Study found that the project alone would not increase LOS in a way that would reduce LOS to below the City's threshold. However, under the cumulative development scenario, the Blosser Road/Sonya Lane intersection would operate at LOS E during peak AM hours and peak PM hours and the Broadway Road/Stowell Road intersection would operate at LOS E during peak PM hours. However, the City has approved future development and circulation system improvements associated with the Betteravia Plaza Project, which would result in the Blosser Road/Sonya Lane intersection operating at an LOS A at peak AM and PM levels. Similarly, the Broadway Road/Stowell Road intersection would be subject to improvements as a result of the approved Betteravia Plaza Project, the *Acquistapace Specific Plan*, and the Rancho Harvest GPA. These improvements are expected to allow the Broadway Road/Stowell Road intersection to operate at an LOS D level during peak hours. Based on the circulation system improvements associated with other approved projects in the area, the project would not result in a conflict with the City's adopted policies pertaining to LOS (Associated Transportation Engineers 2025).

The project would be required to include off-street parking spaces for residential and commercial land uses in accordance with the standards set forth in City of Santa Maria Zoning Ordinance Section 12-32.03 (*Off-Street Parking Spaces Required*). Based on the proposed development plan, the project would provide sufficient parking area for both residential and commercial development on-site and would be consistent with Policy C.1.c of the Circulation Element requiring developments to provide sufficient parking spaces.

Policy C.6.a.1 of the *Santa Maria General Plan Circulation Element* states that the City shall promote the use of alternative transportation modes such as transit, bicycle, pedestrian, airplane, and light rail to relieve traffic congestion and improve air quality, and Policy C.6.c.2 of the Circulation Element states that the City shall provide safe, efficient, and convenient streets for the use of pedestrians and cyclists throughout the city, and where possible, provide separate bikeway access to major destinations to assure safety. The project would include pedestrian walkways around the perimeter of the project site

on the South Blosser Road, West Battles Road, and La Brea Avenue frontages. All proposed driveways would include marked pedestrian crosswalks. The project also includes 20 bicycle rack spaces distributed throughout the project site. The project also includes construction of a bus shelter on South Blosser Road that would connect to a new proposed SMRT Route 14. The project sponsor would be required to pay transportation impact mitigation fees as part of the City's AB 1600 fees, which would be used to implement the future transportation improvements in the project area, including multimodal transportation improvements. The project would be consistent with the Circulation Element. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

b. **Less Than Significant Impact.** The City's Environmental Procedures establish screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less-than-significant VMT impact. Based on the City's adopted Environmental Procedures, the project did not meet the screening criteria to be exempt from requiring the preparation of a VMT analysis. Because the City's VMT thresholds are applied based on land use, the Traffic and Circulation Study analyzed VMT impacts of the project by land use, as described below (Associated Transportation Engineers 2025).

Residential

The City's VMT calculator was used to develop VMT estimates for the residential portion of the project. The VMT calculator indicated that the residential portion of the project would generate 3.8 VMT per person, which is less than the threshold of 6.17 VMT per person. Therefore, VMT impacts of the residential portion of the project would be *less than significant* based on the City's adopted Environmental Procedures, and no mitigation is necessary.

Retail

The City's adopted Environmental Procedures establish screening criteria for certain projects that are exempt from requiring a detailed VMT analysis and may be presumed to have a less-than-significant VMT impact, one of which includes a discretionary retail development project that is 50,000 square feet or less. The retail portion of the project includes 12,900 square feet of uses that would be local-serving (coffee shop, restaurant, gas station, and car wash), and the commercial component in total is less than 50,000 square feet in size. The retail portion of the project satisfies the screening criteria for local-serving retail uses. Therefore, VMT impacts of the retail portion of the project would be *less than significant* based on the City's adopted Environmental Procedures, and no mitigation is necessary.

Office

Similar to retail projects, small discretionary office uses that generate or attract fewer than 110 ADT per day are exempt from requiring a detailed VMT analysis and are presumed to have a less-than-significant VMT impact based on the City's adopted Environmental Procedures. The office portion of the project would be screened out for VMT analysis if the project would generate or attract fewer than 110 ADT. The office portion of the project would generate 46 ADT and satisfies the screening criteria for small discretionary projects. Therefore, VMT impacts of the office portion of the project would be *less than significant* based on the City's adopted Environmental Procedures, and no mitigation is necessary.

Medical office

Medical offices are exempt from VMT analysis per the City's adopted Environmental Procedures screening criteria and may be presumed to result in less-than-significant VMT impacts. Therefore, VMT impacts of the medical office portion of the project would be *less than significant* based on the City's adopted Environmental Procedures, and no mitigation is necessary.

c. **Less Than Significant with Mitigation Incorporated.** The project would include three new driveways, including a driveway on Blosser Road that would be the main driveway with full access (left and right turns in and out) and median modifications to provide a new 170-foot northbound left-turn lane on Blosser Road. The project also includes the installation of a traffic signal at the intersection of Blosser Road and the main project driveway.

A queuing analysis was completed for the project driveways and the La Brea Avenue/Blosser Road intersection to determine if future vehicle queues would be accommodated in the available storage. The analysis reviewed queue forecasts for the turn lanes with the Cumulative + Project volumes. The queueing analysis was completed using the SYNCHRO software program. The data indicated that the 95th percentile queue forecasts for the La Brea Avenue driveway will extend beyond the entrance to the car wash by approximately one vehicle during peak periods, which could partially impede vehicles trying to enter the car wash (Associated Transportation Engineers 2025). A "Keep Clear" pavement marking is proposed at the car wash entrance to ensure that the outbound queue at the La Brea Avenue driveway does not block the car wash entrance.

In addition, Mitigation Measure TR-2 has been identified to require adding stop signs on the outbound driveways, modifying the on-site stop-sign locations to avoid queues on Blosser Road. TR-2 also includes installing a crosswalk and upgrading the curb ramp on La Brea Avenue at the Blosser Road traffic signal for further safety precautions. This measure would further ensure that queuing remains below safety thresholds on Blosser Road and adds pedestrian safety infrastructure. With implementation of these mitigation measures, potential impacts associated with internal circulation design and safety would be reduced to less than significant and the remaining storage lengths would satisfy the 50th and 95th percentile queue forecasts for the driveways and intersections with the Cumulative + Project traffic volume forecasts (Associated Transportation Engineers 2025).

Queuing at each of the project's proposed drive-throughs was also analyzed for potential hazards. It was found that the Starbucks, carwash, and fast-food restaurant drive-throughs would have adequate space to accommodate the average maximum queuing length during peak hours.

A turning movement analysis was also addressed for the northern driveway on Blosser Road in the Traffic and Circulation Study and found that the driveway design provides enough space for a 20-foot pickup truck to turn to and from Blosser Road. The spacing of the three driveways on Blosser Road was also analyzed to ensure that traffic volumes would have adequate spacing between the driveway and Battles Road. The study found that the driveway spacing would be adequate through peak hours (Associated Transportation Engineers 2025).

An accident analysis was conducted as part of the Traffic and Circulation Study for Blosser Road between La Brea Avenue and Battles Road, the Blosser Road/La Brea Avenue intersection, and the Blosser Road/Battles Road intersection. The analysis concluded that the Blosser Road/La Brea Avenue intersection had a greater accident rate than the statewide average over a 3-year period. However, the number of accidents over the average was determined not to be statistically significant. To minimize the project's contribution to the accident rates, Mitigation Measure TR-3 has been identified to require the project be conditioned to retime and optimize the existing coordinated traffic signals at the Blosser Road/Stowell Road, Blosser Road/La Brea Avenue, and Blosser Road/Battles Road intersections (and any other as applicable) prior to occupancy. Optimization would incorporate new traffic counts and revised coordinated and free flow timing consistent with the *California Manual on Uniform Traffic Control Devices* (CAMUTCD).

Given the above analysis, with the implementation of Mitigation Measures TR-1 andTR-2, the project would not substantially increase hazards due to a geometric design feature or incompatible uses, and impacts would be *less than significant with mitigation incorporated*.

d. **Less Than Significant Impact.** The Traffic and Circulation Study for the project evaluated the project site access and circulation. The project does not include any characteristics or features that would result in inadequate emergency access (Associated Transportation Engineers 2025). The project would not result in full or permanent closure of any roads. The project development of access driveways on-site would be required to be developed in compliance with State and local safety regulations, and all improvements would be required to comply with applicable CBC and California Fire Code requirements pertaining to emergency access. Therefore, impacts related to inadequate emergency access would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

TR-1 At the time of application for building permits, project construction plans shall show stop signs on the outbound driveways and a crosswalk and upgraded curb ramp on La Brea Avenue at the Blosser Road traffic signal on relevant plan sheets.

TR-2 At the time of land use permit approval, the project shall be conditioned to retime and optimize the existing coordinated traffic signals at the Blosser Road/Stowell Road, Blosser Road/La Brea Avenue, and Blosser Road/Battles Road intersections (and any other as applicable) prior to occupancy. Optimization shall include new traffic counts and revised coordinated and free-flow timing consistent with the *California Manual on Uniform Traffic Control Devices* (CAMUTCD).

18. TRIBAL CULTURAL RESOURCES

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Setting

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

1) Sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following:
    a) Included or determined to be eligible for inclusion in the CRHR; or
    b) Included in a local register of historical resources as defined in PRC Section 5020.1(k).
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying these criteria for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.

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

Passed in 2004, SB 18 requires cities and counties to consult with Native American Tribes to help protect traditional tribal cultural places as part of a general plan adoption or amendment. Unlike AB 52, SB 18 is not an amendment to, or otherwise associated with, CEQA. Instead, SB 18 requires that, prior to the adoption or amendment of a city or county's general plan, the city or county must conduct consultations with California Native American Tribes for the purpose of preserving specified places, features, and objects that are located within the city or county's jurisdiction. Under SB 18, cities and counties must notify the appropriate Native American Tribe(s) of intended adoption or amendments to general plans and offer the opportunity for the Tribe(s) to consult regarding traditional tribal cultural places within the proposed plan area.

The City (the CEQA Lead Agency) provided notification to Native American Tribes affiliated with the project area pursuant to AB 52 and SB 18 on May 19, 2025. No Tribal members have responded to the notifications at this time.

Impact Discussion

a.i–a.ii. **Less Than Significant with Mitigation Incorporated.** The project site does not contain any known tribal cultural resources that have been listed, or are eligible for listing, in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k). The potential for the existence of buried archaeological materials within the project area is considered low based on the historic physical setting and extent of previous disturbance. In addition, the City provided notification to local Tribes regarding the project and received no comments identifying potential tribal cultural resource sensitivity or requests for consultation.

Discovery of previously unknown subsurface tribal cultural resources during earthmoving activities associated with the project is a possibility. Mitigation measures have been identified to ensure impacts to any unknown resources that may be encountered during project development would be avoided and/or minimized. Therefore, impacts would be *less than significant with mitigation incorporated*.

Mitigation Measure(s) Incorporated into the Project

Implement Mitigation Measures CR-1 and CR-2.

19. UTILITIES AND SERVICE SYSTEMS

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

Setting

The City operates its own wastewater collection and treatment system. The City's wastewater collection system consists of eight wastewater basins with associated trunk sewers and one treatment plant. The City Utilities Department is responsible for delivering water, treating wastewater, refuse collection, recycling, operating the Santa Maria Regional Landfill and its Household Hazardous Waste Facility, street sweeping, and regulatory compliance. The City Water Resources Operation and Maintenance Section is responsible for supplying residents with potable water for domestic, industrial, and fire protection purposes. Solid Waste Collection and Disposal Services consist of six distinct areas: residential refuse collection, commercial refuse collection, landfill disposal operations, street sweeping, recycling operations, and regulatory compliance.

Impact Discussion

a. **Less Than Significant with Mitigation Incorporated.** The project would require installation of new connections to utility infrastructure, including connections to the City water and sewer systems, PG&E electrical infrastructure, and SoCalGas natural gas infrastructure. Construction of these new utility components would have the potential to result in environmental impacts to biological resources, previously unknown cultural resources, and GHG emissions, as discussed in their respective sections above. Implementation of Mitigation Measures BIO-1 through BIO-7, CR-1 and CR-2, and GHG-1 would effectively mitigate potential environmental impacts associated with construction or extension of existing utilities. Therefore, impacts would be *less than significant with mitigation incorporated*.

b. **Less Than Significant Impact.** The project would require new connections to the City's water services. The City utilizes the following available water supply sources: local groundwater, purchased water from the SWP, associated return flows recaptured from the SMRVGB, assigned rights to water from the SMRVGB, and assigned rights to augmented yield from Twitchell Reservoir. The City's water supply is expected to reliably meet the projected city water demands and have an available supply in excess through 2040, with the majority of this demand being met by imported state water (City of Santa Maria 2021).

The project includes development of 92 residential units and 4.01 acres of commercial space. The commercial space would include a restaurant, office space, a retail center, a drive thru restaurant, a medical facility, a Starbucks, and a mini-mart and gas station with a car wash. The development of a car wash facility would be subject to the requirements set forth in AB 2230, which requires commercial car wash facilities to install operational recycled water systems. Recycled water systems capture and reuse water previously used in wash or rinse cycles, resulting in an overall substantial reduction in water demand from car wash facilities. Based on the proposed land uses being generally consistent with the existing zoning of the project site and the current reliable capacity of the City's water supply sources, there would be sufficient water supplies available to serve the project uses during normal, dry, and multiple dry years. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

c. **Less Than Significant Impact.** The project's wastewater demands would be served by the City Utilities Department, which owns and operates the wastewater system for the City. Based on the City's Sewer System Management Plan (City of Santa Maria 2020b), the City upgrades sewer lines on an ongoing basis. Capital improvements to the sewer system are implemented based on recommendations derived from the Utility Strategic Scoping Study updates, the most recent update having been completed in 2014. Developers proposing a land use different from what was identified in the Utility Strategic Scoping Study are required to conduct a sewer study to implement upgrades specifically associated with growth.

The project includes a GPA and zone change on a portion of the project site to allow for the development of residential uses permitted under the proposed PD/R-3 zoning designation. A sewer capacity study was conducted for the project, and it was determined that the sewer pipes that the project would connect to would have sufficient capacity to manage the projected wastewater flows from the project and existing flows (Water Systems Consulting 2024). Therefore, impacts associated with adequate wastewater treatment capacity would be *less than significant*, and no mitigation is necessary.

d, e. **Less Than Significant Impact.** The City currently disposes of solid waste at the Santa Maria Regional Landfill, located at 2065 East Main Street in Santa Maria. The City has also initiated development of a new landfill—the Santa Maria Integrated Waste Management Facility (Los Flores Ranch Landfill; Facility No. 42-AA-0076), located in the Solomon Hills, approximately 8 miles southwest of the city and 0.5 mile east of US 101 in an unincorporated portion of Santa Barbara County. The new facility will have a design capacity of approximately 131 million cubic yards of waste with an estimated closure date of 2105. The permit for the new facility is consistent with the *Santa Barbara County Integrated Waste Management Plan*, which was approved by the California Department of Resource Recycling and Recovery (CalRecycle) on October 18, 2011, as well as the standards adopted by CalRecycle, pursuant to PRC Section 44010. In addition, the design and planned operation of the facility is consistent with the State Minimum Standards for Solid Waste Handling and Disposal as determined by the enforcement agency based on review of the January 11, 2011, Joint Technical Document, pursuant to PRC Section 44009.

The project would rely on the City's solid waste collection services and facilities. The project would be developed on undeveloped land and would increase the City's solid waste collection on the project site. However, given the capacity of the current and future landfills in the city of Santa Maria, the project would be unlikely to exceed the capacity of the solid waste facilities. Therefore, impacts associated

with generation of solid waste in excess of local infrastructure capacity and compliance with State and local solid waste regulations would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implement Mitigation Measures BIO-1 through BIO-7, CR-1 and CR-2, and GHG-1.

20. WILDFIRE

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

Setting

The project site is located in an urban area within the city of Santa Maria. The *Integrated Regional Multi-Hazard Emergency Response Plan for the Cities of Santa Maria and Guadalupe* was established in order to clearly delineate the planning area procedures and policies when responding to a major emergency event. This includes any significant threat or potential disaster that could impact the health, safety, and property of the public within the planning area. The objectives of this plan include, but are not limited to, identifying authorities and their respective responsibilities for planning and response activities, establishing the policies for providing emergency information to the public, and describing the resources available to support emergency response activities (SMFD 2016).

The most significant wildland fire hazards in the project vicinity are associated with the coastal sage scrub and grass-covered slopes in the Casmalia Range and Solomon Hills to the south of the city. In this area, the factors of vegetation, slope, and human proximity interact to create the most significant relative level of risk. The oak savannah hillsides to the east of US 101 and north of Clark Avenue represent another wildland fire hazard area. The native vegetation that remains in this general location has the potential to ignite and create a localized hazard; however, a fire in this vicinity would not be as vigorous as a similar outbreak in the Casmalia Range or Solomon Hills. The Santa Maria Valley Oil Field represents another type of fire risk. The presence of flammable liquids and spark-producing machinery create the possibility of fire initially fueled by residual petroleum that could spread to grasses and weeds growing near wells and pipelines (City of Santa Maria 1995).

The urbanized areas of Santa Maria are generally protected from most aspects of grassland and brush fires. However, accumulating weeds along roadsides and in vacant lots make even urban locations potentially hazardous from a wildland fire standpoint. For these reasons, an enforceable weed abatement program was established in 2017 to reduce these risks whenever structures are present.

The California Fire Code provides minimum standards for many aspects of fire prevention and suppression activities. These standards include provisions for emergency vehicle access, water supply, fire protection systems, and the use of fire-resistant building materials.

Impact Discussion

a. **Less Than Significant Impact.** Based on the City of Santa Maria Local Responsibility Area Fire Hazard Severity Zones Map (CAL FIRE 2025), the project site is located within a Local Responsibility Area and is not located within or adjacent to a High or Very High Fire Hazard Severity Zone. Implementation of the project would not result in a significant temporary or permanent impact on any adopted emergency response plans or emergency evacuation plans. No breaks in utility service or permanent road closures would occur as a result of project implementation. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

b. **Less Than Significant Impact.** The project is located within an urban area of Santa Maria. Project development would not substantially change the existing topography of the project site. The project would be required to meet all applicable standards for fire prevention within the CBC and California Fire Code, including having adequate access to water for fire protection purposes, provision of fire detection equipment, fire sprinklers, etc. The project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

c. **Less Than Significant Impact.** The project would include the installation of new connections to existing electricity, water, wastewater, stormwater, and natural gas infrastructure. These proposed infrastructure components would be required to be installed in full compliance with applicable CBC and California Fire Code regulations. Therefore, impacts associated with exacerbation of fire risk from installation of new infrastructure would be *less than significant*, and no mitigation is necessary.

d. **Less Than Significant Impact.** The project site is generally flat and would not be located near a hillslope or in an area subject to downstream flooding or landslides. The project does not include any design elements that would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be *less than significant*, and no mitigation is necessary.

Mitigation Measure(s) Incorporated into the Project

Implementation of the project would not result in potentially significant impacts related to wildfire; therefore, mitigation is not necessary.

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CONSULTATION AND DATA SOURCES

CONSULTATION SOURCES

City Departments Consulted

	Administrative Services
	Attorney
	Fire
	Library
	City Manager
	Police
	Public Works
	Utilities
	Recreation and Parks

County Agencies/Departments Consulted

X	Air Pollution Control District
X	Association of Governments
	Flood Control District
	Environmental Health
	Fire (Hazardous Materials)
	LAFCO
X	Public Works
X	Planning and Development
	Other (list): Certified Unified Program Agency

Special Districts Consulted

	Santa Maria Public Airport
	Airport Land Use Commission
	Cemetery
	Santa-Maria Bonita School District
	Santa Maria Joint Union High School
	Laguna County Sanitation District
	Cal Cities Water Company

State/Federal Agencies Consulted

	Army Corps of Engineers
	Caltrans
	CA Fish and Wildlife
	Federal Fish and Wildlife
	FAA
	Regional Water Quality Control Bd.
	Integrated Waste Management Bd.
	Other (list)

DATA SOURCES

General Plan

X	Land Use Element
X	Circulation Element
X	Safety Element
X	Noise Element
X	Housing Element
X	Resources Management Element

Other

X	Agricultural Preserve Maps
X	Archaeological Maps/Reports
X	Architectural Elevations
	Biology Reports
X	CA Oil and Gas Maps
X	FEMA Maps (Flood)
	Grading Plans
X	Site Plan
	Topographic Maps
X	Aerial Photos
X	Traffic Studies
	Trip Generation Manual (ITE)
	URBEMIS Air Quality Model
X	Zoning Maps
	Other (list)

MANDATORY FINDINGS OF SIGNIFICANCE

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

Impact Discussion

1. The project would result in potential impacts associated with biological resources, cultural resources, and tribal cultural resources (see Section 4, *Biological Resources*; Section 5, *Cultural Resources*; and Section 18, *Tribal Cultural Resources*). Mitigation measures have been identified to reduce potential impacts to a less-than-significant level, including, but not limited to, nesting bird avoidance and protection and inadvertent discovery of archaeological and human remains protocol. Implementation of Mitigation Measures BIO-1 through BIO-7, CR-1, and CR-2 would reduce potential impacts associated with degradation of the quality of the environment, reduction of the habitat of a fish or wildlife species, or elimination of important examples of major periods of California prehistory to *less than significant.*

2. When project impacts are considered along or in combination with other reasonably foreseeable impacts, the project's potential cumulative impacts may be significant. Cumulative impacts associated with the project, in combination with other reasonably foreseeable future development in the city, have been evaluated in the resource issue areas above. For example, evaluation of the project's transportation impacts included evaluation of the Existing Conditions + Project development scenario, as well as a cumulative development scenario, which included buildout of other proximate development projects that have been approved. In addition, the evaluation of other resource areas, such as GHG emissions, are cumulative by nature. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less-than-significant level. Based on implementation of identified project-specific mitigation measures and the limited number and extent of potential impacts, the cumulative effects of the project would not be cumulatively considerable and would be *less than significant with mitigation incorporated*.

3. As discussed under Section 8, *Greenhouse Gas Emissions*, and Section 17, *Transportation*, the project would have the potential to result in potentially significant impacts associated with GHG emissions and transportation. Mitigation measures have been identified to reduce potential impacts to a less-than-significant level, including Mitigation Measures GHG-1 and TR-1 through TR-3. Implementation of these measures would reduce potential adverse effects on human beings to *less than significant.*

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS

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

DETERMINATION

On the basis of the Initial Study, the staff of the Community Development Department:

_____ Finds that the proposed project is a Class ___ **CATEGORICAL EXEMPTION** and no further environmental review is required.

_____ Finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

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

_____ Finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

_____ Finds that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to acceptable standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An **ENVIRONMENTAL IMPACT REPORT (EIR)/SUBSEQUENT EIR/SUPPLEMENTAL EIR/ADDENDUM** is required, but it must analyze only the effects that remain to be addressed.

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

Carol Ziesenhenne

Carol Ziesenhenne
Environmental Analyst

5/5/2026

Date

Chenin Dow For

Chenin Dow
Environmental Officer

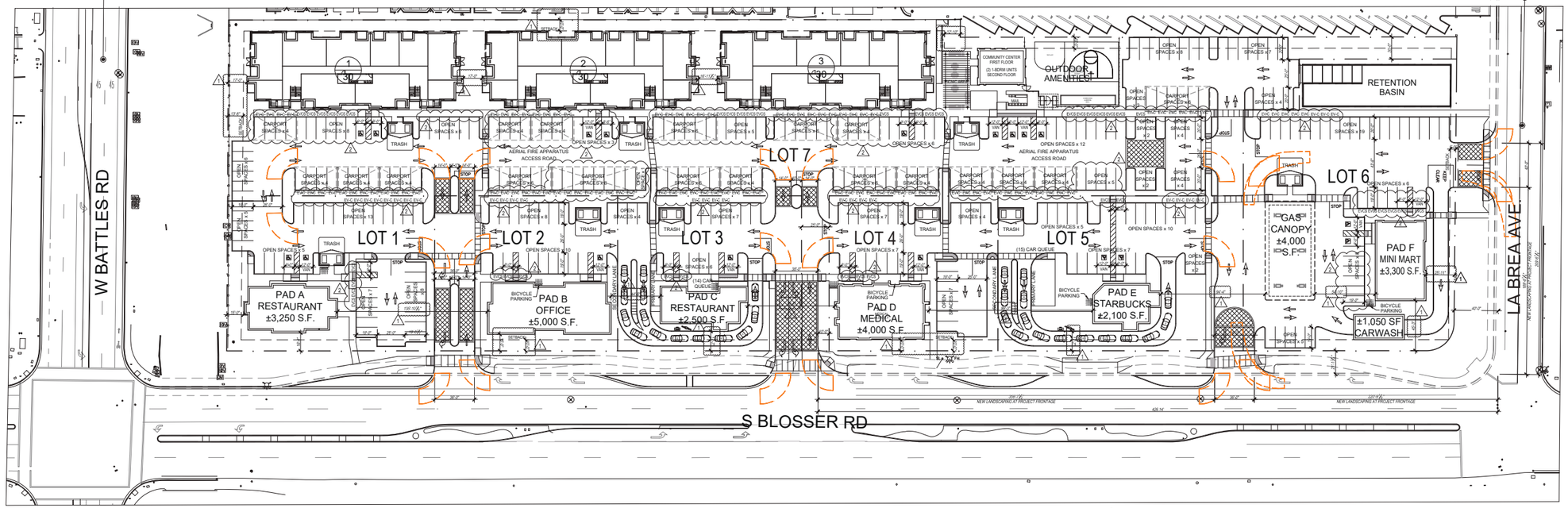
5/6/26

Date

City of Santa Maria
Community Development Department
110 South Pine Street, Suite #101
Santa Maria, CA 93458
805-925-0951

APPENDIX A

Site Plans
(dated February 26, 2026)



△ AGENCY REVISIONS, 9/1/2023
△ AGENCY REVISIONS, 2/20/2026

WESTGATE VILLAGE MARKETPLACE
S. BLOSSER ROAD, SANTA MARIA, CA
CONCEPTUAL DRAWINGS
2/26/2026

APARTMENT SITE

MIN. LOT AREA: MIN. 7,000 S.F.
LOT 7 AREA 152,796 S.F. 3.51 ACRES

SETBACKS: FRONT: 20 FT. MIN.
SIDE: 20 FT. AT STREET FOR SITES THAT ENCOMPASS (2) OR MORE SIDES OF A BLOCK
REAR: 10 FT. MIN.

HEIGHT LIMITS: 35'-0"

BUILDING AREA: 37,408 S.F. 0.86 ACRES 24.5% COVERAGE
HARDSCAPE: 77,724 S.F. 1.78 ACRES 50.9% COVERAGE

20% LANDSCAPE AREA: REQUIRED: 30,559 S.F. 0.70 ACRES 20% OF SITE AREA
PROVIDED: 30,559 S.F. 0.70 ACRES 20% COVERAGE

OPEN LANDSCAPE AREA: REQUIRED: MIN. 250 S.F. PER UNIT = 23,000 S.F. 0.53 ACRES
PROVIDED: 5,483 S.F. 0.13 ACRES 3.6% COVERAGE

PRIVATE OPEN SPACE: AT PATIOS: 1,668 S.F.
AT BALCONIES 3,336 S.F.
TOTAL 5,004 S.F.

MIXED USE PARKING STANDARDS:

PARKING SPACES REQUIRED: 1 SPACE PER UNIT: = 92 SPACES REQUIRED

PARKING SPACES PROVIDED: = 177 SPACES PROVIDED

ACCESSIBLE PARKING PER 2025 CBC - 1109A

RESIDENTIAL FACILITIES
2% ASSIGNED PARKING (COVERED):
2% OF 92 PARKING STALLS = 2 ADA STALLS (1 VAN, 1 STANDARD)
5% UNASSIGNED PARKING:
5% OF 92 PARKING STALLS = 5 ADA STALLS (1 VAN, 4 STANDARD)
2% REQUIRED ADA PARKING STALLS:
2% OF 92 UNITS = 2 ADA STALLS (1 VAN, 1 STANDARD)
TOTAL ADA STALLS REQUIRED = 8 ADA STALLS (3 VAN, 6 STANDARD)

△2 EVCS - 2025 GREEN BUILDING CODE

92 EV-C PARKING SPACES:
1 LOW POWER LEVEL 2 EV-C CHARGING RECEPTACLE FOR EACH DWELLING UNIT = 92 STALLS

85 COMMON SPACES:
25% EVCS (ELECTRIC VEHICLE SUPPLY EQUIPMENT INSTALLED) = 85 x .25 = 21 STALLS
5% OF UNASSIGNED EVCS SHALL BE ACCESSIBLE = 21 X 0.05 = 1 STALLS
(1) STANDARD TO HAVE ACCESS AISLE

TOTAL UNIT MIX:

BUILDING 1, 2, & 3 - 30 UNIT:
(2) STUDIO UNIT / FLOOR, x3 FLOORS = (6) UNITS / BLDG x (3) BLDGS ON SITE = (18) UNITS
(2) ONE BED UNITS / FLOOR, x3 FLOORS = (6) UNITS / BLDG x (3) BLDGS ON SITE = (18) UNITS
(2) TWO BED UNITS / FLOOR, x3 FLOORS = (6) UNITS / BLDG x (3) BLDGS ON SITE = (18) UNITS
(4) THREE BED UNITS / FLOOR, x3 FLOORS = (12) UNITS / BLDG x (3) BLDGS ON SITE = (36) UNITS

BUILDING 4: COMMUNITY CENTER - FIRST FLOOR: ONE BED UNITS - SECOND FLOOR:
(2) ONE BED UNITS / FLOOR, x1 FLOORS = (2) UNITS / BLDG x (1) BLDGS ON SITE = (2) UNITS

TOTAL UNITS ON SITE: = (92) UNITS

TOTAL SQUARE FOOTAGE (CONDITIONED):

UNIT BEDROOM COUNT	UNIT TYPE	LOCATION	UNIT AREA	TOTAL AREA
(18) ONE BEDROOM UNITS	UNIT 1	BLDGS I, 2 & 3	1 BD - 1 BA x 680 S.F.	= 12,240 S.F.
(18) STUDIO UNITS	UNIT 2	BLDGS I, 2 & 3	STUDIO - 1 BA x 466 S.F.	= 8,388 S.F.
(18) TWO BEDROOM UNITS	UNIT 3	BLDGS I, 2 & 3	2 BD - 2 BA x 1,034 S.F.	= 18,612 S.F.
(18) THREE BEDROOM UNITS	UNIT 4	BLDGS I, 2 & 3	3 BD - 2 BA x 1,003 S.F.	= 18,054 S.F.
(18) THREE BEDROOM UNITS	UNIT 5	BLDGS I, 2 & 3	3 BD - 2 BA x 1,195 S.F.	= 21,510 S.F.
(2) ONE BEDROOM UNITS	UNIT 6	BLDG 4	1 BD - 1 BA x 679 S.F.	= 1,358 S.F.
TOTAL FLOOR AREA				= 80,162 S.F.

COMMERCIAL SITE

MIN. LOT AREA: 1 ACRE; 3 ACRES MAX.
LOT 1 AREA: 26,311 S.F. 0.60 ACRES
LOT 2 AREA: 23,334 S.F. 0.54 ACRES
LOT 3 AREA: 23,438 S.F. 0.54 ACRES
LOT 4 AREA: 21,522 S.F. 0.49 ACRES
LOT 5 AREA: 31,260 S.F. 0.72 ACRES
LOT 6 AREA: 48,379 S.F. 1.11 ACRES
TOTAL COMMERCIAL: 174,244 S.F. 4.01 ACRES

SETBACKS: FRONT: 10 FT. MIN.
SIDE: 5 FT. MIN.
REAR: 15 FT. MIN.
INTERIOR: 5 FT. BETWEEN HABITABLE BUILDING AND ANY OTHER BUILDING

HEIGHT LIMITS: 30'-0"

BUILDING AREA: 21,264 S.F. 0.49 ACRES 12.2% COVERAGE
HARDSCAPE: 113,437 S.F. 2.60 ACRES 65.1% COVERAGE

OPEN LANDSCAPE AREA: = 15% OF SITE AREA
REQUIRED: 26,137 S.F. 0.60 ACRES
PROVIDED: 39,543 S.F. 0.91 ACRES 22.7% COVERAGE

FRONTAGE LANDSCAPE AREA: 20,288 S.F. 0.47 ACRES

1. PAD A RESTAURANT MINIMUM PARKING = 3,250 SF
MIN. 1 SPACE / 65 SF OF FLOOR AREA FOR PUBLIC = 2,700 SF / 65 SF = 32 SPACES
PLUS 1 SPACE / 260 SF OF REMAINING GROSS SPACE = 550 SF / 260 SF = 2 SPACES
RESTAURANT PARKING TOTAL = 34 SPACES REQUIRED 37 PROVIDED
2. PAD B GENERAL OFFICE & RETAIL = 5,000 SF / 260 SF = 19 SPACES REQUIRED 19 PROVIDED
3. PAD C RESTAURANT WITH DRIVE-THRU MINIMUM PARKING = 10 SPACES
ADDITIONAL PARKING FOR AREA > 1,000 SF = 2,500 - 1,000 = 1,500 SF / 105 SF = 14 SPACES
PARKING SUB-TOTAL = 24 SPACES
DRIVE-THRU PARKING CREDIT = 304 LF / 24 LF = 8 / 2 = 3 SPACES
RESTAURANT WITH DRIVE-THRU PARKING TOTAL = 21 SPACES REQUIRED 16 PROVIDED
4. PAD D MEDICAL = 4,000 SF / 185 SF = 22 SPACES REQUIRED 25 PROVIDED
5. PAD E STARBUCKS WITH DRIVE-THRU MINIMUM PARKING = 10 SPACES
ADDITIONAL PARKING FOR AREA > 1,000 SF = 2,100 - 1,000 = 1,100 SF / 105 SF = 10 SPACES
PARKING SUB-TOTAL = 20 SPACES
DRIVE-THRU PARKING CREDIT = 331 LF / 24 LF = 14 / 2 = 3 SPACES
RESTAURANT WITH DRIVE-THRU PARKING TOTAL = 17 SPACES REQUIRED 24 PROVIDED
6. PAD F MINI MART = 3,300 SF / 210 SF = 16 SPACES REQUIRED 37 PROVIDED

TOTAL COMMERCIAL PARKING SPACES REQUIRED = 129 SPACES REQUIRED
TOTAL COMMERCIAL PARKING SPACES PROVIDED = 160 SPACES PROVIDED

ACCESSIBLE PARKING - 2025 CBC - TABLE 11B-208.2

COMMERCIAL FACILITIES PER TABLE 11B-208.2 -
PAD A: 37 PARKING SPACES PROVIDED = (2) 1 VAN & 1 STANDARD ADA PARKING STALL PROVIDED
PAD B: 19 PARKING SPACES PROVIDED = 1 VAN ADA PARKING STALL PROVIDED.
PAD C: 16 PARKING SPACES PROVIDED = 1 VAN ADA PARKING STALL PROVIDED.
PAD D: 25 PARKING SPACES PROVIDED = 1 VAN ADA PARKING STALL PROVIDED.
PAD E: 24 PARKING SPACES PROVIDED = 1 VAN ADA PARKING STALL PROVIDED.
PAD F: 49 PARKING SPACES PROVIDED = (2) 1 VAN & 1 STANDARD ADA PARKING STALL PROVIDED
TOTAL ADA PARKING STALLS = (8) 6 VAN & 2 STANDARD

△2 EVCS - 2025 GREEN BUILDING CODE -

PAD A: 37 PARKING SPACES PROVIDED = (4) EVCS (ELECTRIC VEHICLE SUPPLY EQUIPMENT INSTALLED) (1) STANDARD TO HAVE ACCESS AISLE (8) EV CAPABLE (ELEC. PANEL & CONDUIT)
PAD B: 19 PARKING SPACES PROVIDED = (3) EVCS (ELECTRIC VEHICLE SUPPLY EQUIPMENT INSTALLED) (1) STANDARD TO HAVE ACCESS AISLE (4) EV CAPABLE (ELEC. PANEL & CONDUIT)
PAD C: 16 PARKING SPACES PROVIDED = (2) EVCS (ELECTRIC VEHICLE SUPPLY EQUIPMENT INSTALLED) (1) STANDARD TO HAVE ACCESS AISLE (4) EV CAPABLE (ELEC. PANEL & CONDUIT)
PAD D: 25 PARKING SPACES PROVIDED = (3) EVCS (ELECTRIC VEHICLE SUPPLY EQUIPMENT INSTALLED) (1) STANDARD TO HAVE ACCESS AISLE (4) EV CAPABLE (ELEC. PANEL & CONDUIT)
PAD E: 24 PARKING SPACES PROVIDED = (2) EVCS (ELECTRIC VEHICLE SUPPLY EQUIPMENT INSTALLED) (1) STANDARD TO HAVE ACCESS AISLE (4) EV CAPABLE (ELEC. PANEL & CONDUIT)
PAD F: 37 PARKING SPACES PROVIDED = (6) EVCS (ELECTRIC VEHICLE SUPPLY EQUIPMENT INSTALLED) (1) VAN ACCESSIBLE AND (1) STANDARD TO HAVE ACCESS AISLE (8) EV CAPABLE (ELEC. PANEL & CONDUIT)

TOTAL EV PARKING PROVIDED = (20) EVCS
(32) EV CAPABLE
= 52 TOTAL

BICYCLE PARKING REQUIRED (LONG-TERM) = 5% OF PARKING = 153 X 0.05 = 8 REQUIRED
BICYCLE PARKING PROVIDED: = 20, ANCHORED RACKS PROVIDED

LOT AREAS

LOT 1 AREAS	SQUARE FOOTAGE		PERCENTAGE OF SITE	
	EXISTING	PROPOSED	EXISTING	PROPOSED
STRUCTURES	0	3,250	0%	12%
PAVED AREAS	0	16,332	0%	62%
TOTAL IMPERVIOUS AREA	0	19,582	0%	71%
OPEN LANDSCAPING AREA	0	6,729	0%	26%
TOTAL	26,311	26,311	100%	100%

LOT 2 AREAS	SQUARE FOOTAGE		PERCENTAGE OF SITE	
	EXISTING	PROPOSED	EXISTING	PROPOSED
STRUCTURES	0	5,008	0%	21%
PAVED AREAS	0	13,632	0%	58%
TOTAL IMPERVIOUS AREA	0	18,640	0%	80%
OPEN LANDSCAPING AREA	0	4,694	0%	20%
TOTAL	23,334	23,334	100%	100%

LOT 3 AREAS	SQUARE FOOTAGE		PERCENTAGE OF SITE	
	EXISTING	PROPOSED	EXISTING	PROPOSED
STRUCTURES	0	2,542	0%	11%
PAVED AREAS	0	16,677	0%	71%
TOTAL IMPERVIOUS AREA	0	19,219	0%	82%
OPEN LANDSCAPING AREA	0	4,219	0%	18%
TOTAL	23,438	23,438	100%	100%

LOT 4 AREAS	SQUARE FOOTAGE		PERCENTAGE OF SITE	
	EXISTING	PROPOSED	EXISTING	PROPOSED
STRUCTURES	0	4,001	0%	19%
PAVED AREAS	0	12,865	0%	60%
TOTAL IMPERVIOUS AREA	0	16,866	0%	78%
OPEN LANDSCAPING AREA	0	4,656	0%	22%
TOTAL	21,522	21,522	100%	100%

LOT 5 AREAS	SQUARE FOOTAGE		PERCENTAGE OF SITE	
	EXISTING	PROPOSED	EXISTING	PROPOSED
STRUCTURES	0	2,100	0%	7%
PAVED AREAS	0	21,783	0%	70%
TOTAL IMPERVIOUS AREA	0	23,883	0%	76%
OPEN LANDSCAPING AREA	0	7,377	0%	24%
TOTAL	31,260	31,260	100%	100%

LOT 6 AREAS	SQUARE FOOTAGE		PERCENTAGE OF SITE	
	EXISTING	PROPOSED	EXISTING	PROPOSED
STRUCTURES	0	4,363	0%	9%
PAVED AREAS	0	32,148	0%	66%
TOTAL IMPERVIOUS AREA	0	36,511	0%	75%
OPEN LANDSCAPING AREA	0	11,868	0%	25%
TOTAL	48,379	48,379	100%	100%

LOT 7 AREAS	SQUARE FOOTAGE		PERCENTAGE OF SITE	
	EXISTING	PROPOSED	EXISTING	PROPOSED
STRUCTURES	0	37,408	0%	24%
PAVED AREAS	0	77,724	0%	51%
TOTAL IMPERVIOUS AREA	0	115,086	0%	75%
20% LANDSCAPING AREA	0	30,559	0%	20%
OPEN LANDSCAPING AREA	0	5,483	0%	4%
PRIVATE OPEN SPACE	0	5,004**	0%	3%
TOTAL	152,796	152,796	100%	102%

* RESIDENTIAL PRIVATE OPEN SPACE INCLUDES 1,668 S.F. OPEN SPACE AT PATIOS AND 3,336 S.F. OPEN SPACE AT BALCONIES MAKING TOTAL AREA GREATER THAN THE LOT AREA

BIO-RETENTION

SET ASIDE FOR BIO-RETENTION: 4% OF DEVELOPED AREA FOR BOTH COMMERCIAL AND RESIDENTIAL SIDES OF THE PROPERTY
= 250,986 SF (5.70 ACRES) X 0.04
= 10,039 SF (0.23 ACRES) REQUIRED
BIO-RETENTION PROVIDED: = 5,148 SF (0.12 ACRES) PROVIDED

NOTE: ANY REMAINING BIO-RETENTION TO MEET MIN. REQUIRMENTS TO BE IN THE FORM OF SUB-SURFACE CISTERNS.

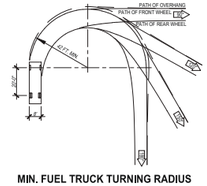
SYMBOL LEGEND

BUILDING # — A / 30 — UNIT COUNT

ELECTRIC VEHICLE PARKING SPACES:
EV CAPABLE = EV-C
EV READY = EV-R
EV SUPPLY EQUIPMENT INSTALLED = EVSE
EV AMBULATORY PARKING SPACE = AMB.

SITE PLAN
1" = 40'-0"

N



MIN. FUEL TRUCK TURNING RADIUS
(NOT TO SCALE)



MIN. FIRE TRUCK TURNING RADIUS
(NOT TO SCALE)

MDA GROUP

APPENDIX B

Air Quality and Greenhouse Gas Technical Report

Air Quality and Greenhouse Gas Technical Report
Westgate Village Project

August 20, 2025

Prepared For:

Napht, Inc
Ben Nikfarjam
1611 S Blosser Road
Santa Maria, CA 93458

370 Amapola Avenue, Suite 212
Torrance, CA 90501

4470425-0009723.00

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APPENDICES

Appendix A: Air Quality and Greenhouse Gas Emissions Calculation Files

ABBREVIATIONS AND ACRONYMNS

Abbreviation/Acronym	Description
AB	Assembly Bill
AP-42	EPA Compilation of Air Pollutant Emission Factors
ATC	Authority to Construct
ATCM	air toxic control measure
C-2	General Commercial
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CC	Convenience Center
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CH_4	methane
City	City of Santa Maria
CM/AG	Commercial Manufacturing/Agriculture Overlay
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
County	Santa Barbara County
CRP	Carbon Reduction Program
DPM	diesel particulate matter
EISA	Energy Independence and Security Act
EMFAC2021	EMission FACtor model Version 2021
EO	Executive Order
EPA	United States Environmental Protection Agency
EVSE	electric vehicle supply equipment
FHWA	Federal Highway Administration
g/L	grams per liter
GHG	greenhouse gas
GWP	global warming potential
H_2S	hydrogen sulfide
HFCs	hydrofluorocarbons
HP	horsepower
lb	pound
lb/MWh	pounds per megawatt-hour
M-2	General Manufacturing

Abbreviation/Acronym	Description
MDV	medium-duty vehicle
MM	mitigation measure
$MMTCO_2e$	million metric tons of carbon dioxide equivalents
mph	miles per hour
MPO	metropolitan planning organization
MT	metric ton
$MTCO_2e$	metric tons of carbon dioxide equivalents
MWh	Megawatt-hour
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NO_2	nitrogen dioxide
NO_X	oxides of nitrogen
NWLs	natural and working lands
O_3	ozone
OAP	Odor Abatement Plan
OPR	Governor's Office of Planning and Research
Pb	lead
PD	Planned Development Overlay
PFCs	perfluorocarbons
PG&E	Pacific Gas & Electric Company
PM	particulate matter
PM_{10}	respirable particulate matter with an aerodynamic diameter of 10 micrometers or less
$PM_{2.5}$	fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less
ppm	parts per million
PV	photovoltaic
R-2	Medium Residential Density
R-3	High Density Residential
RME	Resource Management Element
ROG	reactive organic gases
ROW	right-of-way
RSL-1	Small Lot Single Family Residential
RTP	regional transportation plan
SB	Senate Bill
SBCAG	Santa Barbara County Association of Governments
SBCAPCD	Santa Barbara County Air Pollution Control District
SCAQMD	South Coast Air Quality Management District
SCS	sustainable community strategy
SF	square feet or square foot

Abbreviation/Acronym	Description
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLOAPCD	San Luis Obispo County Air Pollution Control District
SMRT	Santa Maria Regional Transit
SO_2	sulfur dioxide
SORE	small off-road engine
SO_X	sulfur oxides
TAC	toxic air contaminant
TCM	transportation control measures
VMT	vehicle miles traveled
VOC	volatile organic compounds

1.0 INTRODUCTION

This report is provided to support the City of Santa Maria's (City) environmental review process and supply information regarding potential effects of air quality and greenhouse gas (GHG) emissions associated with the proposed Westgate Village Project (proposed project) located within the Blosser-Southwest Specific Plan Area 6B within the City. Westgate Village Development, LLC (applicant) will be the developer of the mixed-use development. The analysis in this report evaluates the potential for short- and long-term air quality and GHG impacts associated with construction and operation of the proposed project.

1.1 PROJECT DESCRIPTION

The proposed project would include a mixed-use development with multi-family residential and convenience center commercial over seven (7) parcels. A portion of the proposed project will consist of a multi-family residential project that consists of 92 units over 3.51 acres. The multi-family residential will consist of three (3) 3-story buildings and two (2) units above the community center which are proposed to be designated as High Density Residential - 30 units per acre (R-3). There will be a range of unit types from studio, one bedroom, two bedroom and three-bedroom units. The commercial portion of the proposed project's mixed-use development will consist of six (6) commercial pads spread out over six (6) proposed parcels. The commercial pads will be for retail/office space, two drive-thru restaurants, a sit-down restaurant, and a gas station/convenience store with a carwash. The project site is zoned Planned Development Overlay (PD)/ Convenience Center (CC) in the Blosser-Southwest Specific Plan Area 6B within the City. The applicant will request a General Plan Amendment to rezone 3.51 acres from PD/CC to PD/R-3. The proposed project is located on approximately 7.5 acres and is currently undeveloped as shown in **Figure 1**.

For the multi-family portion of the proposed project, a total of 175 parking spaces, 88 uncovered and 87 covered, will be provided. Thirty-three (33) of the 175 spaces will be designated for clean air vehicle parking. The commercial portion of the proposed project will provide 153 parking spaces for all six (6) commercial parcels. Thirty-two (32) of the 153 spaces will be designated for clean air vehicle parking. The primary access to the development is located on Blosser Road midway between La Brea Avenue and Battles Road. There are two (2) secondary access points along Blosser Road and a third secondary access from La Brea Avenue. The main entrance on Blosser Road is proposed to be signalized. **Figure 2** provides details of the project site concept plan.

1.2 NEARBY LAND USES AND SENSITIVE RECEPTORS

Land uses west of the project site are zoned PD/Small Lot Single Family Residential (RSL-1) and PD/R-3, and are developed with the Villa Del Sol Apartment complex and Heritage Square gated community. Land uses north of the project site are developed and zoned General Manufacturing (M-2) and PD/General Commercial (C-2). Land uses east of the project site are undeveloped and consist of various zoning designations, however the land uses closest to the site are zoned PD/R-3 and PD/CC. Land uses south of the project site are developed and zoned PD/R-3, PD/CC, and PD/Medium Density Residential (R-2).

Sensitive individuals refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality) (CARB, 2005). Land uses where sensitive individuals are most likely to spend extended periods of time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities.

The sensitive receptors within 1,000 feet of the project site are described below and shown in **Figure 1**. There are no schools, daycares, or hospitals within 1,000 feet of the project site.

- Residences at the Heritage Square gated community located approximately 50 feet west of the project site (R1)
- Residences at the Villa Del Sol Apartment complex located approximately 80 feet west of the project site (R2).
- Single-family homes located approximately 210 feet southwest of the project site (R3).
- Single-family homes located approximately 600 feet southeast of the project site (R4).
- Potential future residences could be located approximately 125 feet east of the project site. (R5). The land east of the project site is currently undeveloped, but is zoned PD/R-3.

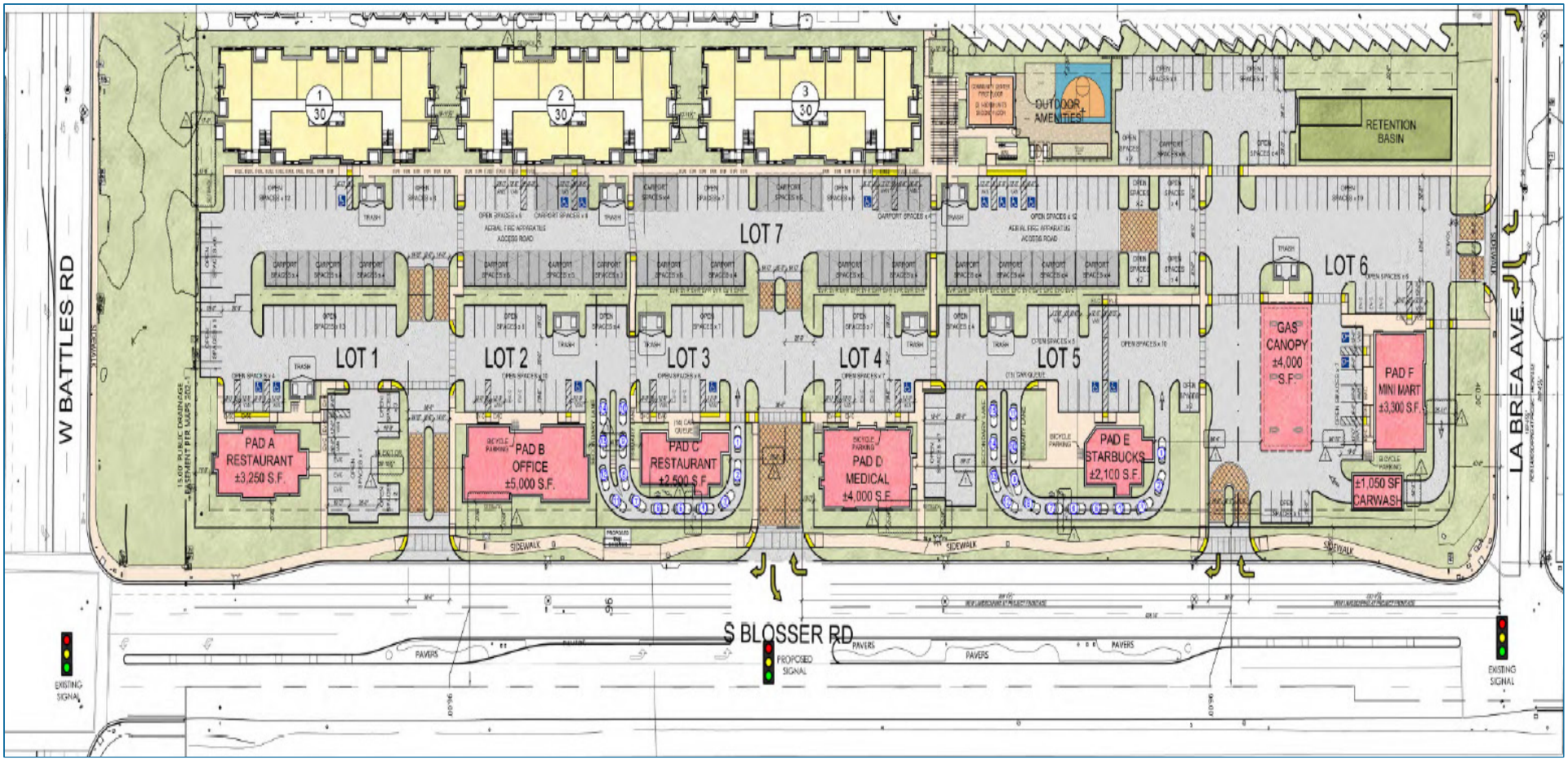
1.3 PURPOSE

This technical report examines the environmental impacts of the proposed project as it relates to air quality and greenhouse gas (GHG) emissions impacts. It describes the regulatory setting, methodology for impact evaluation, and potential impacts from construction and operation of the proposed project. The proposed project is located within the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD), which is the responsible air district for Santa Barbara County. This report was conducted in accordance with SBCAPCD's *Environmental Review Guidelines* and *Scope and Content of Air Quality Sections in Environmental Documents* (SBCAPCD, 2015a, 2022a).

Figure 1. Project Site Location Map and Sensitive Receptors



Figure 2. Site Concept Plan



2.0 REGULATORY

2.1 AIR QUALITY

2.1.1 Federal

2.1.1.1 Clean Air Act

The Federal Clean Air Act (CAA) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare based on the latest science and requires states to adopt enforceable plans to achieve the standards. An air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment, thus, it is used as a threshold metric to define clean air (CARB, 2024a). Congress designed the law to minimize pollution increases from growing numbers of motor vehicles, and from new or expanded stationary sources (i.e., power plants, industrial plants, and other facilities that are not mobile). EPA administers national programs to monitor concentrations of certain air pollutants and control emissions from major sources. Through the CAA, EPA regulates emission sources that are under the exclusive authority of the federal government, such certain types of locomotives, as well as mandating various emission standards, including those for on-road vehicles (EPA, 2013). The CAA also contains specific provisions to address the following:

- "Hazardous" or "toxic" air pollutants that pose health risks, such as cancer or environmental threats such as bioaccumulation of heavy metals
- Acid rain that damages aquatic life and ecosystems, acidifies forest soils, damages property, and forms from pollution that degrades visibility and harms public health
- Chemical emissions that deplete the stratospheric ozone layer
- Regional haze that impairs visibility in national parks and other recreational areas

In addition, the CAA was drafted with general authorities that can be used to address pollution problems that emerge over time, such as greenhouse gas (GHG) emissions that contribute to global climate change.

EPA also regulates emission sources that are under the exclusive authority of the federal government, such as aircrafts, ships, and certain types of locomotives. EPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California (EPA, 2013).

Criteria Air Pollutants and National Ambient Air Quality Standards

The CAA requires EPA to set and revise NAAQS for certain common and widespread pollutants, known as "criteria pollutants," and provides authority for the agency to add additional pollutants. Standards are in effect today for six pollutants: ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter (regulated as subsets of particles with diameter less than 10 microns and less than 2.5 microns denoted as PM_{10} and $PM_{2.5}$, respectively), and lead (Pb). NAAQS are selected by the EPA administrator at the conclusion of a public process that takes about

five years for completion. The process starts with a comprehensive review of the relevant scientific literature, which is then synthesized to inform a risk and exposure assessment conducted by the EPA staff. The CAA requires EPA to review and, if necessary, revise each of the NAAQS at 5-year intervals. The current NAAQS are presented in **Table 1** along with the corresponding averaging times. Also shown in **Table 1** are the California Ambient Air Quality Standards (CAAQS), which are generally more stringent than the federal standards and are discussed in greater detail in Section 2.1.2.2. In February 2024, the federal $PM_{2.5}$ annual standard was revised from 12 micrograms per cubic meter ($\mu g/m^3$) to 9 $\mu g/m^3$, making the federal standard more stringent than the state standard of 12 $\mu g/m^3$. The principal health effects and typical sources of each criteria pollutant are detailed in **Table 2**.

2.1.1.2 State Implementation Plan

Federal law requires that all states attain the NAAQS. Areas of the State that are designated as “Nonattainment" for one or more of the NAAQS are required under the federal CAA to develop plans meeting specific requirements depending on the severity of the pollution problem. The severity of the pollution problem for “Nonattainment” areas is based on the measured ambient air quality data and the interim design values set for the region. “Nonattainment” areas can be described as “Marginal,” “Moderate,” “Serious,” “Severe-15,” “Severe-17,” and “Extreme” based on the concentrations measured over recent years. An area must demonstrate continual achievement of the interim design value concentrations in order to be redesignated to a lower “nonattainment” tier. The type of nonattainment designation is based on the amount of reductions in pollutant concentrations that must occur for the NAAQS to be achieved.

As part of its enforcement responsibilities, EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. Nonattainment areas that demonstrate extended periods of time with concentrations measured below the air quality standards can be redesignated to “Maintenance” following a request to EPA. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP. Failure of a state to reach attainment of the NAAQS by the target date can trigger penalties, including withholding of federal funds.

Table 1. Federal and California Ambient Air Quality Standards

Pollutant	Averaging Time	NAAQS	CAAQS
Ozone (O_3)	1-Hour	—	0.09 ppm (180 µg/m³)
	8-Hour	0.07 ppm (137 µg/m³)	0.070 ppm (137 µg/m³)
Carbon Monoxide (CO)	1-Hour	35 ppm (40 mg/m³)	20 ppm (23 mg/ m³)
	8-Hour	9 ppm (10 mg/m³)	9.0 ppm (10 mg/m³)
Nitrogen Dioxide (NO_2)	1-Hour	0.100 ppm (188 µg/m³)	0.18 ppm (339 µg/m³)
	Annual Average	0.053 ppm (100 µg/m³)	0.030 ppm (57 µg/m³)
Sulfur Dioxide (SO_2)	1-Hour	0.075 ppm (196 µg/m³)	0.25 ppm (655 µg/m³)
	24-Hour	0.14 ppm (180 µg/m³)	0.04 ppm (105 µg/m³)
Respirable Particulate Matter (PM_{10})	24-Hour	150 µg/m³	50 µg/m³
	Annual Average	—	20 µg/m³
Fine Particulate Matter ($PM_{2.5}$)	24-Hour	35 µg/m³	—
	Annual Average	9.0 µg/m³	12 µg/m³
Lead	30-Day Average	—	1.5 µg/m³
	Rolling 3-Month Average	0.15 µg/m³	—
Visibility-Reducing Particles	8-Hour	—	Extinction of 0.23 per kilometer
Sulfates	24-Hour	—	25 µg/m³
Hydrogen Sulfide	1-Hour	—	0.03 ppm (42 µg/m³)
Vinyl Chloride	24-Hour	—	0.010 ppm (26 µg/m³)

Source: CARB, 2024a
Notes:
— = no standard
µg/m³ = micrometers per cubic meter
CAAQS = California Ambient Air Quality Standard
mg/m³ = micrograms per cubic meter
NAAQS = National Ambient Air Quality Standard
ppm = parts per million

Table 2. Criteria Air Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone (O_3)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from ROG or VOC and NO_X in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Nitrogen Dioxide (NO_2)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain and nitrate contamination of stormwater. Part of the "NO_X" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Sulfur Dioxide (SO_2)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Respirable Particulate Matter (PM_{10})	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic and other aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.
Fine Particulate Matter ($PM_{2.5}$)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the $PM_{2.5}$ size range. Many toxic and other aerosol and solid compounds are part of $PM_{2.5}$.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NO_X, SO_X, ammonia, and ROG.
Lead (Pb)	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Lead is also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Sulfates	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H_2S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Vinyl Chloride	Neurological effects, liver damage, cancer.	Industrial processes.
Visibility-Reducing Particles (VRP)	Reduces visibility. Produces haze. Note: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Source: Caltrans, 2020		

2.1.2 State

2.1.2.1 California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, the CCAA is administered by California Air Resources Board (CARB) at the State level and by air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the State requirements of the CAA, administering the CCAA, and establishing the CAAQS. The CCAA, which was amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. In this capacity, CARB conducts research, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. CARB also establishes emissions standards for motor vehicles sold in California, consumer products (i.e., hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

2.1.2.2 California Ambient Air Quality Standards

Prior to the development of federal standards in 1971, California's first CAAQS were established by the State Department of Public Health in 1962. In 1969, CARB was created and formally adopted the CAAQS developed by the Department of Health. The CCAA requires all areas of the State to achieve and maintain the CAAQS by the earliest practicable date and must show incremental progress toward attainment, whereas federal standards establish a specified date for when standards must be met. The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. In February 2024, the federal $PM_{2.5}$ annual standard was revised from

12 µg/m³ to 9 µg/m³, making the federal standard more stringent than the state standard of 12 µg/m³.

Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Although California law continues to mandate CAAQS, meeting the federal standards has precedence over attainment of the CAAQS because failure to meet federal standard deadlines may result in federal penalties. The state standards are summarized with the federal standards in **Table 1.**

Table 3 summarizes the attainment status for Santa Barbara County with respect to the NAAQS and CAAQS. The CAAQS and NAAQS represent concentration limits of criteria air pollutants needed to adequately protect human health and the environment. Existing violations of the O_3 and PM_{10} ambient air quality standards indicate that certain individuals exposed to this pollutant may experience certain health effects, including increased incidence of acute and chronic cardiovascular and respiratory ailments.

Table 3. Federal and State Attainment Status for Santa Barbara County

Pollutant	Federal Attainment Status	State Attainment Status
O_3	Attainment/Unclassifiable	Nonattainment-Transitional
NO_2	Attainment/Unclassifiable	Attainment
CO	Attainment/Unclassifiable	Attainment
SO_2	Attainment/Unclassifiable	Attainment
PM_{10}	Unclassifiable	Nonattainment
$PM_{2.5}$	Attainment/Unclassifiable	Attainment
Pb	Attainment/Unclassifiable	Attainment
Sulfates	No standard	Attainment
Hydrogen sulfide (H_2S)	No standard	Attainment
Vinyl Chloride	No standard	No standard
Visibility Reducing Particulates	No standard	Unclassified
Source: CARB, 2023		

2.1.2.3 In-Use Off-Road Diesel-Fueled Fleets Regulation

On July 26, 2007, CARB adopted the regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Regulation) to reduce DPM and NO_x emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. The regulation applies to all self-propelled off-road diesel vehicles 25 horsepower or greater used in California and most two-engine vehicles (except on-road two-engine sweepers). This includes vehicles that are rented or leased (rental or leased fleets). Examples include loaders, crawler tractors, skid steers, backhoes, forklifts, airport ground support equipment, water well drilling rigs, and two-engine cranes. Such vehicles are used in construction, mining, and industrial operations. The regulation does not apply to stationary equipment or portable equipment such as generators. The off-road vehicle regulation establishes emissions performance requirements, establishes reporting, disclosure, and labeling requirements for off-road vehicles, and limits unnecessary idling. In November 2022, CARB amended the regulation to require fleets to phase-out use of the oldest and highest polluting off-road diesel vehicles in California; prohibit the addition of high-emitting vehicles to a fleet; and require the use of R99 or R100 renewable diesel in off-road diesel vehicles. Beginning January 1, 2024, all fleets are required to procure and use

renewable diesel in all vehicles owned or operated in California that are subject to the Off-Road Regulation, with some limited exceptions, including for lack of availability.

2.1.2.4 Truck and Bus Regulation

In December 2008, CARB adopted the Statewide Truck and Bus Regulation that requires installation of PM retrofits on all on-road heavy duty trucks and buses beginning January 1, 2012 and replacement of older trucks starting January 1, 2015. By January 1, 2023, all vehicles need to have 2010 model year engines or equivalent.

2.1.2.5 Toxic Air Contaminant Identification and Control Act

CARB's statewide comprehensive air toxics program was established in the early 1980s. According to Section 39655 of the California Health and Safety Code, a toxic air contaminant (TAC) is "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose or present a potential hazard to human health." The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics, and under this Act, CARB is required to prioritize the identification and control of air toxics emissions. In selecting substances for review, CARB must consider criteria relating to the risk of harm to public health, such as the amount or potential amount of emissions, manner of and exposure to usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community.

CARB classified diesel particulate matter (DPM) emissions from diesel-fueled engines as TACs in August 1998. Following the identification process, CARB was required by law to determine if there was a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee, and with the assistance of the Advisory Committee and its subcommittees, CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB, 2000a) and the *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines* (CARB, 2000b).

The Diesel Advisory Committee approved these two documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific statewide regulations designed to further reduce DPM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

2.1.2.6 Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

The Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicles Idling (Diesel Truck ATCM) was originally adopted in 2004 and most recently amended in September 2021. This ATCM is set forth in title 13, CCR, section 2485, and requires, among other things, that drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds, including buses and sleeper berth equipped trucks, not idle the vehicle's primary diesel engine longer than five minutes at any location. The Diesel Truck ATCM also requires owners and motor carriers that own or dispatch these vehicles to ensure compliance with the ATCM requirements.

2.1.2.7 Assembly Bill 1346

Assembly Bill 1346 (AB 1346) was signed into law on October 9, 2021, and mandates CARB to adopt regulations prohibiting the sale of new gas-powered small off-road engines (SOREs), such as those used in lawn equipment and generators, by January 1, 2024, or as soon as feasible. The law aims to reduce air pollution from SOREs, which contribute significantly to smog and greenhouse gas emissions. It supports the transition to zero-emission alternatives by providing $30 million in funding for rebate programs to assist small businesses and individuals in purchasing compliant electric-powered equipment. While the law targets new sales, existing equipment can continue to be used, ensuring a phased and economically feasible transition to cleaner technologies.

2.1.3 Regional

2.1.3.1 Santa Barbara County Air Pollution Control District

The Santa Barbara County Air Pollution Control District (SBCAPCD) is the local air quality district responsible for protecting air quality and public health in Santa Barbara County. SBCAPCD focuses on reducing air pollution through various programs, regulations, and initiatives. To minimize potential impacts from project emissions, the SBCAPCD implements rules and regulations that detail pollution reduction measures that must be implemented during construction and operation of projects. The applicable rules and regulations would include, but not be limited to, the following:

- Rule 201 (Permits Required) — The applicability of this rule is for any person who builds, erects, alters, replaces, operates or uses any article, machine, equipment, or other contrivance which may cause the issuance of air contaminants (SBCAPCD, 2008).

- Rule 329 (Cutback and Emulsified Asphalt Paving Materials) — The applicability of this rule is for the application and sale of cutback and emulsified asphalt materials for the paving, construction and maintenance of streets, highways, parking lots and driveways (SBCAPCD, 1992).

- Rule 323.1 (Architectural Coatings) — The applicability of this rule provides VOC content limits for architectural coatings. In the case of the proposed site, the use of low VOC paint in non-residential interior of 50 g/L, low VOC paint in non-residential exterior of 100 g/L, and the use of low VOC paint in parking of 100 g/L (SBCAPCD, 2015b).

- Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities) — The applicability of this rule is for fugitive dust control when engaging in construction or demolition activities that cause 20% opacity or greater of visible dust beyond property line for periods aggregating more than 3 minutes in any 60 min period (SBCAPCD, 2010).

2.1.3.2 Santa Barbara County Association of Governments

Federal law (23 United States Code [U.S.C.] Section 134 et seq.) requires that any urbanized area with population of 50,000 or more be guided and maintained by a regional entity known as a Metropolitan Planning Organization (MPO). The MPO for Santa Barbara County is the Santa Barbara County Association of Governments (SBCAG), which also serves as the Regional Transportation Planning Agency. SBCAG adopted the Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy (2050 RTP/SCS) in August 2021 (SBCAG, 2021). This long-range plan outlines how investments will be distributed to balance transportation and housing needs with social, economic, and environmental goals.

The 2050 RTP/SCS contains goals for reducing emissions from passenger vehicles and light-duty trucks by integrating land use and transportation measures, such as promoting infill development near transit hubs and supporting teleworking; as well as enhancing connectivity between communities through improved transportation networks and sustainable development patterns. The 2050 RTP/SCS is also required to comply with the State's Senate Bill 375, which focuses on reducing GHG emissions from passenger vehicles and light-duty trucks. SBCAG was assigned a regional GHG reduction target of 17 percent compared to 2005 baseline levels. The 2050 RTP/SCS preferred scenario would result in a reduction in per capita vehicle greenhouse gas emissions of 9.4 percent in 2020 and 17.8 percent in 2035, compared to the 2005 base year, thus meeting the GHG reduction target (SBCAG, 2021). In addition to GHG reductions, the 2050 RTP/SCS preferred scenario would reduce reactive organic gas (ROG) by 8 percent in 2020 and 13 percent in 2035, and reduce NO_X emissions by 7 percent in 2020 and 12 percent by 2035, compared to the 2050 baseline scenario (SBCAG, 2021).

2.1.4 Local

2.1.4.1 City of Santa Maria

The City of Santa Maria General Plan Resources Management Element (RME) is a comprehensive planning document that addresses goals, policies, objectives, and programs for the conservation and preservation of resources that are valuable to the City within its planning area. Adopted in 1996, the plan lists several air quality policies that supplement those of SBCAPCD. Policy 2 objectives will be maintained throughout the construction and operation of the proposed site. Policy 2 states:

- Policy 2: Improve and maintain the quality of air to ensure 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.

2.2 GREENHOUSE GASES

The subject of GHG emissions and climate change resiliency adaptation has garnered substantial regulatory attention in recent years. Climate change refers to variations in average long-term meteorological conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and frequency and severity of extreme weather events. Historical records indicate that global climate fluctuations have occurred in the past due to natural phenomena; however, recent data increasingly suggests that the current global conditions are distinct from previous patterns and are influenced by anthropogenic (human-caused) GHG emissions. GHGs are a class of pollutants that are generally understood to play a critical role in controlling atmospheric temperature near the Earth's surface by allowing high frequency shortwave solar radiation to enter the planet's atmosphere and then subsequently trapping low frequency infrared radiative energy that would otherwise emanate back out into space. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes; the glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. The levels of GHGs in the atmosphere affect how much heat energy can be absorbed.

Radiative forcing is an expression of the net difference in energy entering the Earth's atmosphere versus leaving it. Each GHG possesses its own degree of climate-forcing ability to absorb low frequency infrared energy, meaning that some GHGs are more effective in trapping heat in the atmosphere than others. Water vapor is the most environmentally prevalent GHG; however, definitive methods are not established to regulate emissions and concentrations of water vapor in the

atmosphere. After water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are the most ubiquitous GHGs. CO_2 is commonly used as the standard reference for characterizing the relative global warming potential (GWP) of other GHGs. The GWP value describes the relative magnitude of climate-forcing effects of GHGs and is used to convert emissions into carbon dioxide equivalents (CO_2e). **Table 4** presents the GWP values and atmospheric lifetimes of CO_2, CH_4, and N_2O, as well as other regulated GHGs emitted by human activities. For example, CH_4 is 25 times more potent than CO_2 over a 100-year period.

Table 4. Greenhouse Gas Global Warming Potentials

GHG	Lifetime (Years)[a]	Global Warming Potential (20 year)	Global Warming Potential (100 Year)[b]
Carbon Dioxide (CO_2)	—	1	1
Methane (CH_4)	12	21	25
Nitrous Oxide (N_2O)	114	310	298
Nitrogen Trifluoride (NF_3)	740	Unknown	17,200
Sulfur Hexafluoride (SF_6)	3,200	23,900	22,800
Perfluorocarbons (PFCs)	2,600-50,000	6,500-9,200	7,390-12,200
Hydrofluorocarbons (HFCs)	1-270	140-11,700	124-14,800

Source: CARB, 2025

Notes:

[a] Lifetime refers to the approximate amount of time it would take for the anthropogenic increment of an atmospheric pollutant concentration to return to its natural level as a result of either being converted to another chemical compound or being taken out of the atmosphere via a sink.

[b] The 20-year global warming potentials (GWPs) are based on the Intergovernmental Panel on Climate Change (IPCC) Second Assessment Report (SAR) (IPCC, 1995) and the 100-year GWPs are based on the IPCC Assessment Report 4 (AR4) (IPCC, 2007). The California Air Resources Board (CARB) uses AR4 GWPs for their GHG emissions inventories.

2.2.1 Federal

2.2.1.1 Clean Air Act

In Massachusetts v. Environmental Protection Agency (2007) 549 U.S. 497, the United States (U.S.) Supreme Court held in April 2007 that the U.S. Environmental Protection Agency (EPA) has statutory authority under Section 202 of the federal Clean Air Act (CAA) to regulate GHG emissions. The court did not hold that the EPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHG emissions cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHG emissions under Section 202(a) of the CAA (42 United States Code [U.S.C.] Section 7521). These findings included that GHG emissions threaten the public health and welfare of future generations and motor vehicle engines contribute to air pollution, which poses an ongoing threat to public health and welfare.

2.2.1.2 Energy Independence and Security Act

The Energy Independence and Security Act (EISA) of 2007 includes several key provisions that will increase energy efficiency and the availability of renewable energy, which will reduce GHG emissions as a result. The Act facilitates the reduction of GHG emissions by increasing the supply of alternative fuel sources, revising standards affecting regional efficiency for heating and cooling products,

phasing out old incandescent light bulbs, and improving fuel efficiency standards. Additional provisions of EISA promote energy savings in government and public institutions, research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

2.2.1.3 Heavy-Duty Vehicle Program

The EPA's Heavy-Duty Vehicle Program was adopted on August 9, 2011 to establish the first fuel efficiency requirements for medium- and heavy-duty vehicles beginning with the model year 2014.

2.2.1.4 Federal Transit Administration Climate Change Adaptation Initiative

The Federal Transit Administration has implemented a Climate Change Adaptation Initiative program to investigate potential strategies for reducing climate impacts from transit. The program was established in 2014 and providing funding to conduct seven climate adaptation pilot studies to increase knowledge of how transit agencies can adapt to climate change, advance the state of the practice in adapting transit assets and operations to the impacts of climate change, and build strategic partnerships between transit agencies and climate adaptation experts. The approach of the pilot projects involved identification of climate hazards and potential climatic events, characterization of risks on transit projects and operations, development of initial adaptation strategies and linking strategies to organizational structures.

2.2.1.5 Federal Highway Administration Carbon Reduction Program

Established by the passage of the 2021 Bipartisan Infrastructure Law, the Federal Highway Administration's (FHWA) Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as CO_2 emissions from on-road highway sources. The CRP requires each state to develop a carbon reduction strategy no later than 2 years after enactment and update the strategy at least every 4 years. The state-level carbon reduction strategy shall support efforts—and identify projects and strategies—to support the reduction of transportation-related GHG emissions and quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the state. Under the CRP, the FHWA is tasked with reviewing the states' process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements.

2.2.2 State

2.2.2.1 California Greenhouse Gas Reduction Targets

Executive Order S-3-05

On June 1, 2005, Executive Order (EO) S-3-05 set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. EO S-3-05 calls for the Secretary of the California Environmental Protection Agency (CalEPA) to be responsible for coordination of state agencies and progress reporting.

In response to EO S-3-05, the Secretary of CalEPA created the Climate Action Team (CAT). The original mandate for the CAT was to develop proposed measures to meet the emission reduction targets set forth in EO S-3-05. The CAT is responsible for preparing reports that summarize the state's progress in reducing GHG emissions. The most recent Climate Action Team Report was

published in December 2010. The report discusses mitigation and adaptation strategies, state research programs, policy development, and future efforts (CalEPA, 2006).

Assembly Bill 32

In 2006, the California State Legislature adopted Assembly Bill (AB) 32—codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006—which focused on reducing GHG emissions in California to 1990 levels by 2020. AB 32 defines regulated GHGs as CO_2, CH_4, N_2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under AB 32, the California Air Resources Board (CARB) has the primary responsibility for reducing GHG emissions. AB 32 required CARB to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

A specific requirement of AB 32 was to prepare a climate change scoping plan for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (HSC Section 38561(h)). CARB developed an AB 32 Climate Change Scoping Plan (2008 Scoping Plan) that contained strategies to achieve the 2020 emissions cap (CARB, 2008). The 2008 Scoping Plan was approved in 2008 and contains a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives.

As required by AB 32, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was originally set at 427 million metric tons of carbon dioxide equivalents ($MMTCO_2e$) using the GWP values from the IPCC SAR (IPCC, 1995). CARB also projected the state's 2020 GHG emissions under No-Action-Taken conditions – that is, emissions that would occur without any plans, policies, or regulations to reduce GHG emissions. CARB originally used an average of the state's GHG emissions from 2002 through 2004 and projected the 2020 levels at approximately 596 $MMTCO_2e$.

The First Update to the Climate Change Scoping Plan (First Update) was approved by CARB in May 2014 and built upon the 2008 Scoping Plan with new strategies and recommendations. In 2014, CARB revised the target using the GWP values from the IPCC AR4 and determined that the 1990 GHG emissions inventory and 2020 GHG emissions limit was 431 $MMTCO_2e$. CARB also updated the state's 2020 CAT emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions required by regulation that were adopted for motor vehicles and renewable energy. CARB projected statewide 2020 emissions using the GWP values from the IPCC AR4 and estimated them to be 509.4 $MMTCO_2e$.

Executive Order B-16-2012

On March 23, 2012, Governor Brown issued EO B-16-2012, which established benchmarks for reducing transportation-related GHG emissions. It requires agencies to implement the Plug-in Electric Vehicle Collaborative and California Fuel Cell Partnership by 2015 and sets forth targets specific to the transportation section, including the goal of reducing transportation-related GHG emissions to 80 percent less than 1990 levels by 2050.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued EO B-30-15, which established a medium-term goal for 2030 of reducing GHG emissions by 40 percent below 1990 levels and required CARB to update its 2014 Scoping Plan to identify measures to meet the 2030 target. The EO supports EO S-03-05, described above, but is currently only binding on state agencies. The adoption of Senate Bill (SB) 32 formally established a target for 2030.

Senate Bill 32

In 2016, the California State Legislature adopted SB 32—which adds Section 38566 to the HSC and requires a commitment to reducing statewide GHG emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2030—and its companion, AB 197, which provides additional direction for developing the 2017 Scoping Plan. Both were signed by Governor Brown to update AB 32 and include an emissions reduction goal for the year 2030. SB 32 and AB 197 amend AB 32 and establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

In response to the 2030 GHG reduction target, CARB adopted California's 2017 Climate Change Scoping Plan (2017 Scoping Plan) at a public meeting held in December 2017 (CARB, 2017). The 2017 Scoping Plan outlined the strategies that the state would implement to achieve the 2030 GHG reduction target. The strategies included building upon the existing Cap-and-Trade Regulation, low carbon fuel standard (LCFS), improved emissions standards, and increasing renewable energy. The strategies also included reducing CH_4 emissions from agricultural and other wastes by using it to meet California's energy needs. CARB's projected statewide 2030 emissions accounted for 2020 GHG reduction policies and programs.

CARB stated that the 2017 Scoping Plan Scenario "is the best choice to achieve the state's climate and clean air goals". The majority of the reductions would result from the continuation of the Cap-and-Trade Regulation. Additional reductions are achieved by the following activities:

- Applying electricity sector standards (i.e., utility providers to supply at least 50 percent renewable electricity by 2030)
- Doubling the energy efficiency savings at end uses
- Making additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., HFCs)
- Implementing the mobile source strategy and sustainable freight action plan. (The alternatives were designed to consider various combinations of these programs, as well as consideration of a carbon tax in the event the Cap-and-Trade Regulation is not continued. However, in July 2017, the California Legislature voted to extend the Cap-and-Trade Regulation to 2030.)

Assembly Bill 1279

AB 1279 was adopted on September 16, 2022, and requires the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions. Additionally, AB 1279 requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels by 2045.

The framework for achieving these goals is outlined in the latest update to California's GHG scoping plan, the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) (CARB, 2022). The 2022 Scoping Plan would continue to build on efforts in reducing GHG emissions from all sectors (energy, transportation, industrial, etc.) and would be the first of its kind to include "carbon neutrality as a science-based guide and touchstone for California's climate work." To support the carbon neutrality goal, the 2022 Scoping Plan analyzed natural and working lands (NWLs), such as forests, shrublands, croplands, and wetlands, and how NWLs will play an important role in reducing GHG emissions from hard-to-abate industries such as cement, internal combustion vehicles, and refrigerants. Carbon storage in NWLs on their own will not be enough to meet carbon neutrality and development of feasible technologies to pull CO_2 from smokestacks or the atmosphere, and permanently storing CO_2 will be crucial to meeting carbon neutrality and net negative emissions.

To meet the 2022 Scoping Plan goals, electrification in all sectors will continue to play an important role. Development of clean energy production and distribution are critical in having a decarbonized economy. The energy transition to achieve a decarbonized economy would require adding four times the current amount of solar and wind generation, and 1,700 times the current hydrogen supply by 2045. Developing clean energy and fuels is critical to reducing GHG emissions from the transportation sector and is necessary to support long-term GHG reductions.

Overall, the 2022 Scoping Plan has an ambitious and aggressive approach to reducing GHG emissions by 85 percent compared to 1990 levels by 2045 and reducing demand for liquid petroleum and total fossil fuel by 94 percent and 86 percent respectively, by 2045 relative to 2022 (CARB, 2022).

2.2.2.2 Renewable Energy Standards/Renewable Portfolio Standards

Senate Bill 1078 and Senate Bill 107

SB 1078 (2002) and SB 107 (2006) created the Renewable Energy Standard, which required electric utility companies to increase procurements from eligible renewable energy resources by at least 1 percent of their retail sales annually until reaching 20 percent by 2010. SB 2 (1X) (2011) requires a Renewables Portfolio Standard, functionally the same thing as the Renewable Energy Standard, of 33 percent by 2020. In 2013, the statewide average for the three largest electrical suppliers (Pacific Gas and Electric, Southern California Edison, and San Diego Gas & Electric) was 22.7 percent. As noted below, SB 350 increased the renewable requirement to 50 percent for 2030.

Senate Bill 1 and Senate Bill 1017 (Million Solar Roofs)

SB 1 and SB 1017, enacted in August 2006, set a goal to install 3,000 megawatts of new solar capacity by 2017 – moving the state toward a cleaner energy future and helping lower the cost of solar systems for consumers. The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time. It provides up to $3.3 billion in financial incentives that decline over time. The state reached its one million solar roofs milestone in 2019.

Assembly Bill 811

AB 811, enacted on July 21, 2008, authorizes California cities and counties to designate districts within which willing property owners may enter into contractual assessments to finance the installation of renewable energy generation and energy efficiency improvements that are permanently fixed to the property.

Senate Bill 350

SB 350, also known as the Clean Energy and Pollution Reduction Act of 2015, was approved in 2015 and includes key provisions to require the following by 2030: (1) a renewables portfolio standard of 50 percent and (2) a doubling of energy efficiency for existing buildings.

Senate Bill 100

SB 100, adopted in August 2018, established a state goal of 100 percent clean electricity by 2045 and advances the Renewables Portfolio Standard to 50 percent by 2025 and 60 percent by 2030.

Senate Bill 1020

SB 1020 was adopted on September 16, 2022 and is a revision to SB 100 that would require eligible renewable energy resources and zero-carbon resources to supply the following:

- 90 percent of all retail electricity sales to California end-use customers by December 31, 2035, 95 percent by 2040, and 100 percent by 2045
- 100 percent of electricity procured to serve all state agencies by December 31, 2035

2.2.2.3 Advanced Clean Cars

Assembly Bill 1493 (Pavley I)

AB 1493 amended the Clean Car Standards (Chapter 200, Statutes of 2002), also known as the "Pavley I" regulations which required reductions in GHG emissions in new passenger vehicles from 2009 through 2016. The Clean Car Standards required CARB to develop and adopt standards for vehicle manufacturers to reduce GHG emissions coming from passenger vehicles and light-duty trucks at a "maximum feasible and cost-effective reduction" by January 1, 2005. Fleet average emission reached 22 percent reduction by 2012 and 30 percent by 2016. In January 2012, CARB adopted the Advanced Clean Cars I program to extend AB 1493 through model years 2017 to 2025 (also known as "Pavley II"). This program promoted all types of clean fuel technologies such as plugin hybrids, battery electric vehicles, compressed natural gas vehicles, and hydrogen powered vehicles while reducing smog and saving consumers' money in fuel costs.

Most recently in 2022, CARB adopted the Advanced Clean Cars II regulations, which would impose the next level of emissions standards for passenger vehicles and light-duty trucks for model years 2026 through 2035. Additionally, these regulations would require that by 2035, all new passenger cars, trucks, and sport utility vehicles sold in California will be zero emission vehicles.

Executive Order S-1-07

On January 18, 2007, EO S-1-07 was issued requiring a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020. The LCFS was identified by CARB as a discrete early action item in the 2008 Scoping Plan developed from AB 32. The LCFS was most recently amended in 2018 to align the carbon intensity benchmarks with the 2030 GHG target enacted by SB 32.

2.2.2.4 Land Use and Transportation Planning

Senate Bill 375

Adopted on September 30, 2008, SB 375 established mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. SB 375 required CARB to consult with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SBCAG was assigned a regional GHG reduction target of 17 percent compared to 2005 baseline levels.

Under SB 375, the reduction target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS.

Senate Bill 743

SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT), which contribute to GHG emissions, as required by AB 32. Key provisions of SB 743 include reforming how the California Environmental Quality Act (CEQA) analyzes aesthetic and parking impacts of urban infill sites, and eliminating the measurement of auto delay, including Level of Service, as a metric that can be used for measuring traffic impacts in transit priority areas. SB 743 requires that the Governor's Office of Planning and Research (OPR) revise CEQA Guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

2.2.2.5 California Green Building Standards Code

The California Building Standards Commission adopted the statewide mandatory California Green Building Standards Code (CALGreen) Part 11 of Title 24, California Code of Regulations, which identifies mandatory building measures and voluntary measures that may be incorporated into the design of buildings to improve building energy savings. These measures would be applied to planning, designing, operating, constructing, and occupying newly constructed buildings or structures.

2.2.2.6 California Energy Code

The California Building Standards Commission adopted the statewide mandatory California Energy Code, Part 6 of Title 24, California Code of Regulations. Title 24 applies to all newly constructed non-residential buildings and regulates minimum energy efficiencies for cooling, heating, ventilation, water heating, and lighting. Title 24, Part 6 contains requirements for cool roofs, exterior lighting, bicycle parking, and electric vehicle charging. In addition, it requires mandatory inspections of energy systems (e.g., heat furnace, air conditioner, and mechanical equipment) for non-residential buildings larger than 10,000 square feet to ensure that all are working at their maximum capacity and according to their design efficiencies.

2.2.2.7 Assembly Bill 1346

AB 1346 was signed into law on October 9, 2021, and mandates CARB to adopt regulations prohibiting the sale of new gas-powered small off-road engines (SOREs), such as those used in lawn equipment and generators, by January 1, 2024, or as soon as feasible. The law aims to reduce air pollution from SOREs, which contribute significantly to smog and greenhouse gas emissions. It supports the transition to zero-emission alternatives by providing $30 million in funding for rebate programs to assist small businesses and individuals in purchasing compliant electric-powered equipment. While the law targets new sales, existing equipment can continue to be used, ensuring a phased and economically feasible transition to cleaner technologies.

2.2.3 Regional

2.2.3.1 Santa Barbara County Air Pollution Control District

The Santa Barbara County Air Pollution Control District (SBCAPCD) is the local air quality district responsible for protecting air quality and public health in Santa Barbara County. SBCAPCD focuses on reducing air pollution through various programs, regulations, and initiatives. The SBCAPCD has established a quantitative screening threshold of 10,000 $MTCO_2e$ for stationary source projects (e.g., oil and gas facilities, gas stations, cement batch plants, etc.), however, this quantitative threshold is not applicable to the proposed project because it is a land use development project. The proposed project would require an SBCAPCD permit for its emergency fire pump, but this would not change the proposed project's status as a land development project.

2.2.3.2 Santa Barbara County Association of Governments

Federal law (23 United States Code [U.S.C.] Section 134 et seq.) requires that any urbanized area with population of 50,000 or more be guided and maintained by a regional entity known as a Metropolitan Planning Organization (MPO). The MPO for Santa Barbara County is the Santa Barbara County Association of Governments (SBCAG), which also serves as the Regional Transportation Planning Agency. SBCAG adopted the Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy (2050 RTP/SCS) in August 2021. This long-range plan outlines how investments will be distributed to balance transportation and housing needs with social, economic, and environmental goals.

The 2050 RTP/SCS contains goals for reducing emissions from passenger vehicles and light-duty trucks by integrating land use and transportation measures, such as promoting infill development near transit hubs and supporting teleworking; as well as enhancing connectivity between communities through improved transportation networks and sustainable development patterns. The 2050 RTP/SCS is also required to comply with the State's Senate Bill 375, which focuses on reducing GHG emissions from passenger vehicles and light-duty trucks. SBCAG was assigned a regional GHG reduction target of 17 percent compared to 2005 baseline levels. The 2050 RTP/SCS preferred scenario would result in a reduction in per capita vehicle greenhouse gas emissions of 9.4 percent in 2020 and 17.8 percent in 2035, compared to the 2005 base year, thus meeting the GHG reduction target (SBCAG, 2021).

3.0 METHODOLOGY

The proposed project would generate criteria pollutants and GHG emissions during construction and operations. Criteria pollutants include reactive organic gases (ROG), oxides of nitrogen (NO_X), CO, oxides of sulfur (SO_X), PM_{10}, and $PM_{2.5}$. GHG emissions would include CO_2, CH_4, and N_2O. The following sections describe the methods used to estimate the proposed project's criteria pollutant and GHG emissions from construction and operations.

3.1 CONSTRUCTION

Construction of the proposed project would generate criteria pollutant and GHG emissions. Criteria pollutants would be generated from various construction sources including off-road equipment; mobile sources including worker vehicles, vendor trucks, and haul trucks; fugitive dust emissions during site grading and earth movement activities; and ROG off-gassing emissions from paving and application of architectural coatings. GHG emissions would be generated by off-road equipment and mobile source exhaust emissions.

Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) (CAPCOA, 2022), version 2022.1.1.29. CalEEMod incorporates methodologies and data from the California Air Resources Board's (CARB) EMission FACtors model (EMFAC2021) and the U.S. Environmental Protection Agency's (EPA's) Compilation of Air Pollutant Emission Factors (AP-42) (CARB, 2021a; EPA, 2025). CalEEMod is a model developed by the California Air Pollution Control Officers Association (CAPCOA) which quantifies ozone precursors, criteria pollutants, and GHG emissions from construction and operation of new land use development and linear projects in California; EMFAC2021 is a model developed and used by CARB to assess emissions from on-road vehicles including cars, trucks, and buses in California; and AP-42, while not a model, contains methodologies for emissions factors and process information for more than 200 air pollution source categories.

Project construction is expected to commence in the fourth quarter of 2025 and be completed by the fourth quarter of 2026. Construction tasks will include site preparation, grading, building construction, paving, and architectural coatings. The project site is currently undeveloped and does contain any existing structures, therefore, a demolition phase would not be required. Project specifics, such as construction schedule, were utilized as CalEEMod inputs where available and CalEEMod default inputs were utilized where site-specific details were not available. Grading activities would require the import of approximately 14,037 cubic yards of soil. **Table 5** summarizes the land uses entered in CalEEMod. CalEEMod estimated emissions for all construction sources and details of modeling inputs and results are provided in Appendix A.

Table 5. Project CalEEMod Land Uses

Land Use Type	Land Use Subtype	Values[a]
Recreational	Fast Food Restaurant with Drive Thru	2,100 SF
Retail	Convenience Market with Gas Pumps	3,300 SF (6 pumps)
Retail	Automobile Care Center[b]	1,050 SF
Commercial	General Office Building	5,000 SF
Commercial	Medical Office Building	4,000 SF
Recreational	Fast Food Restaurant with Drive Thru	2,500 SF
Recreational	High Turnover (Sit Down Restaurant)	3,250 SF
Residential	Apartments Mid Rise	92 Dwelling Units
Parking	Parking Lot	4.34 acres
Parking	Other Non-Asphalt Surfaces[c]	1.35 acres

Notes:
SF = square feet
[a] Land use values obtained from Project Site Plan.
[b] Automobile care center selected to represent the car wash.
[c] This land use represents other hardscapes that are not asphalt (e.g., concrete sidewalks).

Construction GHG emissions from the proposed project would be temporary and would not generate GHG emissions once construction is completed. The cumulative nature of GHG emissions implicitly precludes the potential for short-term emissions generated during construction to interfere with long-term GHG emission reduction targets established by state, regional, and local planning documentation. The total GHG emissions generated over the entire duration of the proposed project's construction activity was estimated and amortized over the lifetime of the proposed project. Neither the SBCAPCD nor the City has provided guidance on the amortization period for individual projects. The South Coast Air Quality Management District (SCAQMD) recommends a period of 30 years (SCAQMD, 2008). In contrast, the San Luis Obispo County Air Pollution Control District (SLOAPCD) recommends a 30-year project life for residential and mixed-use projects; and a 25-year project life for strictly commercial projects (SLOAPCD, 2023). To be conservative, the SLOAPCD lifetime of 25 years for commercial projects was used in the analysis. The proposed project's amortized construction GHG emissions added to the proposed project's annual operational GHG emissions.

3.2 OPERATIONS

Operations of the proposed project would generate emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$, that could result in long-term impacts on ambient air quality. Operational criteria pollutant emissions would be generated from area sources (landscaping equipment, architectural coatings, consumer products), mobile sources, natural gas consumption, and the gas station which emits fugitive evaporative ROG emissions. The gas station would require an Authority to Construction (ATC) permit from SBCAPCD, which would occur under a separate permitting analysis, however, this analysis conservatively includes the ROG emissions from the gas station. Fugitive ROG emissions would occur from vehicle fueling, spillage, breathing, and hose permeation. The gas station will comply with all SBCAPCD permit conditions, including those directed at vapor control systems.

Project operations would also generate GHG emissions from direct and indirect sources. Direct sources consist of area sources (landscaping equipment), mobile sources, natural gas consumption, and refrigerants used in air conditioning. Indirect sources include electricity generation at power

plants associated building electricity consumption, electricity consumption related to water and wastewater conveyance, and waste decomposition at landfills from solid waste generation.

Electricity for the proposed project is provided by Pacific Gas & Electric Company (PG&E). PG&E has a CO_2e intensity factor measured in pounds per megawatt-hour (lb/MWh). The CO_2e intensity factor represents the amount of CO_2e emissions (pounds) produced per megawatt-hour (MWh) of electricity generated. Based on information from the California Energy Commission (CEC), PG&E's 2023 CO_2e intensity factor was 12 lb/MWh (CEC, 2025). 2023 is the latest published data from CEC and this value was used in CalEEMod to estimate GHG emissions from electricity consumption.

Mobile source emissions were estimated based on data from the Updated Traffic and Circulation Study (Traffic Study) (ATE, 2024). The Traffic Study provided average daily trips (ADT) for each land use as shown in **Table 6**. The Traffic Study also provided a distribution of primary trips and pass-by trips for retail land uses as shown in **Table 7**.

Table 6. Project Trip Generation Rates

Land Use Type	Land Use Subtype	Values	Average Daily Trips	CalEEMod Trip Rate[a]
Recreational	Fast Food Restaurant with Drive Thru	2,100 SF	952	453.33
Retail	Convenience Market with Gas Pumps	3,300 SF (6 pumps)	2,704	450.67
Retail	Automobile Care Center	1,050 SF	137	130.48
Commercial	General Office Building	5,000 SF	46	9.20
Commercial	Medical Office Building	4,000 SF	122	30.50
Recreational	Fast Food Restaurant with Drive Thru	2,500 SF	993	397.20
Recreational	High Turnover (Sit Down Restaurant)	3,250 SF	296	91.08
Residential	Apartments Mid Rise	92 Dwelling Units	527	5.73
Parking	Parking Lot	4.34 acres		
Parking	Other Non-Asphalt Surfaces	1.35 acres		

Notes:
[a] These values represent the trip rate values entered in CalEEMod. Some trip rates from the Traffic Study were adjusted in order for CalEEMod to generate the same daily trips listed in the Traffic Study.

Table 7. Project Primary and Pass-by Trip Distribution

Land Use Type	Land Use Subtype	Primary Trip (%)	Pass By Trip (%)
Recreational	Fast Food Restaurant with Drive Thru	50%	50%
Retail	Convenience Market with Gas Pumps	50%	50%
Retail	Automobile Care Center	80%	20%
Commercial	General Office Building	100%	0%
Commercial	Medical Office Building	100%	0%
Recreational	Fast Food Restaurant with Drive Thru	50%	50%
Recreational	High Turnover (Sit Down Restaurant)	60%	40%
Residential	Apartments Mid Rise	100%	0%
Parking	Parking Lot		
Parking	Other Non-Asphalt Surfaces		

The proposed project would also incorporate sustainability features including installation of electric vehicle supply equipment (EVSE) and electric vehicle charging stations. The multi-family residential site will provide 33 parking spaces, 12 spaces will have the electrical conduit and panels for future charging stations equipment and 21 will be fully operational electric vehicle charging stations. The commercial land uses will have 32 parking spaces, 28 spaces will have electrical conduits and panels for future charging stations equipment and 4 will be fully operational electric vehicle charging stations. The proposed project will also provide 20 anchored racks for bicycle parking. The project's landscaping will include plant materials that are compatible with the climate conditions of the project site and all irrigation systems will be designed for maximum water efficiency, including low-gallon heads for sprinklers, drip-irrigation, and bubbler systems.

Operational emissions for the proposed project were estimated using CalEEMod and emissions were based on a buildout year of 2026. If the project were to be constructed and operated at a later date, the emissions analysis in this report would be conservative as future years are likely to result in lower emissions due to increase stringency in emissions standards and retiring of older, higher polluting vehicles. Details on the operational emissions modeling are provided in Appendix A.

4.0 SIGNIFICANCE CRITERIA

4.1 AIR QUALITY

To satisfy the requirements of the California Environmental Quality Act (CEQA), air quality impacts are analyzed in accordance with CEQA Guidelines. Impacts are considered significant if the proposed project would:

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

The SBCAPCD has developed or adopted significance thresholds, discussed below, to assist Lead Agencies in assessing a project's potential to regional air quality during short-term construction and long-term operation.

4.1.1 Santa Barbara Air Pollution Control District Air Quality Impact Guidelines

The City uses the SBCAPCD thresholds of significance for evaluating air quality. In accordance with the SBCAPCD's *Environmental Review Guidelines* and *Scope and Content of Air Quality Sections in Environmental Documents*, the SBCAPCD does not consider a proposed project to have a significant impact on air quality, either individually or cumulatively, if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROG and NO_X, and 80 pounds per day for PM_{10};
- Emit less than 25 pounds per day of ROG or NO_X from motor vehicle trips only;
- Not cause or contribute to a violation of any CAAQS or NAAQS (except ozone);
- Not exceed the SBCAPCD health risks public notification thresholds adopted by the SBCAPCD Board ((10 excess cancer cases in a million for cancer risk and a Hazard Index of more than one (1.0) for non-cancer risk);
- Be consistent with the latest adopted federal and state air quality plans applicable to the Santa Barbara County.

SBCAPCD does not have construction thresholds specific to land development projects, however, under SBCAPCD Rule 202 D.16, if the combined emissions from all construction equipment used to construct a stationary source which requires an Authority to Construct permit, have the potential to exceed 25 tons of any pollutant, except carbon monoxide, in a 12-month period, the owner of the stationary source shall provide offsets under the provisions of Rule 804 and shall demonstrate that no ambient air quality standard will be violated. Based on this, the proposed project will compare its construction emissions to an annual 25-ton threshold for all pollutants except CO.

Additionally, the SBCAPCD requires standard dust control measures be implemented for any discretionary project involving earth-moving activities. Some projects have the potential for construction-related dust to cause a nuisance. Since Santa Barbara County violates the state standard for PM_{10}, dust, mitigation measures are required for all discretionary construction activities regardless of the significance of the fugitive dust impacts based on the policies in the 1979 Air Quality Attainment Plan.

4.1.2 Cumulative Impacts

Potential cumulative air quality impacts would result when the pollutant emissions of the proposed project combine with those of other projects' pollutant emissions to degrade air quality conditions below acceptable levels. This could occur on a local level (e.g., increased vehicle emissions at congested intersections or concurrent construction activities at sensitive receptor locations) or a regional level (e.g., potential O_3 impacts from multiple past, present, and reasonably foreseeable projects within the City and Santa Barbara County).

As shown in **Table 3**, Santa Barbara County is currently in nonattainment status for the state ozone and PM_{10} standards. Consequently, cumulative development in Santa Barbara County as a whole could violate an air quality standard or contribute to an existing or projected air quality violation. SBCAPCD does not consider a proposed project to have a significant impact on air quality, either individually or cumulatively, if operation of the project meets the significance criteria listed in **Section 4.1.1**. Thus, if the proposed project meets the criteria listed in **Section 4.1.1**, then it would be considered to not have a cumulative impact.

4.2 GREENHOUSE GAS EMISSIONS

To satisfy the requirements of the California Environmental Quality Act (CEQA), greenhouse gas emissions/climate change impacts are analyzed in accordance with CEQA Guidelines. Impacts are considered significant if the proposed project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

CEQA Guidelines Section 15064.4 provides guidance to lead agencies for determining the significance of impacts from GHG emissions. Section 15064.4(a) provides that a lead agency shall make a good-faith effort based, to the extent possible, on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Section 15064.4(a) further provides that a lead agency shall have the discretion to determine, in the context of a particular project, whether to (1) quantify GHG emissions resulting from a project and/or (2) to rely on qualitative analysis or performance-based standards.

Pursuant to CEQA Guidelines Section 15064.4(a), the analysis presented herein quantifies GHG emissions resulting from the proposed project and provides a good-faith effort to describe, calculate, and estimate GHG emissions resulting from the proposed project.

CEQA Guidelines Section 15064.4(b) also provides that, when assessing the significance of impacts from GHG emissions, a lead agency should focus the analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change and consider a

timeframe that is appropriate for the project. The lead agency's analysis should reasonably reflect evolving scientific knowledge and state regulatory schemes, and consider (1) the extent to which the project may increase or reduce GHG emissions compared with existing conditions, (2) whether the project's GHG emissions exceed a threshold of significance that the lead agency determines applies to the project, and (3) 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. The analysis of the potential impacts from the proposed project's GHG emissions follows this approach.

The CEQA Guidelines do not provide numeric or qualitative thresholds of significance for evaluating GHG emissions. Instead, they leave the determination of the significance of GHG emissions up to the lead agency and authorize the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (CEQA Guidelines Sections 15064.7[b] and 15064.7[c]). Additionally, any public agency may also use an environmental standard as a threshold of significance, as it would promote consistency in significance determination and integrates environmental review with other environmental program planning and regulations (CEQA Guidelines Section 15064.7[d]).

CARB, SBCAPCD, the Governor's OPR, nor the City have established significance thresholds for a land development project's GHG emissions under CEQA. In the absence of quantitative GHG thresholds and/or a qualified GHG reduction plan for use by a project to tier or streamline its environmental analysis, CEQA provides that a lead agency could rely on regulatory compliance to show a less-than-significant GHG impact if the project complies with or exceeds those programs adopted by CARB or other state agencies. For the proposed project, the most applicable and adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan and SBCAG 2050 RTP/SCS.

5.0 IMPACTS ANALYSIS

5.1 AIR QUALITY

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

5.1.1.1 SBCACPD 2022 Ozone Plan

The SBCAPCD adopted the 2022 Ozone Plan in December 2022 (SBCAPCD, 2022b). The 2022 Ozone Plan was prepared to develop the SBCAPCD's strategies for reducing ozone precursor emissions, ROG and NO_X, to meet the state ozone standards. The 2022 Ozone Plan includes control measures for stationary sources and on-road transportation, and builds upon measures previously adopted in prior plans.

Stationary Sources

Air districts must demonstrate a five percent reduction in emissions per year or adopt every measure feasible available to SBCAPCD. Historically, the SBCAPCD has not achieved the annual five percent reduction and has relied on adopting feasible reduction measures and has adopted 30 measures to date. For the 2022 Ozone Plan, the SBCAPCD evaluated additional stationary source control measures, but no measures were identified for adoption. Instead, the SBCACPD developed contingency measures if CARB determines that SBCACPD is not making adequate progress towards attainment. Contingency measures included revising the ROG contents of solvents used during general solvent operations (i.e., cleaning manufacture products or maintaining production equipment) and revising the ROG content of surface coatings for wood products.

The proposed project would include a gas station with 6 pumps (12 nozzles) that would require a permit from the SBCAPCD. The gas station would comply with permit conditions established by the SBCAPCD, and would install and meet the requirements for vapor recovery systems (i.e., Phase I and II). The gas station would not be a significant source of emissions as shown in **Table 9**. Overall, the proposed project would not install large stationary sources, and would not conflict with SBCACPD's stationary source control measures.

Transportation Measures

The SBCAPCD and SBCAG collaborate to develop the transportation elements for air quality plans. SBCAG assists SBCAPCD with development of transportation elements for SBCAPCD's state and federal air quality plans, including estimates for the on-road mobile sources emissions and transportation control measures (TCM) for the 2022 Ozone Plan. The TCMs are the primary mechanism for reducing VMT and are programs or activities that can be implemented to encourage the traveling public to rely less on vehicles or use them more efficiently.

The 2022 Ozone Plan highlights TCM-14: Activity Centers and T-18: Alternative Fuels. A portion of TCM-14 relates to SBCAG's Connected 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS). The RTP is a long-range planning document that defines how the region plans to invest in the transportation system over 20 plus years based on regional goals, multi-modal transportation needs for people and goods, and estimates of available funding. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, will reduce GHG emissions from passenger vehicles and light trucks to achieve the GHG reduction targets set by CARB. The SCS emphasizes the

implementation of transit-oriented development and infill approaches to land use and housing complemented by transportation and transit systems to efficiently move people and goods. A portion of T-18 relates to alternative fuel and infrastructure planning efforts for on-road vehicles. The SBCAPCD has collaborated with local coalitions, such as the Electric Drive 805 coalition, to secure grants for planning efforts and installation of electric vehicle charging stations and hydrogen fueling infrastructure in the Central Coast region.

The proposed project supports these efforts of TCM-14 by developing an infill project with a variety of land uses including office and medical space, restaurants and fast-food chains, a gas station, and multi-family residential. The project site is also located less than a mile from Route 4 and Route 8 bus stops for the Santa Maria Regional Transit (SMRT) providing access via public transit for future residents, employees, and patrons. Additionally, the project site is located adjacent to existing residential and commercial land uses that would also benefit from being in close proximity to the project site's land uses. The proposed project would also support TCM-18 by installation of electric vehicle supply equipment (EVSE) and electric vehicle charging stations. The multi-family residential site will provide 33 parking spaces, 12 spaces will have the electrical conduit and panels for future charging stations equipment and 21 will be fully operational electric vehicle charging stations. The commercial land uses will have 32 parking spaces, 28 spaces will have electrical conduits and panels for future charging stations equipment and 4 will be fully operational electric vehicle charging stations. The proposed project will also provide 20 anchored racks for bicycle parking. The proposed project would not conflict with transportation control measures.

Overall, the proposed project would not conflict with control measures in the 2022 Ozone Plan for meeting the state ozone standard. Therefore, the proposed project would be considered consistent with the 2022 Ozone Plan, and impacts would be less than significant.

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

5.1.2.1 Construction

The proposed project would generate emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ during construction activities. Criteria pollutants would be generated from various construction sources including off-road equipment; mobile sources including worker vehicles, vendor trucks, and haul trucks; fugitive dust emissions during site grading and earth movement activities; and ROG off-gassing emissions from paving and application of architectural coatings. Annual construction emissions for the proposed project are summarized in **Table 8.** As shown in **Table 8**, the total construction emissions for the proposed project would be below SBCAPCD significance thresholds. Because the proposed project would not exceed SBCAPCD's significance thresholds for ozone precursors, ROG and NO_X, the proposed project would not cause or contribute to a violation of any CAAQS or NAAQS. Overall, construction emissions would not result in a cumulatively considerable net increase of criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality standard, and impacts would be less than significant.

Table 8. Project Annual Construction Emissions Summary

	Annual Emissions (tons/year)					
Construction Year	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}[a]**	**$PM_{2.5}$[a]**
2025	0.038	0.42	0.36	0.001	0.11	0.062
2026	0.77	1.31	1.90	0.003	0.13	0.069
Maximum Annual Emissions	0.77	1.31	1.90	0.003	0.13	0.069
Total Emissions[b]	**0.81**	**1.73**	**2.27**	**0.004**	**0.24**	**0.13**
SBCAPCD Significance Threshold	25	25	N/A	25	25	25
Exceeds Threshold?	No	No	No	No	No	No

Notes:
N/A = No threshold established for this pollutant
[a] Value includes emissions from exhaust and fugitive dust.
[b] CalEEMod generates emissions for each calendar year based on the dates of construction phases. Because the proposed project's schedule occurs partially in two different years, the annual emissions for 2025 and 2026 are not representative of 12 months of emissions, therefore, the emissions for the entire construction duration (2025 plus 2026) were compared to the significance threshold.

SBCAPCD does not consider a proposed project to have a significant impact on air quality, either individually or cumulatively, if operation of the project meets the significance criteria listed in Section 4.1.1. Because the proposed project's construction emissions would not exceed the applicable SBCAPCD construction significance thresholds, the proposed project's emissions would not be cumulatively considerable, and impacts would be less than significant.

5.1.2.2 Operations

Operation of the proposed project will generate criteria pollutant emissions from area sources including landscaping equipment, consumer products, and architectural coatings; mobile sources, natural gas consumption, and fugitive evaporative ROG emissions from the gas station. The evaporative ROG emissions **Table 9** summarizes the proposed project's unmitigated daily operational emissions. As shown in **Table 9**, the proposed project's operational emissions would be below all SBCAPCD significance thresholds. Because the proposed project would not exceed SBCAPCD's significance thresholds for ozone precursors, ROG and NO_X, the proposed project would not cause or contribute to a violation of any CAAQS or NAAQS. Overall, operations emissions would not result in a cumulatively considerable net increase of criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality standard, and impacts would be less than significant.

Table 9. Unmitigated Project Operational Daily Emissions in SBCAPCD

	Daily Emissions (lb/day)[a]					
Source Category	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}[b]**	**$PM_{2.5}$[b]**
Area	3.1	<0.1	6.1	<0.1	<0.1	<0.1
Energy (Natural Gas)	<0.1	<1	<1	<0.1	<0.1	<0.1
Mobile	21.4	11.1	92.3	<1	11.5	3.0
Gas Station (Evaporative Emissions)	7.6	-	-	-	-	-
Project Emissions Total	32.2	12.1	99.0	<1	11.6	3.1
SBCAPCD Thresholds (All Sources)	240	240	N/A	N/A	80	N/A
Exceeds Threshold?	No	No	N/A	N/A	No	N/A
Project Mobile Emissions Total	**21.4**	**11.1**	**92.3**	**<1**	**11.5**	**3.0**
SBCAPCD Mobile Source Threshold	25	25	N/A			
Exceeds Threshold?	No	No				

Notes:
N/A = No threshold established for these pollutants
[a] Totals may vary due to rounding.
[b] Value includes emissions from exhaust and fugitive dust.

SBCAPCD does not consider a proposed project to have a significant impact on air quality, either individually or cumulatively, if operation of the project meets the significance criteria listed in Section 4.1.1. Because the proposed project's construction emissions would not exceed the applicable SBCAPCD construction significance thresholds, the proposed project's emissions would not be cumulatively considerable, and impacts would be less than significant.

5.1.3 Would the project expose sensitive receptors to substantial pollutant concentrations?

5.1.3.1 Localized Particulate Matter Concentrations

Fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be primarily associated with construction earthwork activities during site preparation and grading phases. The SBCAPCD would require the following standard dust measures to be implemented for projects with earthwork activities (SDCAPCD, 2022a):

- During construction, use water trucks, sprinkler systems, or dust suppressants in all areas of vehicle movement to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. When using water, this includes wetting down areas as needed but at least once in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

- Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.

- Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.

- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.

- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, or using roll-compaction, OR revegetating, OR by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.

- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (greater than 25 miles per hour) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.

- The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

With implementation of these standard dust measures, project construction would not result in localized particulate matter concentrations above NAAQS or CAAQS; therefore, impacts would be less than significant.

Project operations would not be a significant source of particulate matter and would not result in localized particulate matter concentrations above NAAQS or CAAQS; therefore, impacts would be less than significant.

5.1.3.2 Toxic Air Contaminants

The proposed project would generate toxic air contaminants (TACs) during construction and operations. For construction, the primary TAC would be diesel particulate matter (DPM) generated from off-road equipment and heavy-duty trucks. The proposed project's residential, commercial, and retail land uses would not generate significant amounts of truck traffic during operations. The commercial and retail portions of the project may require deliveries via heavy-duty diesel trucks, however, these would be infrequent. During operations, the gas station would be a source of fugitive evaporative ROG emissions, which consist of various TACs. Construction and operations TACs are discussed below.

Construction

Construction activities would be short-term and DPM emissions would cease upon construction completion. Construction equipment would be maintained in accordance with manufacturer recommendations to ensure the equipment is in proper working condition. Considering the proposed project's construction duration is approximately one year and the proposed fleet of construction equipment, the proposed project is not expected to result in health risks that would exceed the SBCAPCD's health risk thresholds. Therefore the proposed project's construction emissions would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Operations

During operations, the gas station would generate evaporative ROG emissions which contains TACs such as benzene, ethyl benzene, n-hexane, naphthalene, propylene, toluene, and xylene. A health risk assessment was performed for the proposed project to evaluate potential health risks to offsite residents and workers (NV5, 2023). **Table 10** below summarizes the results of the HRA. As shown in **Table 10**, estimated health risks from the gas station would be below SBCAPCD health risk significance thresholds for cancer risk and non-cancer risks. Overall, the proposed project's operational emissions would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Table 10. Project Operational Health Risk Summary

Scenario	Cancer Risk	Chronic Hazard Index	8 Hour Chronic Hazard Index	Acute Hazard Index
Residential	0.82	0.004	0.004	0.635
Worker	0.05	0.003	0.003	0.112
SBCACPD Significance Thresholds	10	1.0	1.0	1.0
Exceeds Threshold?	No	No	No	No
Notes: [a]Chronic and acute hazard indices are non-cancer risks.				

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

5.1.4.1 Construction

During construction of the proposed project, exhaust from equipment, activities associated with the application of architectural coatings and other interior and exterior finishes, and paving activities may produce discernible odors typical of most construction sites. Construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. Such odors would be, at worst, a temporary source of nuisance to adjacent uses, and would not affect a substantial number of people. The proposed project would be required to comply with SBCAPCD Rule 303—Nuisance, which prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons. The proposed project would also use architectural coatings compliant with SBCAPCD Rule 323.1. Overall, these odors would not affect a substantial number of people because construction would be temporary and intermittent, and construction-generated emissions dissipate

rapidly with increasing distance from the source. Therefore, odors associated with construction would not create a significant level of objectionable odors affecting a substantial number of people, and impacts would be less than significant.

5.1.4.2 Operations

According to the SBCAPCD, land uses that may cause significant odor impacts include fast food restaurants, bakeries, and coffee roasting facilities. The proposed project would include a restaurant and two fast food restaurants with drive-throughs, one of which would be a Starbucks. These land uses are spaced along the eastern boundary of the project site and separated from the onsite residential uses by the parking lot. These land uses could result in substantial odor complaints during project operations.

Operation of the restaurant land uses are required to comply with the requirements of SBCAPCD Rule 303—Nuisance, which prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance or annoyance to any considerable number of persons. Delivery trucks for restaurants are required to comply with the Diesel Truck ATCM which would limit delivery truck idling times to five minutes or less and reduce the potential for nuisance odors associated with diesel exhaust emissions in the vicinity of the project site. Furthermore, the project applicant shall prepare and submit an Odor Abatement Plan (OAP) as part of the permit application for the project. Additionally, the project site would include various trash receptacles, which would be covered and properly maintained to prevent adverse odors. Overall, the proposed project's operations would not create a significant level of objectionable odors affecting a substantial number of people, and impacts would be less than significant.

5.2 GREENHOUSE GAS EMISSIONS

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

5.2.1.1 Construction

Construction of the proposed project would result in temporary GHG emissions from off-road equipment and mobile sources, including worker vehicles, vendor trucks, and haul trucks. As discussed in Section 3.1, construction GHG emissions would be amortized over a project lifetime of 25 years and added to the annual operational GHG emissions. Because construction emission sources would cease once construction is complete, construction emissions are considered short-term. Proposed project construction emissions are summarized in **Table 11**.

Table 11. Project Construction Greenhouse Gas Emissions

Construction Year	GHG Emissions ($MTCO_2e$)[a]
2025	98
2026	353
Total Emissions	**451**
Amortized Construction Emissions (25 Years)	18
Notes: [a] Totals may vary due to rounding.	

5.2.1.2 Operations

Operations of the proposed project would generate long-term GHG emissions from direct and indirect sources. Direct sources consist of areas sources such as landscaping equipment, mobile sources, natural gas consumption, and refrigerants from air conditioning usage and refrigeration usage. Indirect sources include electricity generation at offsite power plants associated with building electricity consumption and electricity consumption related to water and wastewater conveyance, and waste decomposition at landfills from solid waste generation. **Table 12** summarizes the proposed project's unmitigated annual operational GHG emissions.

The proposed project would also incorporate sustainability features such as installation of electric vehicle supply equipment (EVSE) and electric vehicle charging stations. The multi-family residential site will provide 33 parking spaces, 12 spaces will have the electrical conduit and panels for future charging stations equipment and 21 will be fully operational electric vehicle charging stations. The commercial land uses will have 32 parking spaces, 28 spaces will have electrical conduits and panels for future charging stations equipment and 4 will be fully operational electric vehicle charging stations. The project's landscaping will include plant materials that are compatible with the climate conditions of the project site and all irrigation systems will be designed for maximum water efficiency, including low-gallon heads for sprinklers, drip-irrigation, and bubbler systems.

Table 12. Unmitigated Project Annual GHG Operational Emissions

Source Category	GHG Emissions ($MTCO_2e$)[a]
Area	1
Electricity	6
Natural Gas	192
Mobile	2,260
Water	5
Waste	67
Refrigerants	151
Construction (amortized)	18
Project Total	**2,700**

Notes:

[a] Totals may vary due to rounding.

As discussed in Section 4.2, in the absence of quantitative GHG thresholds and/or a qualified GHG reduction plan for use by a project to tier or streamline its environmental analysis, CEQA provides that a lead agency can rely on regulatory compliance to show a less-than-significant GHG impact if the project complies with or exceeds those programs adopted by CARB or other state agencies. For the proposed project, the most applicable and adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan and SBCAG 2050 RTP/SCS. Although the proposed project would generate GHG emissions from construction and operations, it would incorporate design features that would support efforts to reduce energy and transportation fuel consumption and associated GHG emissions, which are goals of the 2022 Scoping Plan and SBCAG 2050 RTP/SCS. For these reasons and the analysis provided in Section 5.2.2, the proposed project's GHG emissions would not result in a significant impact on the environment, and impacts would be less than significant.

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

5.2.2.1 Consistency with State and Local Plans

State Plans

AB 32, SB 32, and AB 1279 outline the state's GHG emissions reduction targets for 2020, 2030, and 2045, respectively. In 2008 and 2014, CARB adopted the 2008 Scoping Plan and the First Update to the Climate Change Scoping Plan, respectively, as a framework for achieving the emissions reduction targets in AB 32 (CARB, 2008, 2014). These plans outline a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions. CARB adopted California's 2017 Climate Change Scoping Plan (CARB, 2017) in November 2017 as a framework to achieve the 2030 GHG reduction goal described in SB 32, which is to reduce statewide GHG emissions to 1990 levels by 2020 and to 40 percent below 1990 levels by 2030. Most recently, the 2022 Scoping Plan was adopted in September 2022 and outlines how the state will achieve carbon neutrality and reduce statewide GHG emissions 85 percent below 1990 levels by 2045.

The 2022 Scoping Plan focuses on key sectors which will need to transition to alternative clean technology and fuels to support decarbonization. The relevant sector for the proposed project is Transportation Sustainability. The Transportation Sustainability section focuses on transitioning to zero-emission vehicles (ZEVs) and reducing vehicle miles traveled (VMT) by promoting electric and hydrogen fuel cell vehicles, improving public transit, and encouraging active transportation. It also emphasizes developing infrastructure for renewable fuels and hydrogen, and implementing urban planning and incentives to reduce VMT.

The proposed project would support transition goals of this key sector by installing EVSE and electric vehicle charging stations. The multi-family residential site will provide 33 parking spaces, 12 spaces will have the electrical conduit and panels for future charging stations equipment and 21 will be fully operational electric vehicle charging stations. The commercial land uses will have 32 parking spaces, 28 spaces will have electrical conduits and panels for future charging stations equipment and 4 will be fully operational electric vehicle charging stations. The proposed project will also provide 20 anchored racks for bicycle parking.

The proposed project is an infill mixed-use development located adjacent to existing residential and commercial land uses. The proposed project would include office and medical space, restaurants and fast-food chains, a gas station, and a multi-family residential. Future onsite residents and existing residences and businesses will benefit from the proposed project's land uses being in close proximity and would be easily accessible by walking or biking. The project site is also located less than a mile from Route 4 and Route 8 bus stops for the Santa Maria Regional Transit (SMRT), providing access via public transit for future residents, employees, and patrons. Overall, the proposed project would support the 2022 Scoping Plan strategies for reducing GHG emissions from the transportation sector and would not conflict with the 2022 Scoping Plan's goals for reducing GHG emissions.

Local Plans

While the City has not adopted a qualified greenhouse gas reduction plan pursuant to CEQA Guidelines Section 15183.5(b)(1), the SBCAG's 2050 RTP/SCS was designed to help the county achieve its GHG emissions reduction target. The 2050 RTP/SCS, particularly the SCS, involves land use assumptions that identify general locations, residential densities, and building intensities in the region. Although local jurisdictions retain land use authority under SB 375, Connected 2050 must make land use assumptions and allocate future growth accordingly. These assumptions were developed with local planning staff, and aimed to 1) intensify residential and commercial uses near transit and multi-modal options to reduce VMT and 2) address the jobs/housing imbalance by providing more housing in the jobs-rich South Coast and more jobs in North County, which includes the City of Santa Maria. The City of Santa Maria is the largest city in Santa Barbara County, and is forecasted to have the highest population increase over the 2017-2050 period, and is expected to have an increase of 10,900 jobs over this period as well. The proposed project would create job opportunities in North County through its commercial and retail land uses, thus would be consistent with the 2050 RTP/SCS.

The 2050 RTP/SCS developed goals to implement the Connected 2050 plan. The proposed project's consistency with relevant goals, objectives, and policies of the 2050 RTP/SCS is discussed in **Table 13**. As shown in **Table 13**, the proposed project would be consistent with goals and policies to support implementation of the 2050 RTP/SCS.

Table 13. Consistency of Proposed Project with SBCAG 2050 RTP/SCS

Connected 2050 RTP/SCS Goals and Policies	Project Consistency
Goal Area 1: Environment	
Policy 1.1 Land Use	
Policy 1.1.2: Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances and parking pricing policies.	The proposed project is an infill mixed-use development located adjacent to existing residential and commercial land uses. The proposed project would include office and medical space, restaurants and fast-food chains, a gas station, and a multi-family residential which would provide job opportunities in the City. Future onsite residents and existing residences and businesses will benefit from the proposed project's land uses being in close proximity and would be easily accessible by walking or biking. The project site is also located less than a mile from Route 4 and Route 8 bus stops for the Santa Maria Regional Transit (SMRT), providing access via public transit for future residents, employees, and patrons.
Policy 1.1.5: Identify, minimize and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through on-site and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes.	The proposed project is an infill mixed-use development located adjacent to existing residential and commercial land uses. The proposed project would include office and medical space, restaurants and fast-food chains, a gas station, and a multi-family residential.. Future onsite residents and existing residences and businesses will benefit from the proposed project's land uses being in close proximity and would be easily accessible by walking or biking. The project site is also located less than a mile from Route 4 and Route 8 bus stops for the Santa Maria Regional Transit (SMRT), providing access via public transit for future residents, employees, and patrons.
Policy 1.2 Air Quality	
Policy 1.2.1: Lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with the air quality goals of the region, including targets for greenhouse gas emissions from passenger vehicles in 2020 and 2035 as required by Senate Bill 375 (SB 375).	The proposed project would be consistent with this policy as it would install EVSE and electric vehicle charging stations. The multi-family residential site will provide 33 parking spaces, 12 spaces will have the electrical conduit and panels for future charging stations equipment and 21 will be fully operational electric vehicle charging stations. The commercial land uses will have 32 parking spaces, 28 spaces will have electrical conduits and panels for future charging stations equipment and 4 will be fully

Connected 2050 RTP/SCS Goals and Policies	Project Consistency
	operational electric vehicle charging stations. The proposed project will also provide 20 anchored racks for bicycle parking. Additionally, the proposed project is an infill mixed-use development located adjacent to existing residential and commercial land uses. The proposed project would include office and medical space, restaurants and fast-food chains, a gas station, and a multi-family residential. Future onsite residents and existing residences and businesses will benefit from the proposed project's land uses being in close proximity and would be easily accessible by walking or biking. The project site is also located less than a mile from Route 4 and Route 8 bus stops for the Santa Maria Regional Transit (SMRT), providing access via public transit for future residents, employees, and patrons.
Policy 1.3 Alternative Fuels and Energy	
Policy 1.3.1: Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies to reduce vehicular emission production and energy consumption.	The proposed project would be consistent with this policy as it would install EVSE and electric vehicle charging stations. The multi-family residential site will provide 33 parking spaces, 12 spaces will have the electrical conduit and panels for future charging stations equipment and 21 will be fully operational electric vehicle charging stations. The commercial land uses will have 32 parking spaces, 28 spaces will have electrical conduits and panels for future charging stations equipment and 4 will be fully operational electric vehicle charging stations.
Policy 1.3.2: Promote renewable energy and energy conservation, consistent with applicable federal, State, and local energy programs, goals, and objectives.	The project's landscaping will include plant materials that are compatible with the climate conditions of the project site and all irrigation systems will be designed for maximum water efficiency, including low-gallon heads for sprinklers, drip-irrigation, and bubbler systems. These features will conserve water and the energy required to convey water to the project site.
Goal Area 2: Mobility and System Reliability	
Policy 2.3 Alternative Transportation Modes	
Policy 2.3.1: Encourage alternatives to single-occupancy vehicle trips and the use alternative transportation modes to reduce vehicle miles	The proposed project would be consistent with this policy as it would install EVSE and electric vehicle charging stations. The multi-family residential site will provide 33 parking spaces,

Connected 2050 RTP/SCS Goals and Policies	Project Consistency
traveled and increase bike, walk and transit mode share.	12 spaces will have the electrical conduit and panels for future charging stations equipment and 21 will be fully operational electric vehicle charging stations. The commercial land uses will have 32 parking spaces, 28 spaces will have electrical conduits and panels for future charging stations equipment and 4 will be fully operational electric vehicle charging stations. Additionally, the proposed project is an infill mixed-use development located adjacent to existing residential and commercial land uses. The proposed project would include office and medical space, restaurants and fast-food chains, a gas station, and a multi-family residential. Future onsite residents and existing residences and businesses will benefit from the proposed project's land uses being in close proximity and would be easily accessible by walking or biking. The project site is also located less than a mile from Route 4 and Route 8 bus stops for the Santa Maria Regional Transit (SMRT), providing access via public transit for future residents, employees, and patrons.

Overall, the proposed project would not conflict with the 2022 Scoping Plan or SBCAG 2050 RTP/SCS policies for reducing GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts would be less than significant.

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Appendix A - 1: Unmitigated Project Construction Emissions Summary

Project Annual Construction Emissions-UNMITIGATED

Annual Emissions (tons/year)[a]							Annual Emissions (MT/year)[a]					
Construction Year	ROG	NO_X	CO	SO_X	PM_{10} Total	$PM_{2.5}$ Total	Construction Year	CO_2	CH_4	N_2O	R	CO_2e
2025	0.038	0.42	0.36	0.001	0.11	0.062	2025	96.14	0.00	0.01	0.04	98.42
2026	0.77	1.31	1.90	0.003	0.13	0.069	2026	349.13	0.02	0.01	0.12	352.67
Max	0.77	1.31	1.90	0.003	0.13	0.069	Total	**445.27**	**0.02**	**0.02**		**451.10**
Total	0.81	1.73	2.27	0.004	0.24	0.13		25 -Year Amortization				**18.04**
SBCAPCD Thresholds[b]	25	25	N/A	25	25	25						
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**						

Notes:

SBCAPCD = Santa Barbara County Air Pollution Control District; R = Refrigerants from Vehicle Air Conditioning

a. Values from CalEEMod Output File. Values are from the mitigated construction values because the dust control measure for watering 2 times per day was applied. This is not necessarily a mitigation measure because SBCAPCD requires standard dust control measures for all projects involving earthmoving activities.

b. SBCAPCD Scope and Content of Air Quality Sections in Environmental Documents, January 2022

Appendix A - 2: Unmitigated Project Operations Emissions Summary

Operations Year	2026

Project Operational Emissions-Unmitigated

	Daily Emissions (lbs/day)									
Source Category	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10} Exhaust**	**PM_{10} Fugitive**	**PM_{10} Total**	**$PM_{2.5}$ Exhaust**	**$PM_{2.5}$ Fugitive**	**$PM_{2.5}$ Total**
Area	3.13	0.06	6.14	0.00	0.00	-	0.00	0.00	-	0.00
Energy (Natural Gas)	0.05	0.93	0.54	0.01	0.07	-	0.07	0.07	-	0.07
Mobile	21.42	11.07	92.33	0.13	0.12	11.36	11.48	0.11	2.88	2.99
Gas Station (Evaporative Emissions)	7.60	-	-	-	-	-	-	-	-	-
Project Emissions Total	**32.20**	**12.06**	**99.01**	**0.14**	**0.19**	**11.36**	**11.55**	**0.19**	**2.88**	**3.07**
SBCAPCD Thresholds (All Sources)[a]	240	240	N/A	N/A	N/A	N/A	80	N/A	N/A	N/A
Exceeds Threshold?	**No**	**No**	**N/A**	**N/A**	**N/A**	**N/A**	**No**	**N/A**	**N/A**	**N/A**
Mobile Emissions Total	**21.42**	**11.07**	**92.33**	**0.13**	**0.12**	**11.36**	**11.48**	**0.11**	**2.88**	**2.99**
SBCAPCD Mobile Source Threshold	25	25	—							
Exceeds Threshold?	**No**	**No**								

Project Annual GHG Emissions

	Annual Emissions (MT/year)				
Project Vehicle Category	**CO_2**	**CH_4**	**N_2O**	**R**	**CO_2e**
Area	1.449	0.000	0.000		1.454
Electricity	6.203	-	-		6.203
Natural Gas	191.111	0.017	0.000		191.641
Mobile	2,204.558	0.235	0.155	3.603	2,260.258
Water	2.767	0.009	0.006		4.635
Waste	19.101	1.909	-		66.826
Refrigerants				151.421	151.421
Construction (amortized)					18.044
Project Total	**2,425.188**	**2.169**	**0.161**	**155.024**	**2,700.483**

Notes:

SBCAPCD = Santa Barbara County Air Pollution Control District

a) SBCAPCD Scope and Content of Air Quality Sections in Environmental Documents, January 2022

Appendix A - 3: Construction and Operations CalEEMod Output File

Westgate Village Project - Construction and Operations Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Westgate Village Project - Construction and Operations
Construction Start Date	12/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.90
Precipitation (days)	10.0
Location	34.93360723123844, -120.45491271489661
County	Santa Barbara
City	Santa Maria
Air District	Santa Barbara County APCD
Air Basin	South Central Coast
TAZ	3387
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Fast Food Restaurant with Drive Thru	2.10	1000sqft	0.05	2,100	7,427	—	—	Pad E-Starbucks
Convenience Market with Gas Pumps	6.00	Pump	0.07	3,299	7,196	—	—	Pad F-Gas Station
Automobile Care Center	1.05	1000sqft	0.02	1,050	0.00	—	—	Pad F-Car Wash
General Office Building	5.00	1000sqft	0.11	5,000	4,694	—	—	Pad B
Medical Office Building	4.00	1000sqft	0.09	4,000	4,656	—	—	Pad D
Fast Food Restaurant with Drive Thru	2.50	1000sqft	0.06	2,500	4,268	—	—	Pad C
High Turnover (Sit Down Restaurant)	3.25	1000sqft	0.07	3,250	7,196	—	263	Pad A
Apartments Mid Rise	92.0	Dwelling Unit	0.86	80,162	36,042	—	263	—
Parking Lot	191	1000sqft	4.37	0.00	0.00	—	—	—
Other Non-Asphalt Surfaces	58.7	1000sqft	1.35	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-A	Water Exposed Surfaces

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.63	1.39	10.4	15.7	0.02	0.38	0.52	0.90	0.35	0.12	0.48	—	3,084	3,084	0.14	0.07	2.46	3,112
Mit.	1.63	1.39	10.4	15.7	0.02	0.38	0.52	0.90	0.35	0.12	0.48	—	3,084	3,084	0.14	0.07	2.46	3,112
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	108	108	37.7	32.9	0.10	1.44	20.8	22.3	1.31	10.4	11.7	—	9,573	9,573	0.47	0.71	0.22	9,797
Mit.	108	108	37.7	32.9	0.10	1.44	8.81	10.3	1.31	4.25	5.56	—	9,573	9,573	0.47	0.71	0.22	9,797
% Reduced	—	—	—	—	—	—	58%	54%	—	59%	53%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.38	4.21	7.19	10.4	0.02	0.26	1.26	1.35	0.24	0.63	0.71	—	2,109	2,109	0.09	0.06	0.74	2,130
Mit.	4.38	4.21	7.19	10.4	0.02	0.26	0.53	0.71	0.24	0.26	0.38	—	2,109	2,109	0.09	0.06	0.74	2,130
% Reduced	—	—	—	—	—	—	58%	47%	—	59%	47%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.80	0.77	1.31	1.90	< 0.005	0.05	0.23	0.25	0.04	0.12	0.13	—	349	349	0.02	0.01	0.12	353
Mit.	0.80	0.77	1.31	1.90	< 0.005	0.05	0.10	0.13	0.04	0.05	0.07	—	349	349	0.02	0.01	0.12	353
% Reduced	—	—	—	—	—	—	58%	47%	—	59%	47%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.63	1.39	10.4	15.7	0.02	0.38	0.52	0.90	0.35	0.12	0.48	—	3,084	3,084	0.14	0.07	2.46	3,112
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.35	3.47	37.7	32.9	0.10	1.44	20.8	22.3	1.31	10.4	11.7	—	9,573	9,573	0.47	0.71	0.22	9,797
2026	108	108	35.0	31.3	0.08	1.32	20.8	22.1	1.19	10.4	11.6	—	9,495	9,495	0.44	0.69	0.21	9,710
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.26	0.21	2.29	1.99	0.01	0.09	1.26	1.35	0.08	0.63	0.71	—	581	581	0.03	0.04	0.22	594
2026	4.38	4.21	7.19	10.4	0.02	0.26	0.62	0.88	0.24	0.22	0.46	—	2,109	2,109	0.09	0.06	0.74	2,130
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.05	0.04	0.42	0.36	< 0.005	0.02	0.23	0.25	0.01	0.12	0.13	—	96.1	96.1	< 0.005	0.01	0.04	98.4
2026	0.80	0.77	1.31	1.90	< 0.005	0.05	0.11	0.16	0.04	0.04	0.08	—	349	349	0.02	0.01	0.12	353

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.63	1.39	10.4	15.7	0.02	0.38	0.52	0.90	0.35	0.12	0.48	—	3,084	3,084	0.14	0.07	2.46	3,112
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.35	3.47	37.7	32.9	0.10	1.44	8.81	10.3	1.31	4.25	5.56	—	9,573	9,573	0.47	0.71	0.22	9,797
2026	108	108	35.0	31.3	0.08	1.32	8.81	10.1	1.19	4.25	5.45	—	9,495	9,495	0.44	0.69	0.21	9,710
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.26	0.21	2.29	1.99	0.01	0.09	0.53	0.62	0.08	0.26	0.34	—	581	581	0.03	0.04	0.22	594

2026	4.38	4.21	7.19	10.4	0.02	0.26	0.45	0.71	0.24	0.14	0.38	—	2,109	2,109	0.09	0.06	0.74	2,130
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.05	0.04	0.42	0.36	< 0.005	0.02	0.10	0.11	0.01	0.05	0.06	—	96.1	96.1	< 0.005	0.01	0.04	98.4
2026	0.80	0.77	1.31	1.90	< 0.005	0.05	0.08	0.13	0.04	0.02	0.07	—	349	349	0.02	0.01	0.12	353

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	25.6	24.5	11.0	89.0	0.14	0.19	11.4	11.6	0.19	2.88	3.07	131	14,702	14,833	13.0	0.93	965	16,400
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	25.1	24.0	12.0	92.9	0.14	0.19	11.4	11.5	0.18	2.88	3.06	131	14,506	14,637	13.2	0.99	916	16,177
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	25.2	24.1	11.8	91.4	0.14	0.19	11.3	11.5	0.18	2.86	3.05	131	14,518	14,648	13.1	0.97	936	16,202
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.59	4.39	2.15	16.7	0.02	0.04	2.06	2.09	0.03	0.52	0.56	21.6	2,404	2,425	2.17	0.16	155	2,682

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	22.3	21.3	10.1	82.3	0.13	0.12	11.4	11.5	0.11	2.88	2.99	—	13,491	13,491	1.31	0.89	50.4	13,841

Area	3.17	3.13	0.06	6.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	17.7	17.7	< 0.005	< 0.005	—	17.8
Energy	0.11	0.05	0.93	0.54	0.01	0.07	—	0.07	0.07	—	0.07	—	1,192	1,192	0.10	< 0.005	—	1,195
Water	—	—	—	—	—	—	—	—	—	—	—	15.3	1.40	16.7	0.05	0.03	—	28.0
Waste	—	—	—	—	—	—	—	—	—	—	—	115	0.00	115	11.5	0.00	—	404
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	915	915
Total	25.6	24.5	11.0	89.0	0.14	0.19	11.4	11.6	0.19	2.88	3.07	131	14,702	14,833	13.0	0.93	965	16,400
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	22.5	21.4	11.1	92.3	0.13	0.12	11.4	11.5	0.11	2.88	2.99	—	13,313	13,313	1.48	0.96	1.31	13,636
Area	2.51	2.51	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
Energy	0.11	0.05	0.93	0.54	0.01	0.07	—	0.07	0.07	—	0.07	—	1,192	1,192	0.10	< 0.005	—	1,195
Water	—	—	—	—	—	—	—	—	—	—	—	15.3	1.40	16.7	0.05	0.03	—	28.0
Waste	—	—	—	—	—	—	—	—	—	—	—	115	0.00	115	11.5	0.00	—	404
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	915	915
Total	25.1	24.0	12.0	92.9	0.14	0.19	11.4	11.5	0.18	2.88	3.06	131	14,506	14,637	13.2	0.99	916	16,177
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	22.2	21.2	10.8	87.8	0.13	0.12	11.3	11.4	0.11	2.86	2.97	—	13,316	13,316	1.42	0.94	21.8	13,652
Area	2.84	2.82	0.03	3.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	8.75	8.75	< 0.005	< 0.005	—	8.78
Energy	0.11	0.05	0.93	0.54	0.01	0.07	—	0.07	0.07	—	0.07	—	1,192	1,192	0.10	< 0.005	—	1,195
Water	—	—	—	—	—	—	—	—	—	—	—	15.3	1.40	16.7	0.05	0.03	—	28.0
Waste	—	—	—	—	—	—	—	—	—	—	—	115	0.00	115	11.5	0.00	—	404
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	915	915
Total	25.2	24.1	11.8	91.4	0.14	0.19	11.3	11.5	0.18	2.86	3.05	131	14,518	14,648	13.1	0.97	936	16,202
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.05	3.87	1.98	16.0	0.02	0.02	2.06	2.08	0.02	0.52	0.54	—	2,205	2,205	0.23	0.16	3.60	2,260
Area	0.52	0.51	0.01	0.55	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.45	1.45	< 0.005	< 0.005	—	1.45
Energy	0.02	0.01	0.17	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	197	197	0.02	< 0.005	—	198

Water	—	—	—	—	—	—	—	—	—	—	—	2.54	0.23	2.77	0.01	0.01	—	4.64
Waste	—	—	—	—	—	—	—	—	—	—	—	19.1	0.00	19.1	1.91	0.00	—	66.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	151	151
Total	4.59	4.39	2.15	16.7	0.02	0.04	2.06	2.09	0.03	0.52	0.56	21.6	2,404	2,425	2.17	0.16	155	2,682

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	22.3	21.3	10.1	82.3	0.13	0.12	11.4	11.5	0.11	2.88	2.99	—	13,491	13,491	1.31	0.89	50.4	13,841
Area	3.17	3.13	0.06	6.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	17.7	17.7	< 0.005	< 0.005	—	17.8
Energy	0.11	0.05	0.93	0.54	0.01	0.07	—	0.07	0.07	—	0.07	—	1,192	1,192	0.10	< 0.005	—	1,195
Water	—	—	—	—	—	—	—	—	—	—	—	15.3	1.40	16.7	0.05	0.03	—	28.0
Waste	—	—	—	—	—	—	—	—	—	—	—	115	0.00	115	11.5	0.00	—	404
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	915	915
Total	25.6	24.5	11.0	89.0	0.14	0.19	11.4	11.6	0.19	2.88	3.07	131	14,702	14,833	13.0	0.93	965	16,400
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	22.5	21.4	11.1	92.3	0.13	0.12	11.4	11.5	0.11	2.88	2.99	—	13,313	13,313	1.48	0.96	1.31	13,636
Area	2.51	2.51	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
Energy	0.11	0.05	0.93	0.54	0.01	0.07	—	0.07	0.07	—	0.07	—	1,192	1,192	0.10	< 0.005	—	1,195
Water	—	—	—	—	—	—	—	—	—	—	—	15.3	1.40	16.7	0.05	0.03	—	28.0
Waste	—	—	—	—	—	—	—	—	—	—	—	115	0.00	115	11.5	0.00	—	404
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	915	915
Total	25.1	24.0	12.0	92.9	0.14	0.19	11.4	11.5	0.18	2.88	3.06	131	14,506	14,637	13.2	0.99	916	16,177
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	22.2	21.2	10.8	87.8	0.13	0.12	11.3	11.4	0.11	2.86	2.97	—	13,316	13,316	1.42	0.94	21.8	13,652
Area	2.84	2.82	0.03	3.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	8.75	8.75	< 0.005	< 0.005	—	8.78
Energy	0.11	0.05	0.93	0.54	0.01	0.07	—	0.07	0.07	—	0.07	—	1,192	1,192	0.10	< 0.005	—	1,195
Water	—	—	—	—	—	—	—	—	—	—	—	15.3	1.40	16.7	0.05	0.03	—	28.0
Waste	—	—	—	—	—	—	—	—	—	—	—	115	0.00	115	11.5	0.00	—	404
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	915	915
Total	25.2	24.1	11.8	91.4	0.14	0.19	11.3	11.5	0.18	2.86	3.05	131	14,518	14,648	13.1	0.97	936	16,202
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.05	3.87	1.98	16.0	0.02	0.02	2.06	2.08	0.02	0.52	0.54	—	2,205	2,205	0.23	0.16	3.60	2,260
Area	0.52	0.51	0.01	0.55	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.45	1.45	< 0.005	< 0.005	—	1.45
Energy	0.02	0.01	0.17	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	197	197	0.02	< 0.005	—	198
Water	—	—	—	—	—	—	—	—	—	—	—	2.54	0.23	2.77	0.01	0.01	—	4.64
Waste	—	—	—	—	—	—	—	—	—	—	—	19.1	0.00	19.1	1.91	0.00	—	66.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	151	151
Total	4.59	4.39	2.15	16.7	0.02	0.04	2.06	2.09	0.03	0.52	0.56	21.6	2,404	2,425	2.17	0.16	155	2,682

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.20	1.92	1.83	< 0.005	0.08	—	0.08	0.08	—	0.08	—	321	321	0.01	< 0.005	—	322
Dust From Material Movement	—	—	—	—	—	—	1.19	1.19	—	0.61	0.61	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.35	0.33	< 0.005	0.02	—	0.02	0.01	—	0.01	—	53.2	53.2	< 0.005	< 0.005	—	53.4
Dust From Material Movement	—	—	—	—	—	—	0.22	0.22	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	108	108	0.01	< 0.005	0.01	110
Vendor	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	0.00
Hauling	0.33	0.08	5.97	2.03	0.05	0.07	1.02	1.10	0.05	0.29	0.34	—	4,170	4,170	0.24	0.66	0.21	4,373
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.55	6.55	< 0.005	< 0.005	0.01	6.66
Vendor	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	0.00
Hauling	0.02	0.01	0.37	0.12	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	—	253	253	0.01	0.04	0.21	265
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.08	1.08	< 0.005	< 0.005	< 0.005	1.10
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	41.9	41.9	< 0.005	0.01	0.03	44.0

3.2. Site Preparation (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314

Dust From Material Movement	—	—	—	—	—	—	7.68	7.68	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.20	1.92	1.83	< 0.005	0.08	—	0.08	0.08	—	0.08	—	321	321	0.01	< 0.005	—	322
Dust From Material Movement	—	—	—	—	—	—	0.47	0.47	—	0.24	0.24	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.35	0.33	< 0.005	0.02	—	0.02	0.01	—	0.01	—	53.2	53.2	< 0.005	< 0.005	—	53.4
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.67	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	108	108	0.01	< 0.005	0.01	110

Vendor	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	0.00
Hauling	0.33	0.08	5.97	2.03	0.05	0.07	1.02	1.10	0.05	0.29	0.34	—	4,170	4,170	0.24	0.66	0.21	4,373
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.55	6.55	< 0.005	< 0.005	0.01	6.66
Vendor	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	0.00
Hauling	0.02	0.01	0.37	0.12	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	—	253	253	0.01	0.04	0.21	265
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.08	1.08	< 0.005	< 0.005	< 0.005	1.10
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	41.9	41.9	< 0.005	0.01	0.03	44.0

3.3. Site Preparation (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.23	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41.5	41.5	< 0.005	< 0.005	—	41.6
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.87	6.87	< 0.005	< 0.005	—	6.89
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.62	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	106	106	< 0.005	< 0.005	0.01	107
Vendor	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	0.00
Hauling	0.30	0.08	5.73	1.91	0.03	0.07	1.02	1.10	0.05	0.29	0.34	—	4,091	4,091	0.22	0.64	0.20	4,287
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.83	0.83	< 0.005	< 0.005	< 0.005	0.84

Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.05	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	32.0	32.0	< 0.005	< 0.005	0.03	33.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.14	0.14	< 0.005	< 0.005	< 0.005	0.14
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.30	5.30	< 0.005	< 0.005	< 0.005	5.56

3.4. Site Preparation (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	7.68	7.68	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.23	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41.5	41.5	< 0.005	< 0.005	—	41.6

Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.87	6.87	< 0.005	< 0.005	—	6.89
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.62	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	106	106	< 0.005	< 0.005	0.01	107
Vendor	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	0.00
Hauling	0.30	0.08	5.73	1.91	0.03	0.07	1.02	1.10	0.05	0.29	0.34	—	4,091	4,091	0.22	0.64	0.20	4,287
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.83	0.83	< 0.005	< 0.005	< 0.005	0.84
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.05	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	32.0	32.0	< 0.005	< 0.005	0.03	33.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.14	0.14	< 0.005	< 0.005	< 0.005	0.14

Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.30	5.30	< 0.005	< 0.005	< 0.005	5.56

3.5. Grading (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	7.11	7.11	—	3.43	3.43	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.25	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01	—	48.7	48.7	< 0.005	< 0.005	—	48.8
Dust From Material Movement	—	—	—	—	—	—	0.12	0.12	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.08
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.53	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	90.5	90.5	< 0.005	< 0.005	0.01	91.9
Vendor	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	0.00
Hauling	0.30	0.08	5.74	1.91	0.03	0.07	1.03	1.10	0.05	0.29	0.34	—	4,096	4,096	0.22	0.64	0.20	4,292
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.49	1.49	< 0.005	< 0.005	< 0.005	1.52
Vendor	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	0.00
Hauling	0.01	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	67.3	67.3	< 0.005	0.01	0.05	70.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.25	0.25	< 0.005	< 0.005	< 0.005	0.25
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.1	11.1	< 0.005	< 0.005	0.01	11.7

3.6. Grading (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	2.77	2.77	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.25	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01	—	48.7	48.7	< 0.005	< 0.005	—	48.8
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.08

Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.53	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	90.5	90.5	< 0.005	< 0.005	0.01	91.9
Vendor	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	0.00
Hauling	0.30	0.08	5.74	1.91	0.03	0.07	1.03	1.10	0.05	0.29	0.34	—	4,096	4,096	0.22	0.64	0.20	4,292
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.49	1.49	< 0.005	< 0.005	< 0.005	1.52
Vendor	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	0.00
Hauling	0.01	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	67.3	67.3	< 0.005	0.01	0.05	70.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.25	0.25	< 0.005	< 0.005	< 0.005	0.25
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.1	11.1	< 0.005	< 0.005	0.01	11.7

3.7. Building Construction (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.65	5.97	7.85	0.01	0.23	—	0.23	0.21	—	0.21	—	1,451	1,451	0.06	0.01	—	1,456
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.09	1.43	< 0.005	0.04	—	0.04	0.04	—	0.04	—	240	240	0.01	< 0.005	—	241
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.33	0.31	0.22	2.53	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	455	455	0.03	0.02	1.90	464
Vendor	0.02	0.01	0.36	0.16	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	232	232	0.01	0.03	0.56	243
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.31	0.24	2.61	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	445	445	0.02	0.02	0.05	452
Vendor	0.02	0.01	0.37	0.17	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	232	232	0.01	0.03	0.01	242
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.14	1.53	0.00	0.00	0.28	0.28	0.00	0.06	0.06	—	270	270	0.02	0.01	0.50	275
Vendor	0.01	0.01	0.22	0.10	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	141	141	0.01	0.02	0.15	147
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.28	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	44.7	44.7	< 0.005	< 0.005	0.08	45.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	23.3	23.3	< 0.005	< 0.005	0.02	24.3
Hauling	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	0.00

3.8. Building Construction (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405

Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.65	5.97	7.85	0.01	0.23	—	0.23	0.21	—	0.21	—	1,451	1,451	0.06	0.01	—	1,456
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.09	1.43	< 0.005	0.04	—	0.04	0.04	—	0.04	—	240	240	0.01	< 0.005	—	241
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.31	0.22	2.53	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	455	455	0.03	0.02	1.90	464
Vendor	0.02	0.01	0.36	0.16	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	232	232	0.01	0.03	0.56	243
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.33	0.31	0.24	2.61	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	445	445	0.02	0.02	0.05	452
Vendor	0.02	0.01	0.37	0.17	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	232	232	0.01	0.03	0.01	242
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.14	1.53	0.00	0.00	0.28	0.28	0.00	0.06	0.06	—	270	270	0.02	0.01	0.50	275
Vendor	0.01	0.01	0.22	0.10	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	141	141	0.01	0.02	0.15	147
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.28	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	44.7	44.7	< 0.005	< 0.005	0.08	45.5
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	23.3	23.3	< 0.005	< 0.005	0.02	24.3
Hauling	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	0.00

3.9. Paving (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	1.04	1.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.03	0.02	0.21	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.5	45.5	< 0.005	< 0.005	—	45.7
Paving	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	< 0.005	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.54	7.54	< 0.005	< 0.005	—	7.56
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.53	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	90.5	90.5	< 0.005	< 0.005	0.01	91.9
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.73	2.73	< 0.005	< 0.005	0.01	2.78
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	< 0.005	0.46
Vendor	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	0.00
Hauling	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	0.00

3.10. Paving (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	1.04	1.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.5	45.5	< 0.005	< 0.005	—	45.7
Paving	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.54	7.54	< 0.005	< 0.005	—	7.56
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.53	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	90.5	90.5	< 0.005	< 0.005	0.01	91.9
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.73	2.73	< 0.005	< 0.005	0.01	2.78
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	< 0.005	0.46
Vendor	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	0.00
Hauling	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	0.00

3.11. Architectural Coating (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	108	108	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.02	4.02	< 0.005	< 0.005	—	4.04
Architectural Coatings	3.25	3.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.67	0.67	< 0.005	< 0.005	—	0.67
Architectural Coatings	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.52	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	89.1	89.1	< 0.005	< 0.005	0.01	90.4
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.69	2.69	< 0.005	< 0.005	< 0.005	2.73
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.44	0.44	< 0.005	< 0.005	< 0.005	0.45
Vendor	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	0.00
Hauling	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	0.00

3.12. Architectural Coating (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134

Architectural Coating	108	108	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.02	4.02	< 0.005	< 0.005	—	4.04
Architectural Coatings	3.25	3.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.67	0.67	< 0.005	< 0.005	—	0.67
Architectural Coatings	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.52	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	89.1	89.1	< 0.005	< 0.005	0.01	90.4
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.69	2.69	< 0.005	< 0.005	< 0.005	2.73
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.44	0.44	< 0.005	< 0.005	< 0.005	0.45
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	7.46	7.14	3.27	26.8	0.04	0.04	3.58	3.62	0.03	0.91	0.94	—	4,277	4,277	0.43	0.29	15.9	4,390
Convenience Market with Gas Pumps	10.4	9.93	4.55	37.3	0.06	0.05	4.98	5.03	0.05	1.26	1.31	—	5,946	5,946	0.60	0.40	22.1	6,103

Automo Care Center	0.55	0.52	0.30	2.43	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10	—	461	461	0.04	0.03	1.77	471
General Office Building	0.19	0.18	0.12	0.94	< 0.005	< 0.005	0.17	0.17	< 0.005	0.04	0.04	—	190	190	0.01	0.01	0.74	195
Medical Office Building	0.51	0.48	0.31	2.48	< 0.005	< 0.005	0.44	0.44	< 0.005	0.11	0.12	—	505	505	0.03	0.03	1.96	516
High Turnover (Sit Down Restaurant)	1.16	1.10	0.55	4.47	0.01	0.01	0.65	0.66	0.01	0.16	0.17	—	766	766	0.07	0.05	2.88	785
Apartments Mid Rise	2.06	1.96	0.97	7.90	0.01	0.01	1.14	1.15	0.01	0.29	0.30	—	1,347	1,347	0.12	0.09	5.07	1,380
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00
Total	22.3	21.3	10.1	82.3	0.13	0.12	11.4	11.5	0.11	2.88	2.99	—	13,491	13,491	1.31	0.89	50.4	13,841
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	7.52	7.17	3.60	30.2	0.04	0.04	3.58	3.62	0.03	0.91	0.94	—	4,221	4,221	0.49	0.31	0.41	4,326
Convenience Market with Gas Pumps	10.5	9.97	5.01	42.0	0.06	0.05	4.98	5.03	0.05	1.26	1.31	—	5,868	5,868	0.68	0.43	0.57	6,015

Automobile	0.56	0.53	0.33	2.65	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10	—	454	454	0.04	0.03	0.05	464
General Office Building	0.19	0.18	0.13	1.01	< 0.005	< 0.005	0.17	0.17	< 0.005	0.04	0.04	—	188	188	0.01	0.01	0.02	191
Medical Office Building	0.51	0.48	0.33	2.67	< 0.005	< 0.005	0.44	0.44	< 0.005	0.11	0.12	—	498	498	0.04	0.03	0.05	507
High Turnover (Sit Down Restaurant)	1.17	1.11	0.60	4.97	0.01	0.01	0.65	0.66	0.01	0.16	0.17	—	755	755	0.08	0.05	0.07	773
Apartments Mid Rise	2.07	1.97	1.06	8.80	0.01	0.01	1.14	1.15	0.01	0.29	0.30	—	1,329	1,329	0.14	0.09	0.13	1,359
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00
Total	22.5	21.4	11.1	92.3	0.13	0.12	11.4	11.5	0.11	2.88	2.99	—	13,313	13,313	1.48	0.96	1.31	13,636
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	1.36	1.29	0.64	5.24	0.01	0.01	0.65	0.66	0.01	0.16	0.17	—	699	699	0.08	0.05	1.14	717
Convenience Market with Gas Pumps	1.89	1.80	0.90	7.28	0.01	0.01	0.90	0.91	0.01	0.23	0.24	—	972	972	0.11	0.07	1.58	997
Automobile Care Center	0.10	0.10	0.06	0.46	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	75.3	75.3	0.01	< 0.005	0.13	76.9

General Office Building	0.03	0.03	0.02	0.18	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	31.1	31.1	< 0.005	< 0.005	0.05	31.7
Medical Office Building	0.09	0.09	0.06	0.47	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	82.5	82.5	0.01	< 0.005	0.14	84.2
High Turnover (Sit Down Restaurant)	0.21	0.20	0.11	0.87	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03	—	125	125	0.01	0.01	0.21	128
Apartments Mid Rise	0.37	0.36	0.19	1.53	< 0.005	< 0.005	0.21	0.21	< 0.005	0.05	0.05	—	220	220	0.02	0.01	0.36	225
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00
Total	4.05	3.87	1.98	16.0	0.02	0.02	2.06	2.08	0.02	0.52	0.54	—	2,205	2,205	0.23	0.16	3.60	2,260

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	7.46	7.14	3.27	26.8	0.04	0.04	3.58	3.62	0.03	0.91	0.94	—	4,277	4,277	0.43	0.29	15.9	4,390

Convenience Market with Gas Pumps	10.4	9.93	4.55	37.3	0.06	0.05	4.98	5.03	0.05	1.26	1.31	—	5,946	5,946	0.60	0.40	22.1	6,103
Automobile Care Center	0.55	0.52	0.30	2.43	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10	—	461	461	0.04	0.03	1.77	471
General Office Building	0.19	0.18	0.12	0.94	< 0.005	< 0.005	0.17	0.17	< 0.005	0.04	0.04	—	190	190	0.01	0.01	0.74	195
Medical Office Building	0.51	0.48	0.31	2.48	< 0.005	< 0.005	0.44	0.44	< 0.005	0.11	0.12	—	505	505	0.03	0.03	1.96	516
High Turnover (Sit Down Restaurant)	1.16	1.10	0.55	4.47	0.01	0.01	0.65	0.66	0.01	0.16	0.17	—	766	766	0.07	0.05	2.88	785
Apartments Mid Rise	2.06	1.96	0.97	7.90	0.01	0.01	1.14	1.15	0.01	0.29	0.30	—	1,347	1,347	0.12	0.09	5.07	1,380
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00
Total	22.3	21.3	10.1	82.3	0.13	0.12	11.4	11.5	0.11	2.88	2.99	—	13,491	13,491	1.31	0.89	50.4	13,841
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	7.52	7.17	3.60	30.2	0.04	0.04	3.58	3.62	0.03	0.91	0.94	—	4,221	4,221	0.49	0.31	0.41	4,326

Convenience Market with Gas Pumps	10.5	9.97	5.01	42.0	0.06	0.05	4.98	5.03	0.05	1.26	1.31	—	5,868	5,868	0.68	0.43	0.57	6,015
Automobile Care Center	0.56	0.53	0.33	2.65	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10	—	454	454	0.04	0.03	0.05	464
General Office Building	0.19	0.18	0.13	1.01	< 0.005	< 0.005	0.17	0.17	< 0.005	0.04	0.04	—	188	188	0.01	0.01	0.02	191
Medical Office Building	0.51	0.48	0.33	2.67	< 0.005	< 0.005	0.44	0.44	< 0.005	0.11	0.12	—	498	498	0.04	0.03	0.05	507
High Turnover (Sit Down Restaurant)	1.17	1.11	0.60	4.97	0.01	0.01	0.65	0.66	0.01	0.16	0.17	—	755	755	0.08	0.05	0.07	773
Apartments Mid Rise	2.07	1.97	1.06	8.80	0.01	0.01	1.14	1.15	0.01	0.29	0.30	—	1,329	1,329	0.14	0.09	0.13	1,359
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00
Total	22.5	21.4	11.1	92.3	0.13	0.12	11.4	11.5	0.11	2.88	2.99	—	13,313	13,313	1.48	0.96	1.31	13,636
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	1.36	1.29	0.64	5.24	0.01	0.01	0.65	0.66	0.01	0.16	0.17	—	699	699	0.08	0.05	1.14	717

Convenience Market with Gas Pumps	1.89	1.80	0.90	7.28	0.01	0.01	0.90	0.91	0.01	0.23	0.24	—	972	972	0.11	0.07	1.58	997
Automobile Care Center	0.10	0.10	0.06	0.46	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	75.3	75.3	0.01	< 0.005	0.13	76.9
General Office Building	0.03	0.03	0.02	0.18	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	31.1	31.1	< 0.005	< 0.005	0.05	31.7
Medical Office Building	0.09	0.09	0.06	0.47	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	82.5	82.5	0.01	< 0.005	0.14	84.2
High Turnover (Sit Down Restaurant)	0.21	0.20	0.11	0.87	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03	—	125	125	0.01	0.01	0.21	128
Apartments Mid Rise	0.37	0.36	0.19	1.53	< 0.005	< 0.005	0.21	0.21	< 0.005	0.05	0.05	—	220	220	0.02	0.01	0.36	225
Parking Lot	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	0.00
Other Non-Asphalt Surfaces	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	0.00
Total	4.05	3.87	1.98	16.0	0.02	0.02	2.06	2.08	0.02	0.52	0.54	—	2,205	2,205	0.23	0.16	3.60	2,260

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	6.42	6.42	0.00	0.00	—	6.42
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	5.52	5.52	0.00	0.00	—	5.52
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35	0.00	0.00	—	0.35
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	3.43	3.43	0.00	0.00	—	3.43
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2.74	2.74	0.00	0.00	—	2.74
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	4.54	4.54	0.00	0.00	—	4.54
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	8.98	8.98	0.00	0.00	—	8.98
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5.49	5.49	0.00	0.00	—	5.49
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	37.5	37.5	0.00	0.00	—	37.5

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	6.42	6.42	0.00	0.00	—	6.42
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	5.52	5.52	0.00	0.00	—	5.52
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35	0.00	0.00	—	0.35
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	3.43	3.43	0.00	0.00	—	3.43
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2.74	2.74	0.00	0.00	—	2.74
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	4.54	4.54	0.00	0.00	—	4.54
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	8.98	8.98	0.00	0.00	—	8.98
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5.49	5.49	0.00	0.00	—	5.49
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	37.5	37.5	0.00	0.00	—	37.5

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	1.06	1.06	0.00	0.00	—	1.06
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	0.91	0.91	0.00	0.00	—	0.91
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06	0.00	0.00	—	0.06
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.57	0.57	0.00	0.00	—	0.57
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.45	0.45	0.00	0.00	—	0.45
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	0.75	0.75	0.00	0.00	—	0.75
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1.49	1.49	0.00	0.00	—	1.49
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.91	0.91	0.00	0.00	—	0.91
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	6.20	6.20	0.00	0.00	—	6.20

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	6.42	6.42	0.00	0.00	—	6.42
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	5.52	5.52	0.00	0.00	—	5.52
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35	0.00	0.00	—	0.35
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	3.43	3.43	0.00	0.00	—	3.43
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2.74	2.74	0.00	0.00	—	2.74
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	4.54	4.54	0.00	0.00	—	4.54
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	8.98	8.98	0.00	0.00	—	8.98
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5.49	5.49	0.00	0.00	—	5.49

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	37.5	37.5	0.00	0.00	—	37.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	6.42	6.42	0.00	0.00	—	6.42
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	5.52	5.52	0.00	0.00	—	5.52
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35	0.00	0.00	—	0.35
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	3.43	3.43	0.00	0.00	—	3.43
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2.74	2.74	0.00	0.00	—	2.74
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	4.54	4.54	0.00	0.00	—	4.54
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	8.98	8.98	0.00	0.00	—	8.98
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5.49	5.49	0.00	0.00	—	5.49

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	37.5	37.5	0.00	0.00	—	37.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	1.06	1.06	0.00	0.00	—	1.06
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	0.91	0.91	0.00	0.00	—	0.91
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06	0.00	0.00	—	0.06
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.57	0.57	0.00	0.00	—	0.57
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.45	0.45	0.00	0.00	—	0.45
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	0.75	0.75	0.00	0.00	—	0.75
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1.49	1.49	0.00	0.00	—	1.49
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.91	0.91	0.00	0.00	—	0.91

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	6.20	6.20	0.00	0.00	—	6.20

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	183	183	0.02	< 0.005	—	183
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26.0	26.0	< 0.005	< 0.005	—	26.1
Automobile Care Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.2	14.2	< 0.005	< 0.005	—	14.2
General Office Building	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	36.2	36.2	< 0.005	< 0.005	—	36.3
Medical Office Building	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.0	29.0	< 0.005	< 0.005	—	29.0

High Turnover (Sit Down Restaurant)	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	129	129	0.01	< 0.005	—	129
Apartments Mid Rise	0.07	0.03	0.58	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05	—	737	737	0.07	< 0.005	—	739
Parking Lot	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
Other Non-Asphalt Surfaces	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
Total	0.11	0.05	0.93	0.54	0.01	0.07	—	0.07	0.07	—	0.07	—	1,154	1,154	0.10	< 0.005	—	1,158
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	183	183	0.02	< 0.005	—	183
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26.0	26.0	< 0.005	< 0.005	—	26.1
Automobile Care Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.2	14.2	< 0.005	< 0.005	—	14.2
General Office Building	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	36.2	36.2	< 0.005	< 0.005	—	36.3
Medical Office Building	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.0	29.0	< 0.005	< 0.005	—	29.0

High Turnover (Sit Down Restaurant)	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	129	129	0.01	< 0.005	—	129
Apartments Mid Rise	0.07	0.03	0.58	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05	—	737	737	0.07	< 0.005	—	739
Parking Lot	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
Other Non-Asphalt Surfaces	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
Total	0.11	0.05	0.93	0.54	0.01	0.07	—	0.07	0.07	—	0.07	—	1,154	1,154	0.10	< 0.005	—	1,158
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.2	30.2	< 0.005	< 0.005	—	30.3
Convenience Market with Gas Pumps	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.31	4.31	< 0.005	< 0.005	—	4.32
Automobile Care Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36
General Office Building	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.99	5.99	< 0.005	< 0.005	—	6.01
Medical Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.79	4.79	< 0.005	< 0.005	—	4.81

High Turnover (Sit Down Restaurant)	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.4	21.4	< 0.005	< 0.005	—	21.4
Apartments Mid Rise	0.01	0.01	0.11	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	122	122	0.01	< 0.005	—	122
Parking Lot	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
Other Non-Asphalt Surfaces	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
Total	0.02	0.01	0.17	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	192

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	183	183	0.02	< 0.005	—	183
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26.0	26.0	< 0.005	< 0.005	—	26.1
Automobile Care Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.2	14.2	< 0.005	< 0.005	—	14.2

General Office Building	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	36.2	36.2	< 0.005	< 0.005	—	36.3
Medical Office Building	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.0	29.0	< 0.005	< 0.005	—	29.0
High Turnover (Sit Down Restaurant)	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	129	129	0.01	< 0.005	—	129
Apartments Mid Rise	0.07	0.03	0.58	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05	—	737	737	0.07	< 0.005	—	739
Parking Lot	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
Other Non-Asphalt Surfaces	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
Total	0.11	0.05	0.93	0.54	0.01	0.07	—	0.07	0.07	—	0.07	—	1,154	1,154	0.10	< 0.005	—	1,158
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	183	183	0.02	< 0.005	—	183
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26.0	26.0	< 0.005	< 0.005	—	26.1
Automobile Care Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.2	14.2	< 0.005	< 0.005	—	14.2

General Office Building	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	36.2	36.2	< 0.005	< 0.005	—	36.3
Medical Office Building	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.0	29.0	< 0.005	< 0.005	—	29.0
High Turnover (Sit Down Restaurant)	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	129	129	0.01	< 0.005	—	129
Apartments Mid Rise	0.07	0.03	0.58	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05	—	737	737	0.07	< 0.005	—	739
Parking Lot	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
Other Non-Asphalt Surfaces	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
Total	0.11	0.05	0.93	0.54	0.01	0.07	—	0.07	0.07	—	0.07	—	1,154	1,154	0.10	< 0.005	—	1,158
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.2	30.2	< 0.005	< 0.005	—	30.3
Convenience Market with Gas Pumps	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.31	4.31	< 0.005	< 0.005	—	4.32
Automobile Care Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36

General Office Building	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.99	5.99	< 0.005	< 0.005	—	6.01
Medical Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.79	4.79	< 0.005	< 0.005	—	4.81
High Turnover (Sit Down Restaurant)	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.4	21.4	< 0.005	< 0.005	—	21.4
Apartments Mid Rise	0.01	0.01	0.11	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	122	122	0.01	< 0.005	—	122
Parking Lot	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
Other Non-Asphalt Surfaces	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
Total	0.02	0.01	0.17	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	191	191	0.02	< 0.005	—	192

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	2.19	2.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	0.33	0.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.65	0.61	0.06	6.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.7	17.7	< 0.005	< 0.005	—	17.8
Total	3.17	3.13	0.06	6.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	17.7	17.7	< 0.005	< 0.005	—	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	2.19	2.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.33	0.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.51	2.51	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	0.40	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.06	0.01	0.55	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.45	1.45	< 0.005	< 0.005	—	1.45
Total	0.52	0.51	0.01	0.55	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.45	1.45	< 0.005	< 0.005	—	1.45

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	2.19	2.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.33	0.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.65	0.61	0.06	6.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.7	17.7	< 0.005	< 0.005	—	17.8
Total	3.17	3.13	0.06	6.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	17.7	17.7	< 0.005	< 0.005	—	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	2.19	2.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.33	0.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.51	2.51	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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

Consum Products	0.40	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.06	0.01	0.55	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.45	1.45	< 0.005	< 0.005	—	1.45
Total	0.52	0.51	0.01	0.55	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.45	1.45	< 0.005	< 0.005	—	1.45

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.98	0.27	3.25	0.01	0.01	—	5.45
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.13	0.02	0.16	< 0.005	< 0.005	—	0.25
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.21	0.02	0.23	< 0.005	< 0.005	—	0.38

General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.90	0.17	2.06	0.01	< 0.005	—	3.46
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	1.07	0.10	1.17	< 0.005	< 0.005	—	1.96
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	2.11	0.19	2.29	0.01	< 0.005	—	3.85
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.91	0.64	7.55	0.02	0.02	—	12.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	15.3	1.40	16.7	0.05	0.03	—	28.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.98	0.27	3.25	0.01	0.01	—	5.45
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.13	0.02	0.16	< 0.005	< 0.005	—	0.25
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.21	0.02	0.23	< 0.005	< 0.005	—	0.38

General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.90	0.17	2.06	0.01	< 0.005	—	3.46
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	1.07	0.10	1.17	< 0.005	< 0.005	—	1.96
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	2.11	0.19	2.29	0.01	< 0.005	—	3.85
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.91	0.64	7.55	0.02	0.02	—	12.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	15.3	1.40	16.7	0.05	0.03	—	28.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.49	0.04	0.54	< 0.005	< 0.005	—	0.90
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.02	< 0.005	0.03	< 0.005	< 0.005	—	0.04
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.03	< 0.005	0.04	< 0.005	< 0.005	—	0.06

General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.31	0.03	0.34	< 0.005	< 0.005	—	0.57
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	0.18	0.02	0.19	< 0.005	< 0.005	—	0.32
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	0.35	0.03	0.38	< 0.005	< 0.005	—	0.64
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.14	0.11	1.25	< 0.005	< 0.005	—	2.09
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.54	0.23	2.77	0.01	0.01	—	4.64

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.98	0.27	3.25	0.01	0.01	—	5.45

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.13	0.02	0.16	< 0.005	< 0.005	—	0.25
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.21	0.02	0.23	< 0.005	< 0.005	—	0.38
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.90	0.17	2.06	0.01	< 0.005	—	3.46
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	1.07	0.10	1.17	< 0.005	< 0.005	—	1.96
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	2.11	0.19	2.29	0.01	< 0.005	—	3.85
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.91	0.64	7.55	0.02	0.02	—	12.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	15.3	1.40	16.7	0.05	0.03	—	28.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.98	0.27	3.25	0.01	0.01	—	5.45

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.13	0.02	0.16	< 0.005	< 0.005	—	0.25
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.21	0.02	0.23	< 0.005	< 0.005	—	0.38
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1.90	0.17	2.06	0.01	< 0.005	—	3.46
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	1.07	0.10	1.17	< 0.005	< 0.005	—	1.96
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	2.11	0.19	2.29	0.01	< 0.005	—	3.85
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.91	0.64	7.55	0.02	0.02	—	12.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	15.3	1.40	16.7	0.05	0.03	—	28.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.49	0.04	0.54	< 0.005	< 0.005	—	0.90

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.02	< 0.005	0.03	< 0.005	< 0.005	—	0.04
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.03	< 0.005	0.04	< 0.005	< 0.005	—	0.06
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.31	0.03	0.34	< 0.005	< 0.005	—	0.57
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	0.18	0.02	0.19	< 0.005	< 0.005	—	0.32
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	0.35	0.03	0.38	< 0.005	< 0.005	—	0.64
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.14	0.11	1.25	< 0.005	< 0.005	—	2.09
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.54	0.23	2.77	0.01	0.01	—	4.64

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	28.6	0.00	28.6	2.85	0.00	—	99.9
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	1.37	0.00	1.37	0.14	0.00	—	4.79
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.16	0.00	2.16	0.22	0.00	—	7.56
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.51	0.00	2.51	0.25	0.00	—	8.77
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.5
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	20.8	0.00	20.8	2.08	0.00	—	72.9
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	36.6	0.00	36.6	3.66	0.00	—	128
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	115	0.00	115	11.5	0.00	—	404

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	28.6	0.00	28.6	2.85	0.00	—	99.9
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	1.37	0.00	1.37	0.14	0.00	—	4.79
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.16	0.00	2.16	0.22	0.00	—	7.56
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.51	0.00	2.51	0.25	0.00	—	8.77
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.5
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	20.8	0.00	20.8	2.08	0.00	—	72.9
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	36.6	0.00	36.6	3.66	0.00	—	128
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	115	0.00	115	11.5	0.00	—	404

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	4.73	0.00	4.73	0.47	0.00	—	16.5
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.79
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.36	0.00	0.36	0.04	0.00	—	1.25
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.41	0.00	0.41	0.04	0.00	—	1.45
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	3.85	0.00	3.85	0.39	0.00	—	13.5
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	3.45	0.00	3.45	0.34	0.00	—	12.1
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.07	0.00	6.07	0.61	0.00	—	21.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	19.1	0.00	19.1	1.91	0.00	—	66.8

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	28.6	0.00	28.6	2.85	0.00	—	99.9
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	1.37	0.00	1.37	0.14	0.00	—	4.79
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.16	0.00	2.16	0.22	0.00	—	7.56
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.51	0.00	2.51	0.25	0.00	—	8.77
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.5
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	20.8	0.00	20.8	2.08	0.00	—	72.9
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	36.6	0.00	36.6	3.66	0.00	—	128
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	115	0.00	115	11.5	0.00	—	404
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	28.6	0.00	28.6	2.85	0.00	—	99.9
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	1.37	0.00	1.37	0.14	0.00	—	4.79
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.16	0.00	2.16	0.22	0.00	—	7.56
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.51	0.00	2.51	0.25	0.00	—	8.77
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.5
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	20.8	0.00	20.8	2.08	0.00	—	72.9
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	36.6	0.00	36.6	3.66	0.00	—	128
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	115	0.00	115	11.5	0.00	—	404
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	4.73	0.00	4.73	0.47	0.00	—	16.5
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.79
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.36	0.00	0.36	0.04	0.00	—	1.25
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.41	0.00	0.41	0.04	0.00	—	1.45
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	3.85	0.00	3.85	0.39	0.00	—	13.5
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	3.45	0.00	3.45	0.34	0.00	—	12.1
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.07	0.00	6.07	0.61	0.00	—	21.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	19.1	0.00	19.1	1.91	0.00	—	66.8

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.19	7.19
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	684	684
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	218	218
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.08	5.08
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.57	0.57
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	915	915
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.19	7.19
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	684	684
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	218	218
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.08	5.08

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.57	0.57
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	915	915
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.19	1.19
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	113	113
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	36.0	36.0
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84	0.84
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	151	151

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.19	7.19
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	684	684
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	218	218
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.08	5.08
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.57	0.57
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	915	915
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.19	7.19
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	684	684
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	218	218
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.08	5.08
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.57	0.57
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	915	915
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.19	1.19

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	113	113
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	36.0	36.0
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Medical Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84	0.84
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	151	151

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	12/1/2025	1/4/2026	5.00	25.0	—
Grading	Grading	1/5/2026	1/12/2026	5.00	6.00	—
Building Construction	Building Construction	1/13/2026	11/17/2026	5.00	221	—
Paving	Paving	11/18/2026	12/2/2026	5.00	11.0	—
Architectural Coating	Architectural Coating	12/3/2026	12/17/2026	5.00	11.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37

Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42

Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	8.80	LDA,LDT1,LDT2
Site Preparation	Vendor	—	5.30	HHDT,MHDT
Site Preparation	Hauling	56.6	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	8.80	LDA,LDT1,LDT2
Grading	Vendor	—	5.30	HHDT,MHDT
Grading	Hauling	56.7	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	73.8	8.80	LDA,LDT1,LDT2
Building Construction	Vendor	13.3	5.30	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	8.80	LDA,LDT1,LDT2
Paving	Vendor	—	5.30	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.8	8.80	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	5.30	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	8.80	LDA,LDT1,LDT2
Site Preparation	Vendor	—	5.30	HHDT,MHDT
Site Preparation	Hauling	56.6	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	8.80	LDA,LDT1,LDT2
Grading	Vendor	—	5.30	HHDT,MHDT
Grading	Hauling	56.7	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	73.8	8.80	LDA,LDT1,LDT2
Building Construction	Vendor	13.3	5.30	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	8.80	LDA,LDT1,LDT2
Paving	Vendor	—	5.30	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.8	8.80	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	5.30	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	162,328	54,109	31,799	10,600	14,953

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	11,320	37.5	0.00	—
Grading	—	2,717	6.00	0.00	—
Paving	0.00	0.00	0.00	0.00	5.72

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt

Fast Food Restaurant with Drive Thru	0.00	0%
Convenience Market with Gas Pumps	0.00	0%
Automobile Care Center	0.00	0%
General Office Building	0.00	0%
Medical Office Building	0.00	0%
Fast Food Restaurant with Drive Thru	0.00	0%
High Turnover (Sit Down Restaurant)	0.00	0%
Apartments Mid Rise	—	0%
Parking Lot	4.37	100%
Other Non-Asphalt Surfaces	1.35	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Fast Food Restaurant with Drive Thru	952	952	952	347,477	2,482	2,482	2,482	905,762
Convenience Market with Gas Pumps	2,704	2,704	2,704	986,967	7,049	7,049	7,049	2,572,706
Automobile Care Center	137	137	137	50,006	563	563	563	205,561

General Office Building	46.0	46.0	46.0	16,790	235	235	235	85,853
Medical Office Building	122	122	122	44,530	624	624	624	227,698
Fast Food Restaurant with Drive Thru	993	993	993	362,445	2,588	2,588	2,588	944,777
High Turnover (Sit Down Restaurant)	296	296	296	108,044	920	920	920	335,801
Apartments Mid Rise	527	527	527	192,413	1,616	1,616	1,616	589,935
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Fast Food Restaurant with Drive Thru	952	952	952	347,477	2,482	2,482	2,482	905,762
Convenience Market with Gas Pumps	2,704	2,704	2,704	986,967	7,049	7,049	7,049	2,572,706
Automobile Care Center	137	137	137	50,006	563	563	563	205,561
General Office Building	46.0	46.0	46.0	16,790	235	235	235	85,853
Medical Office Building	122	122	122	44,530	624	624	624	227,698
Fast Food Restaurant with Drive Thru	993	993	993	362,445	2,588	2,588	2,588	944,777
High Turnover (Sit Down Restaurant)	296	296	296	108,044	920	920	920	335,801

Apartments Mid Rise	527	527	527	192,413	1,616	1,616	1,616	589,935
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	92
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0

Electric Fireplaces	0
No Fireplaces	92
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
162328.05	54,109	31,799	10,600	14,953

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)

Fast Food Restaurant with Drive Thru	89,151	12.0	0.0000	0.0000	260,124
Convenience Market with Gas Pumps	167,946	12.0	0.0000	0.0000	81,249
Automobile Care Center	10,590	12.0	0.0000	0.0000	44,304
General Office Building	104,357	12.0	0.0000	0.0000	112,940
Medical Office Building	83,485	12.0	0.0000	0.0000	90,352
Fast Food Restaurant with Drive Thru	106,132	12.0	0.0000	0.0000	309,671
High Turnover (Sit Down Restaurant)	137,971	12.0	0.0000	0.0000	402,572
Apartments Mid Rise	273,046	12.0	0.0000	0.0000	2,300,578
Parking Lot	166,921	12.0	0.0000	0.0000	0.00
Other Non-Asphalt Surfaces	0.00	12.0	0.0000	0.0000	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Fast Food Restaurant with Drive Thru	89,151	12.0	0.0000	0.0000	260,124
Convenience Market with Gas Pumps	167,946	12.0	0.0000	0.0000	81,249
Automobile Care Center	10,590	12.0	0.0000	0.0000	44,304
General Office Building	104,357	12.0	0.0000	0.0000	112,940
Medical Office Building	83,485	12.0	0.0000	0.0000	90,352
Fast Food Restaurant with Drive Thru	106,132	12.0	0.0000	0.0000	309,671
High Turnover (Sit Down Restaurant)	137,971	12.0	0.0000	0.0000	402,572
Apartments Mid Rise	273,046	12.0	0.0000	0.0000	2,300,578
Parking Lot	166,921	12.0	0.0000	0.0000	0.00

Other Non-Asphalt Surfaces	0.00	12.0	0.0000	0.0000	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Fast Food Restaurant with Drive Thru	637,421	88,704
Convenience Market with Gas Pumps	62,743	85,945
Automobile Care Center	98,785	0.00
General Office Building	888,669	56,062
Medical Office Building	501,922	55,609
Fast Food Restaurant with Drive Thru	758,834	50,974
High Turnover (Sit Down Restaurant)	986,485	85,945
Apartments Mid Rise	3,232,243	526,123
Parking Lot	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Fast Food Restaurant with Drive Thru	637,421	88,704
Convenience Market with Gas Pumps	62,743	85,945
Automobile Care Center	98,785	0.00
General Office Building	888,669	56,062
Medical Office Building	501,922	55,609
Fast Food Restaurant with Drive Thru	758,834	50,974
High Turnover (Sit Down Restaurant)	986,485	85,945
Apartments Mid Rise	3,232,243	526,123
Parking Lot	0.00	0.00

Other Non-Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant with Drive Thru	24.2	—
Convenience Market with Gas Pumps	2.54	—
Automobile Care Center	4.01	—
General Office Building	4.65	—
Medical Office Building	43.2	—
Fast Food Restaurant with Drive Thru	28.8	—
High Turnover (Sit Down Restaurant)	38.7	—
Apartments Mid Rise	68.0	—
Parking Lot	0.00	—
Other Non-Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant with Drive Thru	24.2	—
Convenience Market with Gas Pumps	2.54	—
Automobile Care Center	4.01	—
General Office Building	4.65	—
Medical Office Building	43.2	—
Fast Food Restaurant with Drive Thru	28.8	—
High Turnover (Sit Down Restaurant)	38.7	—
Apartments Mid Rise	68.0	—
Parking Lot	0.00	—

Other Non-Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Medical Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.45	0.60	0.00	1.00
Medical Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Medical Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.45	0.60	0.00	1.00
Medical Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.56	annual days of extreme heat
Extreme Precipitation	4.35	annual days with precipitation above 20 mm

Sea Level Rise	—	meters of inundation depth
Wildfire	42.7	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	11.6
AQ-PM	10.5
AQ-DPM	39.4
Drinking Water	52.8
Lead Risk Housing	43.8
Pesticides	99.6
Toxic Releases	10.3
Traffic	19.9
Effect Indicators	—

CleanUp Sites	72.4
Groundwater	99.8
Haz Waste Facilities/Generators	95.6
Impaired Water Bodies	83.0
Solid Waste	97.6
Sensitive Population	—
Asthma	54.8
Cardio-vascular	10.8
Low Birth Weights	26.6
Socioeconomic Factor Indicators	—
Education	92.9
Housing	60.1
Linguistic	83.8
Poverty	83.0
Unemployment	69.1

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	18.91441037
Employed	48.77454125
Median HI	33.1707943
Education	—
Bachelor's or higher	21.73745669
High school enrollment	100
Preschool enrollment	34.98011036
Transportation	—

Auto Access	36.49428975
Active commuting	47.32452201
Social	—
2-parent households	24.86847171
Voting	58.09059412
Neighborhood	—
Alcohol availability	48.68471705
Park access	56.33260619
Retail density	30.43757218
Supermarket access	58.51405107
Tree canopy	3.798280508
Housing	—
Homeownership	33.00397793
Housing habitability	24.75298345
Low-inc homeowner severe housing cost burden	34.38983703
Low-inc renter severe housing cost burden	51.96971641
Uncrowded housing	6.108045682
Health Outcomes	—
Insured adults	16.74579751
Arthritis	64.8
Asthma ER Admissions	63.2
High Blood Pressure	70.1
Cancer (excluding skin)	80.0
Asthma	16.4
Coronary Heart Disease	51.0
Chronic Obstructive Pulmonary Disease	25.1
Diagnosed Diabetes	40.6
Life Expectancy at Birth	58.8

Cognitively Disabled	72.6
Physically Disabled	87.9
Heart Attack ER Admissions	98.0
Mental Health Not Good	14.9
Chronic Kidney Disease	35.4
Obesity	25.3
Pedestrian Injuries	72.4
Physical Health Not Good	20.5
Stroke	39.4
Health Risk Behaviors	—
Binge Drinking	52.5
Current Smoker	17.7
No Leisure Time for Physical Activity	22.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	4.8
Elderly	91.7
English Speaking	20.3
Foreign-born	70.8
Outdoor Workers	1.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	42.5
Traffic Density	17.7
Traffic Access	0.0
Other Indices	—
Hardship	90.3
Other Decision Support	—

2016 Voting	45.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	71.0
Healthy Places Index Score for Project Location (b)	33.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	Intensity factor updated to use 2023 Power Content Label for Pacific Gas and Electric Company value of 12 lb CO2e/MWh.
Land Use	Gas Station Convenience market will have area of 3300 SF
Construction: Construction Phases	Project site is undeveloped and will not require a demolition phase.
Construction: Electricity	Intensity factor updated to use 2023 Power Content Label for Pacific Gas and Electric Company value of 12 lbCO2e/MWh.
Operations: Vehicle Data	Trip rates, primary trip and pass-by trip values modified to be consistent with Project Traffic Study data.

Appendix A - 4: Gas Station ROG Emissions

Santa Barbara County Approved Emission Factors for Gasoline Dispensing Facilities - April 2022

Facility Data

Permit:		
FID:		
Hose Type:	H2 - Assist Controlled (EVR for both Phase I and II)	
Number of Hoses:	12	6 dispensers, 3 hoses each
Annual Throughput (gal/yr):	3,600,000	300,000 gallons/month per email
System Type:	U1 - UST with Phase I EVR and Phase II EVR w/ Vent Valve	

Emission Factors for Facility

Sum of Loading, Breathing, Refueling & Spillage Emission Factors:	0.77	lb/1000 gal
Daily Hose Permeation Factor:	0.001	(lb/day-per hose)
Annual Hose Permeation Factor:	0.470	(lb/year-per hose)

Facility ROC Emissions

Total Daily ROC Emissions:	7.61	lb/day
Total Annual ROC Emissions:	1.39	ton/yr

Table 1 - GDF ROC Emission Factors for Loading, Breathing, Refueling and Spillage

System Type	Loading (lb/1000 gal)	Breathing (lb/1000 gal)	Refueling (lb/1000 gal)	Spillage (lb/1000 gal)	Sum of Loading, Breathing, Refueling & Spillage (lb/1000 gal)
U1 - UST with Phase I EVR and Phase II EVR w/ Vent Valve	0.15	0.024	0.356	0.24	**0.77**
U2 - UST with Phase 1 EVR and II w/Vent Valve	0.15	0.25	0.42	0.42	**1.24**
U3 - UST with Phase I and II w/Vent Valve	0.42	0.25	0.42	0.42	**1.51**
U4 - UST with Phase I and II w/o Vent Valve	0.42	1.00	0.42	0.42	**2.26**
U5 - UST with Phase I with Vent Valve	0.42	0.25	8.40	0.61	**9.68**
U6 - UST with Phase I only	0.42	1.00	8.40	0.61	**10.43**
U7 - UST with No Control	8.40	1.00	8.40	0.61	**18.41**
A1 - AST with Phase I EVR and II w/Vent Valve	0.15	0.53	0.42	0.42	**1.52**
A2 - AST with Phase I and II w/Vent Valve	0.42	0.53	0.42	0.42	**1.79**
A3 - AST with Phase I and II w/o Vent Valve	0.42	2.10	0.42	0.42	**3.36**
A4 - AST with Phase I only	0.42	2.10	8.40	0.61	**11.53**
A5 - AST with No Control	8.40	2.10	8.40	0.61	**19.51**

Table 2 - Hose Permeation ROC Emission Factors

Hose Type	ROC Emission Factor (lb/day-per hose)	ROC Emission Factor (lb/year-per hose)
H1- Conventional, Assist Uncontrolled (Pre-EVR)	0.030	10.98
H2 - Assist Controlled (EVR for both Phase I and II)	0.001	0.47
H3 - Balance (All Balance System Types)	0.010	3.74

Notes:
1. User inputs in red.
2. Calculated values in blue.

References:
1. Santa Barbara County Air Pollution Control District's Internal Memorandum. November 18, 2019. Cobbs, R. *Hose Permeation Emission Factors for Gasoline Dispensing Facilities.*

\\sbcapcd.org\shares\Toxics\Source Types\Gas Stations\Hose Permeation Emission Factors for GDFs Memo.pdf
2. Santa Barbara County Air Pollution Control District's Internal Memorandum. November 18, 2019. Cobbs, R. *GDF Emission Factors for Phase I EVR and Phase II EVR.*
\\sbcapcd.org\shares\Toxics\Source Types\Gas Stations\GDF Emission Factors Memo_18Nov19.pdf
3. Santa Barbara County Air Pollution Control District's Form-25T. March 29, 2022. *Gasoline Station Health Risk Assessment Application Form -25T.*
https://www.ourair.org/wp-content/uploads/apcd-25T.pdf

Appendix A - 5: Pacific Gas & Electric (PG&E) Power Content Label

2023 POWER CONTENT LABEL
Pacific Gas and Electric Company
www.pge.com/billinserts

Greenhouse Gas Emissions Intensity (lbs CO_2e/MWh)

Base Plan	50% Solar Choice	100% Solar Choice	Green Saver	2023 CA Utility Average
12	6	0	0	373

Energy Resources	Base Plan	50% Solar Choice	100% Solar Choice	Green Saver	2023 CA Power Mix
Eligible Renewable[1]	**32.8%**	**65.5%**	**100.0%**	**100.0%**	**36.9%**
Biomass & Biowaste	3.4%	1.8%	0.0%	0.0%	2.1%
Geothermal	0.3%	0.2%	0.0%	0.0%	4.8%
Eligible Hydroelectric	2.5%	1.3%	0.0%	0.0%	1.8%
Solar	20.2%	59.0%	100.0%	100.0%	17.0%
Wind	6.3%	3.2%	0.0%	0.0%	11.2%
Coal	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.8%**
Large Hydroelectric	**13.8%**	**7.1%**	**0.0%**	**0.0%**	**11.7%**
Natural Gas	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**36.6%**
Nuclear	**53.4%**	**27.4%**	**0.0%**	**0.0%**	**9.3%**
Other	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**
Unspecified Power[2]	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**3.7%**
TOTAL	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Percentage of Retail Sales Covered by Retired Unbundled RECs[3]**:**	**5%**	**0%**	**0%**	**0%**	

[1]The eligible renewable percentage above does not reflect RPS compliance, which is determined using a different methodology.

[2]Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source.

[3]Renewable energy credits (RECs) are tracking instruments issued for renewable generation. Unbundled renewable energy credits (RECs) represent renewable generation that was not delivered to serve retail sales. Unbundled RECs are not reflected in the power mix or GHG emissions intensities above.

For specific information about this electricity portfolio, contact:	**Pacific Gas and Electric Company** **1-800-743-5000**
For general information about the Power Content Label, visit:	https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program

NV5

APPENDIX C

Health Risk Assessment Report

apcd air pollution control district SANTA BARBARA COUNTY

Health Risk Assessment Report

Gasoline Dispensing Facility at 1505 S Blosser Rd
Authority to Construct No. 16036

1.0 SUMMARY

On behalf of the applicant, NV5 conducted an air toxics Health Risk Assessment (HRA) as part of the permitting process for Authority to Construct No. 16036 for the proposed gasoline dispensing facility (GDF) at 1505 S Blosser Rd in Santa Maria. The District revised the modeling files and re-ran the HRA; the results of the District's HRA are presented in this report. This HRA was completed using Lakes Environmental's AERMOD View, Version 12.0.0 and the California Air Resources Board's Hotspots Analysis and Reporting Program software Version 2 (HARP 2), Build 22118. Cancer risk and non-cancer Hazard Index (HI) risk values were calculated and compared to *significance thresholds* adopted by the District's Board of Directors. The calculated risk values and applicable thresholds are as follows:

	1505 S Blosser Rd Max Risks	Significance Threshold
Cancer risk:	2.3	≥10/million
Chronic non-cancer risk:	<0.1	>1
8-hour chronic non-cancer risk:	<0.1	>1
Acute non-cancer risk:	0.6	>1

Based on these results, the proposed GDF, permitted under Authority to Construct (ATC) No. 16036, does not present a significant risk to the surrounding community.

2.0 BACKGROUND

2.1 Stationary Source Overview

The property owner, Napth Inc, is proposing to operate a retail GDF at 1505 S Blosser Rd in Santa Maria. The facility will have four underground storage tanks and twelve (12) dispensers under one canopy. This facility is permitted to dispense up to 3,600,000 gallons of gasoline per year. It will be equipped with Phase I EVR, Phase II EVR, and a balance hose system.

2.2 Health Risk

As used in this report, the term "health risk" addresses the likelihood that exposure to a given toxic air contaminant under a given set of conditions will result in an adverse health effect. Health risk is affected by several factors, such as: the amount, toxicity, and concentration of the contaminant; the meteorological conditions; the distance from emission sources to people; the distance between emission sources; the age, health, and lifestyle of the people living or working at a location; and, the duration of exposure to the toxic air contaminant.

Health effects are divided into cancer and non-cancer risks. "Cancer risk" refers to the increased chance of contracting cancer as a result of an exposure, and is expressed as a probability: chances-in-a-million. The values expressed for cancer risk do not predict actual cases of cancer that will result from exposure to toxic air contaminants. Rather, they state a possible risk of contracting cancer over and above the background level.

For non-cancer health effects, risk is characterized by a "Hazard Index" (HI), which is a sum of all hazard quotients (HQs) for each toxic air contaminant (TAC). The HQ for a TAC is obtained by dividing the predicted concentration of the TAC by its Reference Exposure Level (REL), which has been determined by health professionals from the Office of Environmental Health Hazard Assessment (OEHHA) and the California Air Resources Board (CARB). RELs are used as indicators of the potential adverse effects of chemicals. An REL is the concentration at or below which no adverse health effects are anticipated for specific exposure duration. Thus, the HQ is a measure of the exposure relative to a level of safety and is appropriately protective of public health. The TACs emitted by a facility can have different emission rates and different RELs. An HQ is calculated separately for each TAC at each modeled receptor location. A composite HI at each receptor is then calculated as the sum of HQs for each individual TAC. A HI of one or less indicates that no adverse health effects are anticipated and is therefore considered safe.

2.3 Health Risk Assessment for Authority to Construct No. 16036

Per the District's Form-25T, an HRA was required for ATC 16036 because it is a new GDF. This HRA includes emissions from tank loading and breathing, which exit from the pressure vent (PV) valve, as well as fugitive emissions from hose permeation, fueling of vehicles, and liquid gasoline spillage. NV5 submitted the first HRA for this facility in December 2022. The District provided comments in January 2023 and received the second HRA submittal in July 2023. The District provided comments on the second HRA in July 2023 and received the third HRA submittal in September 2023. The District reviewed the September 2023 HRA and made further revisions, which are detailed in Sections 3.0, 4.0, 6.0, 7.0 and 8.0 of this report.

3.0 FACILITY INFORMATION

EQUIPMENT OWNER/OPERATOR:	Napth Inc.
SOURCE IDENTIFICATION NUMBER:	10756
EQUIPMENT LOCATION:	1505 S Blosser Rd
FACILITY UTM COORDINATES:	NV5 provided the UTM coordinates of the facility's property boundary, buildings, emission release points and receptor locations in the submitted HRAs. The District slightly revised the coordinates for the spillage sources to match the refueling/hose permeation sources. UTM Zone 10, Datum: NAD83 Easting: 732484.4 m, Northing: 3868641.5 m
EQUIPMENT DESCRIPTION:	The HRA includes emissions from gasoline loading, breathing, hose permeation, fueling and spillage.

4.0 EMISSION RELEASE POINTS AND MODELING PARAMETERS

As stated in Section 3.0, the UTM coordinates for the emission release points, or sources, were provided by the applicant, with slight revisions by the District to align the VOLUME sources. The source parameters used in the HRA are shown in Tables 4.1 and 4.2 below, and can also be found in the AERMOD input file *ATC-16036.ADI*, located in the *ATC-16036-HRA.zip* file referenced in the Attachments section of this report. Note that there are two VOLUME sources for the refueling/hose permeation and spillage emission release types because two adjacent volume sources were used to approximate the dimensions of the canopy. As VOLUME sources may only be modeled with a square surface area, and the canopy dimensions are 25 m by 13 m, the District determined that two adjacent volume sources are most representative of the fugitive emissions.

Table 4.1 – Point Source Modeling Parameters

Equipment Description	Source ID	Source Type	Release Height (m)	Stack Diam. (m)	Exit Velocity (m/s)	Exhaust Temp. (K)	UTME (m)	UTMN (m)
Loading	LDG	POINT	3.66	0.0508	0.001	291.0	732523.0	3868761.0
Breathing	BRTH	POINT	3.66	0.0508	0.001	289.0	732523.0	3868761.0

Table 4.2 – Volume Source Modeling Parameters

Equipment Description	Source ID	Source Type	Release Height (m)	Sigma Y (m)	Sigma Z (m)	UTME (m)	UTMN (m)
Refueling/hose permeation	RFLGHSE	VOLUME	1.5	2.96	1.86	732508.6	3868755.9
Refueling/hose permeation	RFLGHSE2	VOLUME	1.5	2.96	1.86	732495.4	3868755.7
Spillage	SPLG	VOLUME	1.0	2.96	1.86	732508.6	3868755.9
Spillage	SPLGII	VOLUME	1.0	2.96	1.86	732495.4	3868755.7

5.0 EMISSIONS

Toxic emissions from the facility were quantified based on the maximum proposed annual throughput and guidance from the District's Form-25T. The emission calculations can be found in the Excel workbook *ATC 16036 GDF Emissions.xls*, and the emission profiles used in the HRA can be found in the file *ATC-16036-HARP_IMPORTEMS.csv*; both of these files are located in the *ATC-16036-HRA.zip* file referenced in the Attachments section of this report. The total emissions of each TAC included in this HRA are shown in Table 5.1 below. Hourly emissions of ethyl benzene, n-hexane, naphthalene, and propylene are not quantified because these pollutants do not have acute RELs.

Table 5.1 – Emissions Summary

Pollutant Name	Annual Emissions (lb/yr)	Hourly Emissions (lb/hr)
Benzene	15.03	0.01105
Ethyl benzene	13.24	—
n-Hexane	51.61	—
Naphthalene	1.51	—
Propylene	0.0703	—

Pollutant Name	Annual Emissions (lb/yr)	Hourly Emissions (lb/hr)
Toluene	70.32	0.03694
Xylene	64.92	0.02526

6.0 BUILDING INFORMATION

Building downwash was selected as a control option in the air dispersion analysis. The building included in the HRA was processed using the Building Profile Input Program for PRIME (BPIPPRM). The building height and dimensions were provided by NV5 in the September 2023 HRA. The District revised the building height from 8.4328 m (or 27.67 ft) to 4.88 m (or 16 ft), consistent with the permit application materials. The building information used in the air dispersion analysis can be found in the BPIPPRM input file *ATC-16036.bpi*, located in the *ATC-16036-HRA.zip* file referenced in the Attachments section of this report.

7.0 MET DATA & DEM FILES

In the September 2023 HRA, NV5 selected meteorological data from the Santa Maria Broadway station from 2012-2016 for use in the air dispersion model. In December 2023, the District discovered the data files were corrupted and subsequently removed them from the website and Form-15i. For this reason, when the District revised the HRA for this project, meteorological data from the Santa Maria Airport from 2012-2016 were used. These files, *SMX12-16Ustar.PFL* and *SMX12-16Ustar.SFC*, were processed by the District using Lakes' AERMET View, Version 9.5.0 and can be found in the *ATC-16036-HRA.zip* file referenced in the Attachments section of this report. The PROFBASE parameter was set to 79.6 m for the base elevation above mean sea level of the primary met tower at the Santa Maria Airport. This value comes from the District's Form-15i. The receptor, source and building elevations were determined using Version 18081 of USEPA's AERMAP terrain processor and the 7.5 min USGS Digital Elevation Model (DEM) file for Santa Maria, *santa_maria30m.dem*, which can also be found in the *ATC-16036-HRA.zip* file.

8.0 MODEL INFORMATION

The air dispersion modeling was conducted using Lakes Environmental's AERMOD View, Version 12.0.0, and the risk assessment was conducted using HARP 2, Build 22118. The regulatory default Control options were enabled and the urban dispersion coefficient was selected. The District updated the urban population to 109,707, consistent with Form-15i.

8.1 Receptor Placement

The receptors were placed 25 meters apart within a 750-m diameter circle, 50 meters apart within a 1,400-m diameter circle, and 100 meter apart within a 4,400-m diameter circle, all centered on the facility origin. Receptors were generated along the property boundary at 10 meters apart. NV5 also included seven discrete on-site receptors in the September 2023 HRA, which were also included in the District's revised HRA. All receptors had a flagpole height of 1.5 meters. All receptor data may be found in the file *ATC-16036.ROU*, located in the *ATC-16036-HRA.zip* file referenced in the Attachments section of this report.

8.2 Residential Exposure and Pathways

The cancer risk for the residential and sensitive receptors and the point of maximum impact (PMI) were determined using the "individual resident" receptor type, 30-year exposure duration and the intake rate from the "RMP using the Derived Method." No fraction of time at home (FAH) options were applied because the receptor grid did not extend far enough to determine whether there were any schools or daycares within the initial 1 per million risk isopleth. The chronic non-cancer hazard indices for the residential and sensitive receptors and the PMI were determined using the "individual resident" receptor type and the intake rate from the "OEHHA Derived Method." Only the inhalation pathway was analyzed because no multipathway pollutants are emitted.

8.3 Worker Exposure and Pathways

The cancer risks for the worker receptors were determined using the "worker" receptor type, 25-year exposure duration and the intake rate from the "OEHHA Derived Method." The chronic non-cancer hazard indices for the worker receptors were determined using the "worker" receptor type and the intake rate from the "OEHHA Derived Method." The 8-hour chronic non-cancer risk was calculated only for the worker receptors because the facility operates continuously; the facility is open for refueling 24 hours per day, 7 days per week. No worker adjustment factor was applied. All of the worker receptors used the default moderate intensity 8-hour breathing rate, and the FAH does not apply to worker receptors.

8.4 Acute Non-Cancer Analysis

The acute hazard indices were calculated for all receptors using the simple screening analysis. The screening acute risk is a timesaving approximation that is conservative in nature. It is calculated by assuming that the contribution of risk from each source is at its maximum at the same instant in time. The maximum hourly risk from each source is summed to give the screening value, as if they had all occurred at the same time. In reality, the time that the risk from each source is at a maximum will differ depending on location and meteorology.

9.0 RESULTS

Risk assessment results at the point of maximum impact (PMI) and the maximally exposed individual resident (MEIR) and worker (MEIW) receptor locations for cancer and for chronic, 8-hour chronic, and acute non-cancer health effects are shown in Tables 9.1 through 9.4. Risk management decisions are based on the bolded values.

Table 9.1: Cancer Risk at PMI, MEIR and MEIW Receptors

Type of Receptor	Receptor Number	Cancer Risk (in a million)	UTME (m)	UTMN (m)
PMI	2550	17.8	732534.1	3868742.8
MEIR	362	**2.29**	732432.3	3868792.7
MEIW	2536	0.24	732484.8	3868822.4

Table 9.2: Chronic Non-Cancer Risk at PMI, MEIR and MEIW Receptors

Type of Receptor	Receptor Number	Chronic Non-Cancer HI	Health Endpoints	UTME (m)	UTMN (m)
PMI	2549	0.073	Blood	732534.1	3868752.8
MEIR	362	0.009	Blood	732432.3	3868792.7
MEIW	2536	**0.012**	Blood	732484.8	3868822.4

Table 9.3: 8-Hour Chronic Non-Cancer Risk at PMI, MEIR and MEIW Receptors

Type of Receptor	Receptor Number	8-Hour Non-Cancer HI	Health Endpoints	UTME (m)	UTMN (m)
PMI	2549	0.073	Blood	732534.1	3868752.8
MEIW	2536	**0.012**	Blood	732484.8	3868822.4

Table 9.4: Acute Non-Cancer Risk at PMI, MEIR and MEIW Receptors

Type of Receptor	Receptor Number	Acute Non-Cancer HI	Health Endpoints	UTME (m)	UTMN (m)
PMI	2548	**0.588**	Immune, Reproductive/ Developmental, Blood	732534.2	3868762.8
MEIR	360	0.074		732432.3	3868742.7
MEIW	2540	0.146		732524.8	3868823

The MEIR for cancer risk and chronic non-cancer risk occurs at a single-family residence west of the facility on the north side; the MEIR for acute non-cancer risk occurs at a single-family residence on the same block slightly south. Attachment A shows the residential cancer risk isopleth with the PMI and MEIR identified. The residential chronic risk isopleth was not plotted because there were no receptors with a chronic HI greater than 0.1.

The MEIW for cancer risk and chronic and 8-hour non-cancer risk occurs at a commercial building immediately to the north of the facility; the MEIW for acute non-cancer risk occurs at the same commercial area immediately to the north of the facility. The worker cancer risk isopleths were not plotted because only three receptors had a worker cancer risk greater than 1 in a million, so the isopleth would be extremely small. The worker chronic and 8-hour chronic risk isopleths were not plotted because there were no receptors with chronic or 8-hour HIs greater than 0.1.

The PMI for acute non-cancer risk occurs on the east side of the property boundary. Attachment B shows the screening acute non-cancer risk isopleth with the PMI, MEIR and MEIW identified. There is no isopleth for the hazard index of 1.0 shown because no receptors had a screening acute HI greater than 1.0.

All files associated with the refined acute analysis and all resultant HRA risk data by receptor may be found in the *ATC-16036-HRA.zip* file referenced in the Attachments section of this report.

10.0 RISK DRIVER POLLUTANTS

Risk driver tables are not required for GDF HRAs, per the District's Form-25T.

11.0 CONCLUSION

Per District guidelines, if a facility's toxic emissions result in a cancer risk equal to or greater than 10 in a million, it is considered a *significant risk* facility. For non-cancer risk, if a facility's toxic emissions result in a Hazard Index greater than 1.0, it is considered a *significant risk* facility. The risk assessment results show that the proposed gasoline dispensing facility at 1505 S Blosser Rd in Santa Maria, with an annual throughput of 3,600,000 gallons, does not present a significant risk to the surrounding community.

12.0 REFERENCES

- Risk notification levels were adopted by the Santa Barbara County Air Pollution Control Board of Directors on June 1993. The risk notification levels were set at 10 per million for cancer risk and a Hazard Index of greater than 1.0 for non-cancer risk.
- Risk reduction thresholds were adopted by the Santa Barbara County Air Pollution Control Board of Directors on September 17, 1998. These risk reduction thresholds were set at the same level as public notification thresholds, i.e., 10 per million for cancer risk and a Hazard Index of greater than 1.0 for non-cancer risk.
- NV5. December 2022. *Health Risk Assessment: NAPTH, INC 1505 S Blosser Santa Mara, CA 93458*.
- NV5. July 2023. *Revised Health Risk Assessment: NAPTH, INC 1505 S Blosser Santa Mara, CA 93458*.
- NV5. August 2023 (Received September 2023). *Revised Health Risk Assessment.*
- OEHHA. February 2015. *Air Toxics Hot Spots Program: Risk Assessment Guidelines*. https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.
- Santa Barbara County Air Pollution Control District. December 2023. *Modeling Guidelines for Health Risk Assessments* (Form-15i). https://www.ourair.org/wp-content/uploads/apcd-15i.pdf.
- Santa Barbara County Air Pollution Control District. September 2024. *Gasoline Station Health Risk Assessment Application Form -25T* (Form-25T). https://www.ourair.org/wp-content/uploads/apcd-25T.pdf.

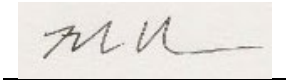
13.0 ATTACHMENTS

A – Residential Cancer Risk Isopleth
B – Screening Acute Non-Cancer Risk Isopleth

The emission calculations and all HRA input and output files may be found in the following location: \\sbcapcd.org\shares\Toxics\ActiveSourceFiles\MVFF\SSID10756_Blosser_Rd_1505\ATC 16036\ATC-16036-HRA.zip

14.0 PREPARER

This report was prepared by the Santa Barbara County Air Pollution Control District in October 2024.

Charlotte Mountain		October 16, 2024
Preparer	Signature	Date
Robin Cobbs		October 17, 2024
Reviewer	Signature	Date

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A – 1505 S Blosser Rd GDF

Residential Cancer Risk Isopleth



10 in a Million Residential Cancer Risk[1] Isopleth in Red
1 in a Million Residential Cancer Risk Isopleth in Yellow
Property Boundary in Blue
PMI Circled in Black
MEIR Circled in Purple

[1] Shown for informational purposes only. No significant cancer risk is projected offsite at any residence.

B – 1505 S Blosser Rd GDF

Screening Acute Non-Cancer Risk Isopleth



0.1 Hazard Index[2] Isopleth in Yellow
Property Boundary in Blue
PMI Circled in Black
MEIR Circled in Purple
MEIW Circled in Red

[2] Shown for informational purposes only. No significant acute non-cancer risk is projected.

APPENDIX D

Special-Status Species Tables

Table D-1. Special-Status Plant Species Documented within 5-miles of the Project Area

Scientific / Common Name[1]	Listing Status[2] Federal / State / CNPS	Blooming Period[3]	Habitat Type[3]	Observed / Habitat Present?[4]	Comments
Cirsium scariosum var. *loncholepis* La Graciosa thistle	FE / FT / CRPR 1B.1	April–September	Marshes, dune wetlands. Elevation: < 50 m.	No / No	No suitable marsh or dune wetland habitat within the BSA; not observed during survey.
Deinandra paniculata Paniculate tarplant	-- / -- / CRPR 4.2	May–November	Grassland, open chaparral and woodland, disturbed areas, often in sandy soils. Elevation: < 1,320 m.	No / Yes	Marginally suitable habitat is present within the BSA; not observed during survey.
Delphinium parryi ssp. *blochmaniae* Dune larkspur	-- / -- / CRPR 1B.2	April–May	Coastal chaparral, sand. Elevation: < 200 m.	No / No	No suitable chaparral habitat within the BSA; not observed during survey.
Eriogonum elegans Elegant wild buckwheat	-- / -- / CRPR 4.3	May–November	Uncommon. Sand or gravel in grassland or woodland. Elevation: 200-1200 m.	No / No	No suitable grassland or woodland habitat within the BSA; not observed during survey.
Erysimum suffrutescens Suffrutescent wallflower	-- / -- / CRPR 4.2	December–August	Stabilized coastal sand dunes, coastal scrub. Elevation: < 150 m.	No / No	No suitable sand dune habitat within the BSA; not observed during survey.
Layia erubescens Blushing layia	-- / -- / CRPR 1B.2	February–June	Loose, fine sand of backdunes, sandhills. Elevation: <250 m.	No / No	No suitable sand dune habitat within the BSA; not observed during survey.
Leptosiphon grandiflorus Large-flowered leptosiphon	-- / -- / CRPR 4.2	April–August	Open, grassy flats, generally sandy soil. Elevation: < 1,200 m.	No / No	No suitable grassland habitat within the BSA; not observed during survey.
Lessingia tenuis Spring lessingia	-- / -- / CRPR 4.3	May–July	Openings in chaparral, woodland. Elevation: 50–2,200 m.	No / No	No suitable chaparral or woodland habitat within the BSA; not observed during survey.
Malacothamnus eastwoodiae Alice's lovely bushmallow	-- / -- / CRPR 1B.1	May–August	Probably early-recovering post-burn woody vegetation, edges of openings, some plants occasionally persisting into more mature vegetation stages. Elevation: 30-125 m	No / No	No suitable post-burn habitat within the BSA; not observed during survey.
Monardella undulata ssp. *undulata* San Luis Obispo monardella	-- / -- / CRPR 1B.2	April–September	Stabilized dunes, coastal scrub, stabilized sandy soils. Elevation: < 200 m	No / No	No suitable sand dune habitat within the BSA; not observed during survey.

Scientific / Common Name[1]	Listing Status[2] Federal / State / CNPS	Blooming Period[3]	Habitat Type[3]	Observed / Habitat Present?[4]	Comments
Senecio blochmaniae Blochman's ragwort	-- / -- / CRPR 4.2	May–November	Coastal sand dunes, sandy floodplains. Elevation: < 150 m.	No / No	No suitable sand dune habitat within the BSA; not observed during survey.

Status Codes:
--= No status
Federal: FT=Federally Threatened, FE=Federally Endangered
State: ST=State Threatened, SE=State Endangered, SR=State Rare
CNPS: Rank 1B = rare, threatened, or endangered in California and elsewhere; Rank 4 = a watch list plants of limited distribution
Threat Codes: _.1 = Seriously endangered I California (over 80% of occurrences threatened / high degree and immediacy of threat); _.2 = Fairly endangered in California (20-80% occurrences threatened); _.3 = Not very endangered in California (<20% of occurrences threatened, or no current threats known)

[1] List of regionally occurring special-status species acquired from CNDDB (CDFW 2025), CCH (2025), and CNPS Rare and Endangered Plant Inventory (CNPS 2025a), and local expert knowledge. This list includes all vascular plants in these databases; sensitive and rare lichens and moss were excluded.

[2] Listing status obtained from CNPS Rare and Endangered Plant Inventory (CNPS 2025a).

[3] Blooming period and habitat type obtained from Jepson eFlora (2025).

[4] Species determined to have suitable habitat on-site, even marginally suitable, are indicated with gray highlight and discussed further in the report.

Table D-2. Special-Status Wildlife Species Documented 5-miles within the Project Site

Scientific/Common Name[1]	Listing Status[1] Federal / State / CDFW	Nesting/ Breeding Period[2]	Habitat Type[2]	Observed / Habitat Present?[3]	Comments / Potential for Occurrence
Actinemys pallida Southwestern pond turtle	FPT / -- / SSC	April–May	Occurs in ponds, lakes, rivers, creeks, marshes and irrigation ditches with abundant vegetation and rocky or muddy bottoms. Require rocks, logs or exposed banks for basking. Nest along water margins usually in full sunlight.	No / No	No suitable aquatic habitat on-site; species not expected to occur. The nearest documented occurrence is greater than 2-miles from the project site (CDFW 2025), and the project site is surrounded by development and agriculture, as such this species is not expected to disperse to the project site. Not observed during survey.
Ambystoma californiense California Tiger Salamander – Santa Barbara County Distinct Population Segment	FE / ST / WL	December – February	Found in grasslands, oak savanna, and edges of mixed woodland and lower elevation coniferous forest. Nocturnal and fossorial, uses abandon rodent burrows.	No / No	No suitable aquatic habitat on-site; species not expected to occur. The nearest documented occurrence is greater than 3-miles from the project site (CDFW 2025), and the project site is surrounded by development and agriculture, as such this species is not expected to disperse to the project site. Not observed during survey.
Anniella pulchra Northern California legless lizard	-- / -- / SSC	March–November	Occurs in sandy or loose loamy soils under coastal scrub or oak trees. Soil moisture essential.	No / Yes	Irrigated landscape plants along the drainage ditch may provide suitable habitat for this species; species has potential to occur on site. Not observed during survey.
Athene cunicularia Burrowing owl	-- / SCE / SSC	March–July	Open, dry grasslands and deserts. Will use the burrows of other terrestrial animals. Also found in cleared residential areas such as vacant lots and golf courses.	No / Yes	Suitable overwintering habitat for this species is present on site; species has potential to occur. Not observed during survey.
Bombus crotchii Crotch's bumble bee	-- / SCE / --	February–October	Occurs in open grassland and scrub habitat. Nests primarily underground. Generalist forager. Select food plant genera include *Fabaceae*, *Apocynaceae*, *Asteraceae*, *Lamiaceae*, *Boraginaceae*. Little is known about overwintering sites.	No / Yes	Potentially suitable nesting habitat presents in existing small animal burrows on site. Preferred floral resources present on site. Potential for this species to forage and nest on site. Not observed during survey.

Scientific/Common Name[1]	Listing Status[1] Federal / State / CDFW	Nesting/ Breeding Period[2]	Habitat Type[2]	Observed / Habitat Present?[3]	Comments / Potential for Occurrence
Branchinecta lynchi Vernal pool fairy shrimp	FT / -- / --	Winter–Spring	Occurs in vernal pools and depressions in grasslands.	No / No	No suitable vernal pool habitat on-site; species not expected to occur. Not observed during survey.
Circus hudsonius Northern harrier	-- / -- / SSC	April–September	Occurs in frequents meadows, grasslands, open rangelands, desert sinks, fresh and saltwater emergent wetlands. Nests on the ground in shrubby vegetation in emergent wetlands or along rivers and lakes.	No / No	No suitable nesting habitat for this species on-site; species not expected to occur. Not observed during survey.
Danaus plexippus pop. 1 Monarch butterfly	FPT / -- / SA	Spring	Dependent on milkweed (*Asclepias* sp.) as a host plant for offspring. Breeds throughout California and overwinters along coast from northern Mendocino to Baja California, Mexico. Winter roosts in wind-protected tree groves (eucalyptus, Monterey pine, and cypress), with nectar and water sources nearby. Found in fields, meadows, weedy areas, marshes, and along roadsides.	No / No	No suitable habitat on-site; no milkweed or preferred roosting tree species observed on site. Species not expected to occur. Not observed during survey. Not observed during survey.
Lanius ludovicianus Loggerhead shrike	-- / -- / SSC	April–July	Open country with short vegetation and well-spaced shrubs or low trees. Forage in a variety of areas including agricultural fields, pastures, orchards, riparian areas, and desert scrublands. Nests in shrubs, brushpiles, short trees, and man-made structures.	No / Yes	Potentially suitable nesting habitat on-site within the ornamental trees and ruderal vegetation; species has potential to occur. Not observed during survey.
Phrynosoma blainvillii Coast horned lizard	-- / -- / SSC	May–September	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes.	No / Yes	Potentially suitable habitat on-site within the drainage ditch; species has potential to occur. Not observed during survey.
Rana draytonii California red-legged frog	FT / -- / SSC	January–March	Occurs in lowlands and foothills in or near sources of deep water with dense, shrubby or emergent riparian vegetation.	No / Yes	Suitable habitat on-site within the drainage ditch and potentially suitable upland habitat with small animal burrows in ruderal vegetation; species has potential to occur. Not observed during survey.

Scientific/Common Name[1]	Listing Status[1] Federal / State / CDFW	Nesting/ Breeding Period[2]	Habitat Type[2]	Observed / Habitat Present?[3]	Comments / Potential for Occurrence
Spea hammondii Western spadefoot toad	FPT / -- / SSC	January–August	Occurs in seasonal/vernal pools in coastal scrub, grassland, chaparral, woodland habitat, and open areas with sandy or gravelly soils.	No / Yes	Potentially suitable habitat on-site within the drainage ditch and potentially suitable upland habitat with small animal burrows in ruderal vegetation; species has potential to occur. Not observed during survey.
Taxidea taxus American badger	-- / -- / SSC	Late Summer–Early Fall	Occurs in dry, open fields with friable soil for tunneling and foraging.	No / Yes	Suitable habitat present within the ruderal vegetation on site; species has potential to occur. Not observed during survey.

Status Codes:

--= No status
Federal: FE = Federal Endangered; FT= Federal Threatened; FPT = Federal Proposed Threatened
State: SE= State Endangered; ST= State Threatened; SCE = State Candidate Endangered
CDFW: SSC= Species of Special Concern; FP= Fully Protected Species; WL= Watch List, SA = Special Animal

[1] List of regionally occurring special-status species and listing status acquired from CNDDB (CDFW 2025) and local expert knowledge.

[2] Life history information obtained from multiple sources, including Cornell Lab of Ornithology Online (Cornell 2025), CaliforniaHerps.com (Nafis 2025), and USFWS ECOS (USFWS 2025a).

[3] Species determined to have suitable habitat on–site, even marginally suitable, are indicated with gray highlight and discussed further in the report.

APPENDIX E

Noise Impact Analysis

Noise Impact Analysis
Westgate Village Project
October 14, 2025

Prepared For:

Napht, Inc.
Ben Nikfarjam
1611 S Blosser Road
Santa Maria, CA 93458

370 Amapola Ave, Suite 212
Torrance, CA 90501

4470425-0009723.00

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1.0 INTRODUCTION

1.1 NOISE IMPACT STUDY PURPOSE AND OBJECTIVES

This report is provided to support the City of Santa Maria's (City) environmental review process and supply information regarding potential effects of noise associated with the proposed Westgate Village Project (proposed project) located within the Blosser-Southwest Specific Plan Area 6B within the City. Westgate Village Development, LLC (applicant) will be the developer of the mixed-use development. This study evaluates short-term construction noise and long-term operational noise impacts from onsite stationary sources and mobile sources on sensitive receptors located near the site and identifies any possible noise mitigation measures required for the proposed project.

1.2 PROJECT DESCRIPTION

The proposed project would include a mixed-use development with multi-family residential and convenience center commercial over seven (7) parcels. A portion of the proposed project will consist of a multi-family residential project that consists of 92 units over 3.51 acres. The multi-family residential will consist of three (3) 3-story buildings and two (2) units above the community center which are proposed to be designated as High Density Residential - 30 units per acre (R-3). There will be a range of unit types from studio, one bedroom, two bedroom and three-bedroom units. The commercial portion of the proposed project's mixed-use development will consist of six (6) commercial pads spread out over six (6) proposed parcels. The multi-family community will include a Community Center with an outdoor picnic area for the residents. The community center includes outdoor amenities that will be available to residents from 7am – 9pm daily.

The commercial pads will be for retail/office space, two drive-thru restaurants, a sit-down restaurant, and a gas station/convenience store with a carwash. The carwash will be operated from 7am to 9pm. The carwash will not include a "buzzer" in the operation of the carwash. The project site is zoned Planned Development Overlay (PD)/ Convenience Center (CC) in the Blosser-Southwest Specific Plan Area 6B within the City. The applicant will request a General Plan Amendment to rezone 3.51 acres from PD/CC to PD/R-3. The proposed project is located on approximately 7.5 acres and is currently undeveloped as shown in **Figure 1**.

For the multi-family portion of the proposed project, a total of 175 parking spaces, 88 uncovered and 87 covered, will be provided. Sixty-six(66) of the 175 spaces will be designated for clean air vehicle parking. The commercial portion of the proposed project will provide 153 parking spaces for all six (6) commercial parcels. Thirty-two (32) of the 153 spaces will be designated for clean air vehicle parking. The primary access to the development is located on Blosser Road midway between La Brea Avenue and Battles Road. There are two (2) secondary access points along Blosser Road and a third secondary access from La Brea Avenue. The main entrance on Blosser Road is proposed to be signalized. **Figure 2** provides details of the project site concept plan.

1.3 NEARBY LAND USES AND SENSITIVE RECEPTORS

Land uses west of the project site are zoned PD/Small Lot Single Family Residential (RSL-1) and PD/R-3, and are developed with the Villa Del Sol Apartment complex and Heritage Square gated community. Land uses north of the project site are developed and zoned General Manufacturing (M-2) and PD/General Commercial (C-2). Land uses east of the project site are undeveloped and consist

of various zoning designations, however the land uses closest to the site are zoned PD/R-3 and PD/CC. Land uses south of the project site are developed and zoned PD/R-3, PD/CC, and PD/Medium Density Residential (R-2).

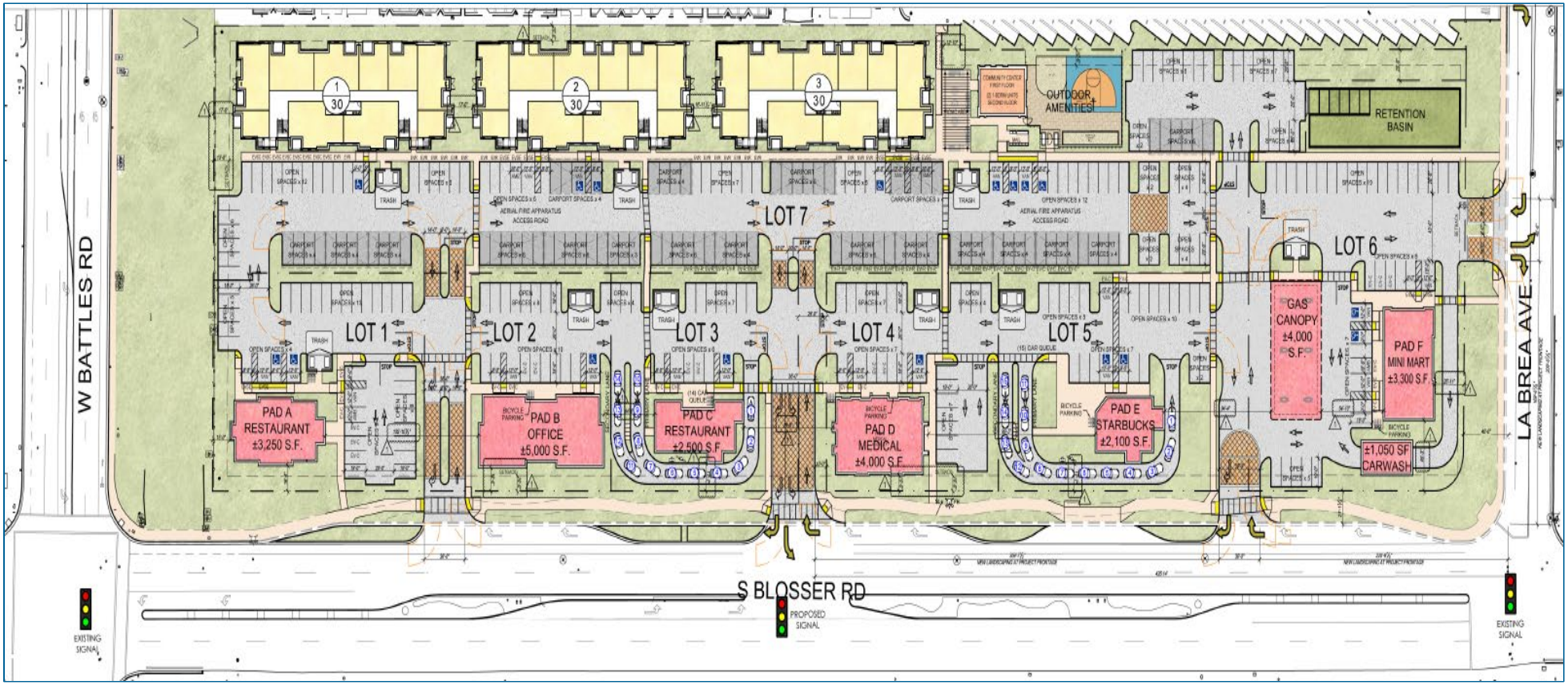
According to the California Department of Transportation's *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, noise-sensitive receptors include residences, schools, hospitals, churches, and parks. The nearest sensitive receptor is a residential neighborhood comprised of single-family home located on Aberdeen Court located approximately 45 feet (0.01 miles) west of the project site. Additional sensitive receptors are presented below and are shown in **Figure 1.**

- Receptor 1 is located at 1503 Dolcetto Lane and is a single-story residential home located approximately 215 feet (0.04 miles) from the project site.
- Receptor 2 is located at 1508 South Aberdeen Court and is a two-story residential home located approximately 45 feet (0.01 miles) from the project site.
- Receptor 3 is located at 1520 South Aberdeen Court and is a single-story residential home located approximately 45 feet (0.01 miles) from the project site.
- Receptor 4 is located at 1538 South Aberdeen Court and is a single-story residential home located approximately 45 feet (0.01 miles) from the project site.
- Receptors 5 through 7 are located on the southwest end of the project site and represent future residents at the apartment buildings.
- Receptors 8 and 9 are located on Blosser Road and represent future planned development, including residential properties. The land uses are approximately 110 feet (0.02 miles) from the site.
- Receptors 10-12 are located at 1311 West Battles Road and represent the Villa Del Sol apartments, located an average of 75 feet (0.01 miles) from the project site.

Figure 1. Project Site Location Map and Noise Sensitive Receptors



Figure 2. Site Concept Plan



2.0 FUNDAMENTALS OF NOISE

2.1 SOUND, NOISE AND ACOUSTICS

Sound is a mechanical radiant energy that is transmitted by longitudinal pressure waves in a material medium, such as air in the case of traffic and stationary noise, and is the objective cause for human hearing. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. Noise is defined as an unwanted sound.

2.2 FREQUENCY

When sound travels through air, the atmospheric pressure varies periodically. The number of pressure variations per second is called the frequency of sound and is measured in Hertz (Hz), defined as cycles per second. Human hearing systems are not equally sensitive to all sound frequencies. Thus, not all frequencies are perceived as being equally loud at the same sound pressure level, and when calculating overall environmental noise ratings it is necessary to consider sounds at some frequencies as more impactful than those at other frequencies. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). The human ear can hear from a bass pitch starting at 20 Hz all the way to a high pitch of 20,000 Hz.

2.3 SOUND PRESSURE LEVELS AND DECIBELS

Sound pressure level (SPL or L_p) is a logarithmic measure of the effective pressure of a sound relative to a reference value. The sound pressure levels are measured in decibels (dB). Because the human ear is not equally sensitive to sound at all frequencies, sound levels must be adjusted to levels that the human hear can perceive. The A-weighted decibel scale, (dBA), reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. **Figure 3** provides examples of A-weighted noise levels from common sounds.

Figure 3. A-Weighted Noise Levels of Common Sounds

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock band
Jet flyover at 1,000 feet		
	100	
Gas lawnmower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban daytime	50	Dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcast/recording studio
	10	
	0	

Source: Caltrans, 2013.
Notes:
dBA = A-weighted decibels; mph = mile per hour

2.4 ADDITION OF DECIBELS

Because decibels are measured on a logarithmic scale, sound pressure levels cannot be combined or separated using simple addition or subtraction. When adding two or more noise levels, the approach is as follows:

- If the difference between the highest and next highest noise level is 0–1 dB, then add 3 dB to the higher level to provide the total noise level;
- If the difference between the highest and next highest noise level is 2–3 dB then add 2 dB to the higher level to give the total noise level;
- If the difference between the highest and next highest noise level is 4–9 dB then add 1 dB to the higher level to give the total noise level; and

- If the difference between the highest and next highest noise level is 10 dB and over, then the noise level is unchanged (i.e. the higher level is the total level).

2.5 HUMAN RESPONSE TO CHANGES IN NOISE LEVELS

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report, as well as with most environmental documents, overall sound levels are determined by applying frequency weighted adjustments to spectral sound levels. The A-weighted scale is used to mimic the human hearing response so sound is reported in terms of A-weighted decibels, dBA. Typically, the human ear can barely perceive a change in noise level of 3 dB. A change in noise level of 5 dB is readily perceptible, and an increase or decrease of 10 dB is perceived as being twice as loud (increase) or half as loud (decrease).

2.6 SOUND PROPAGATION

Sound is transmitted in air by pressure variations from its source to the surroundings. Sound levels will decrease as the distance between a source and receptor increases. While absorption by air is one of the factors attributing to the weakening of a sound during transmission, distance plays a more important role in noise reduction (attenuation) during transmission. Depending on the source of the sound, for every doubling of distance the level will be reduced between 3 and 6 dB.

Other factors for noise attenuation are ground absorption and shielding. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receptor. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of an additional 1.5 dB per doubling of distance.

In order to break the line of sight, walls between a noise source and a receptor are often used for noise attenuation to reduce the noise levels at the receptor. Additional barriers such as buildings, hills and heavy vegetations can also reduce the noise levels. Typically, walls will reduce noise levels by 5 to 10 dB. As the height of a wall increases, the noise reduction increases.

2.7 MEASUREMENT OF SOUND

There are many ways to evaluate noise measured over periods of time, these include:

- Equivalent continuous sound level (L_{eq}) is the total sound energy measured over a stated period of time.
- L_{MAX} is the maximum level with A-weighted frequency response and slow time constant.
- The Community Noise Equivalent Level (CNEL) is the LA_{eq} (equivalent noise level) over a 24-hour period with a penalty of 5 dB for noises occurring from 7:00 a.m. to 10:00 p.m. and a penalty of 10 dB for noises occurring from 10:00 p.m. to 7:00 a.m. The noise penalty is added to the noise events during the evening and nighttime hours when individuals are more sensitive to noise.

2.8 VIBRATION

Vibration is energy transmitted in waves through the ground, often referred to as groundborne vibration. Groundborne vibration consists of oscillatory waves that propagate from the source through the ground to adjacent structures. The frequency of a vibrating object describes how rapidly it is oscillating. The number of cycles per second of oscillation is the vibration frequency, which is

described in terms of Hertz (Hz) as is noise. The normal frequency range of most groundborne vibrations that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Energy is lost during the transfer of energy from one particle to another, and therefore the vibratory energy is reduced with increasing distance from the source of the vibration.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). The PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. In addition to the potential for building damage, the human body responds to vibration signals. However, unlike buildings, which are rigid, it takes some time for the human body to respond to vibration. In a sense, a building responds to instantaneous movement while the human body responds to average vibration amplitude, which is measured as RMS. The averaging of the particle generally results in the RMS conservatively being equivalent to 71 percent of the PPV. Thus, human annoyance usually results in a more restrictive vibration limit than structural damage limits.

3.0 REGULATORY FRAMEWORK

3.1 CITY OF SANTA MARIA GENERAL PLAN – NOISE ELEMENT

The City of Santa Maria General Plan's Noise Element (Noise Element) aims to limit the environmental noise impact to protect residents and workers from exposure to excessive noise. This Noise Element establishes policies, objectives, and implementation programs to control and reduce noise impacts to acceptable levels. The Noise Element provides information on noise exposure, which can be used with respect to the Land Use Element to designate acceptable land uses in relation to existing and future noise levels.

- **Policy N.1.a – Overall Noise Control in Santa Maria:** Protect and enhance the quality of the city's noise environment by controlling noise at its source, along its transmission paths, and at the site of the ultimate receptor.
- **Policy N.1.b – Location of New Noise Generators:** Regulate the placement and construction of new noise generators, to avoid excessive interior and exterior noise level impacts on adjacent noise sensitive properties; and of new noise receptors (such as housing and schools), to minimize the negative effects of local noise generation.
- **Policy N.1.d – Explore New Measurements to Address Existing and Future Transportation Noise:** Explore possible strategies to control vehicular noise generation that would reduce noise impacts on existing noise-sensitive land uses (residential and schools) located within the 60+ dB CNEL contour.
- **Objective N.1.a – Existing Noise Levels:** To have mobile and stationary noise sources in compliance with the Santa Maria Noise Element and Noise Ordinance, and state and federal noise regulations.
- **Objective N.1.b:** To maintain and reduce noise to acceptable levels throughout the community.
- **Objective N.1.d – New Development Projects:** All new development projects will meet the acceptable exterior and interior noise level standards specified in **Table 1**: *"Interior and Exterior Noise Standards."*

Table 1. City of Santa Maria Interior and Exterior Noise Standards

Land Use Categories		Standard (dB CNEL)	
Categories	**Uses**	**Interior**	**Exterior**
Residential	Single-Family, Duplex, Multiple Family, Mobile Home	45	60[4]
Commercial	Retail, Restaurant, Professional, Offices	55	65[1,2]
Industrial	Manufacturing, Utilities, Warehousing, Agriculture	65	70[3]
Noise-Sensitive Land Uses	Motel, Hospital, School, Nursing Home, Church, Library, and other	45	60
Open Space	Passive Outdoor Recreation	-	65

Source: City of Santa Maria General Plan Noise Element, Table N-4
dBA = A-weighted decibel
CNEL = Community Noise Equivalent Level

Notes:
[1] The Commercial Exterior Noise Standard is a noise level of 65 dB CNEL or less, or which does not interfere with normal business activity.
[2] Where commercial development proposes outside activities such as patio dining, outside play and picnic areas, the noise standards shall not apply to those outdoor areas.
[3] The Industrial Exterior Noise Standard is a noise level of 70 dB CNEL or less or which does not interfere with normal business activity.
[4] Exception to allow elevated noise levels in outdoor living areas. Outdoor living areas such as patios and balconies may be incorporated into multifamily development projects ("Duplex" and "Multi Family", and mixed-use projects which incorporate these uses) in such areas which experience elevated noise levels. These noise levels may not exceed the "Normally Unacceptable." Community Noise Exposure levels (75 dB and above) specified in Figure 2 of the "Noise Element Guidelines" (Appendix C of the California General Plan Guidelines). Furthermore, prospective buyers and future occupants of dwelling shall be provided the following notice: This property is presently located in an urban area which periodically and regularly experiences elevated noise levels. Potential sources of this noise may be automobile traffic, railroad operations, flying aircraft, industrial/commercial uses and general human activity in an urban environment. You may wish to consider what noise level annoyances, if any, are associated with the property before you complete your purchase and/or rental agreement and determine where they are acceptable to you.

3.2 CITY OF SANTA MARIA MUNICIPAL CODE – NOISE

The City of Santa Maria Municipal Code has declared that the policy of the City is to prohibit unnecessary, annoying, and excessive noises from all sources subject to its police power. The code states that it shall be the policy of the city to prohibit noises that constitute a nuisance regardless of level during certain time periods. A violation will be given when the noise level exceeds the ambient noise level or the ambient base noise level, whichever is greater, as follows:

1. By any amount 30 minutes for any given hour, measured cumulatively;
2. By five dB(A), 15 minutes for any given hour;
3. By 10 dB(A), 5 minutes for any given hour;
4. By 20 dB(A) at any time.

The "ambient noise level" is defined as the all-encompassing noise associated with a given environment, usually being a composite of sounds with many sources excluding the alleged offensive noise at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

The "ambient base noise level" is defined as the reasonable and representative ambient noise levels in various land use categories in the City and at various times as set forth in **Table 2.**

Table 2. Range of Intensities Ambient Base Noise Levels (dBA, L_{eq})

Range of Intensities Ambient Base Noise Level								
	Duration							
	Ambient Base		Fifteen Minutes		Five Minutes		One Minute	
Zone	Day	Night	Day	Night	Day	Night	Day	Night
Residential	55	45	60	50	65	55	70	60
Commercial	65	60	70	65	75	70	80	75
Industrial	75	70	80	75	85	80	90	85

Source: SMMC Section 5-5.05
Notes:
dBA = A-weighted decibel; L_{eq} = equivalent sound level
Daytime: 7:00am to 10:00pm
Nighttime: 10:00pm to 7:00am

Where two zones are in question, the ambient base noise level assigned for the most restrictive zones shall take priority. When evaluating the complaint, an ambient noise level measurement will be taken for a period of one hour. As stated above, the greater of either the ambient noise level or the ambient base noise level will be used to determine is the noise level exceeds the established limits. After review of a complaint received by the Noise Control Officer, the owner/operator of a noise source shall be given one verbal or written notice and on the second verification of a complaint, shall be in violation of this chapter. Any person violating any of the provisions of this chapter is guilty of a misdemeanor and upon conviction thereof is punishable in accordance with this Code.

3.3 CITY OF SANTA MARIA MUNICIPAL CODE – VIBRATION

The City of Santa Maria Municipal Code has not established specific vibration limits for construction activities, which would be the primary source of vibration related to this project.

Chapter 12-49, Mixed-Use Projects of the City's Municipal Code outlines operations-related performance standards for mixed-use projects in 12-49-.09. Regarding vibration, it states, "No use, activity, or process shall produce vibrations that are perceptible without instruments at the property line for more than three minutes in any one hour of the day between the hours of 7:00 a.m. and 10:00 p.m. No use, activity or process shall produce vibrations for more than 30 seconds in any one-hour between the hours of 10:00 p.m. and 7:00 a.m." The proposed project's operations are not expected to be a source of vibrations.

4.0 SIGNIFICANCE CRITERIA

To satisfy the requirements of the California Environmental Quality Act (CEQA), noise impacts are analyzed in accordance with CEQA Guidelines. Impacts are considered significant if the proposed project would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Generation of excessive groundborne vibration or groundborne noise levels.
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

4.1 PROJECT SITE SIGNIFICANT THRESHOLD

The significance criteria for the proposed project are based on the City's General Plan Noise Element, the City's Municipal Code and industry standards.

4.1.1 Operational Noise

- The General Plan Noise Element states that noise standards for residential uses must be below 45 dB CNEL for interior noise and below 60 dB CNEL threshold for exterior noise. Exception is provided to allow elevated noise levels of 75 dB in outdoor livings areas such as patios and balconies incorporated into multifamily development projects. The General Plan provides noise levels limits in dB. However, because the human ear is not equally sensitive to sound at all frequencies, sound levels must be adjusted to levels that the human hear can perceive. The A-weighted decibel scale, (dBA), reflects the normal hearing sensitivity range of the human ear. Therefore, this study will evaluate noise impacts in dBA.
- The Municipal Code states that a violation will be given when the noise level exceeds the ambient noise level or the ambient base noise level (Day = 55 dBA & Night = 45 dBA), whichever is greater. The Municipal Code also sets limits for 15-minute, 5-minute, and one-minute durations of noise in excess of the ambient noise level.
- CEQA does not define what noise level increase would be considered substantial. Typically, project-generated noise level increases of 3 dBA CNEL or greater would be considered significant where exterior noise levels would exceed the normally acceptable noise level standard (60 dBA CNEL for residential land uses). Where noise levels would remain at or below the normally acceptable noise level standard with the proposed project, noise level increases of 5 dBA CNEL or greater would be considered significant.

4.1.2 Construction Noise

- Construction activities between the hours of 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on weekends, which is within the allowable construction hours set by the City of Santa Maria.

- The City of Santa Maria Municipal Code and the Santa Maria General Plan do not have a maximum numeric limit for noise levels related to construction activities at the sensitive receptors. However, the City of Santa Maria General Plan mentions that construction activities would not be considered a nuisance, provided they take place between 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. Saturday through Sunday. The Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment* provides an eight-hour construction noise level threshold of 80 dBA L_{eq} during daytime at residential (noise-sensitive) uses, and 85 dBA during the daytime at commercial uses (FTA, 2018). Therefore, those thresholds were used to evaluate the need for mitigation measures during construction activities.

4.1.3 Vibration

The City of Santa Maria and CEQA do not identify specific vibration level limits, therefore this report will rely on guidelines from the California Department of Transportation (Caltrans) *Transportation and Construction Vibration Guidance Manual* to address vibration issues associated with the construction, operation, and maintenance of transportation projects (Caltrans, 2020) as well as the FTA's *Transit Noise and Vibration Impact Assessment* (FTA, 2018). **Table 3** and **Table 4** show the California Department of Transportation's criteria for building damage and human response to vibration sources.

Table 3. Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Transient Sources (PPV in/sec)	Continuous/Frequent Intermittent Sources (PPV in/sec)
Extremely fragile historic buildings	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: Caltrans 2020 **Notes:** PPV = peak particle velocity; in/sec = inches per second		

Table 4. Guideline Vibration Annoyance Potential Criteria

Human Response	Transient Sources (PPV in/sec)	Continuous/Frequent Intermittent Sources (PPV in/sec)
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4
Source: Caltrans 2020 **Notes:** PPV = peak particle velocity; in/sec = inches per second		

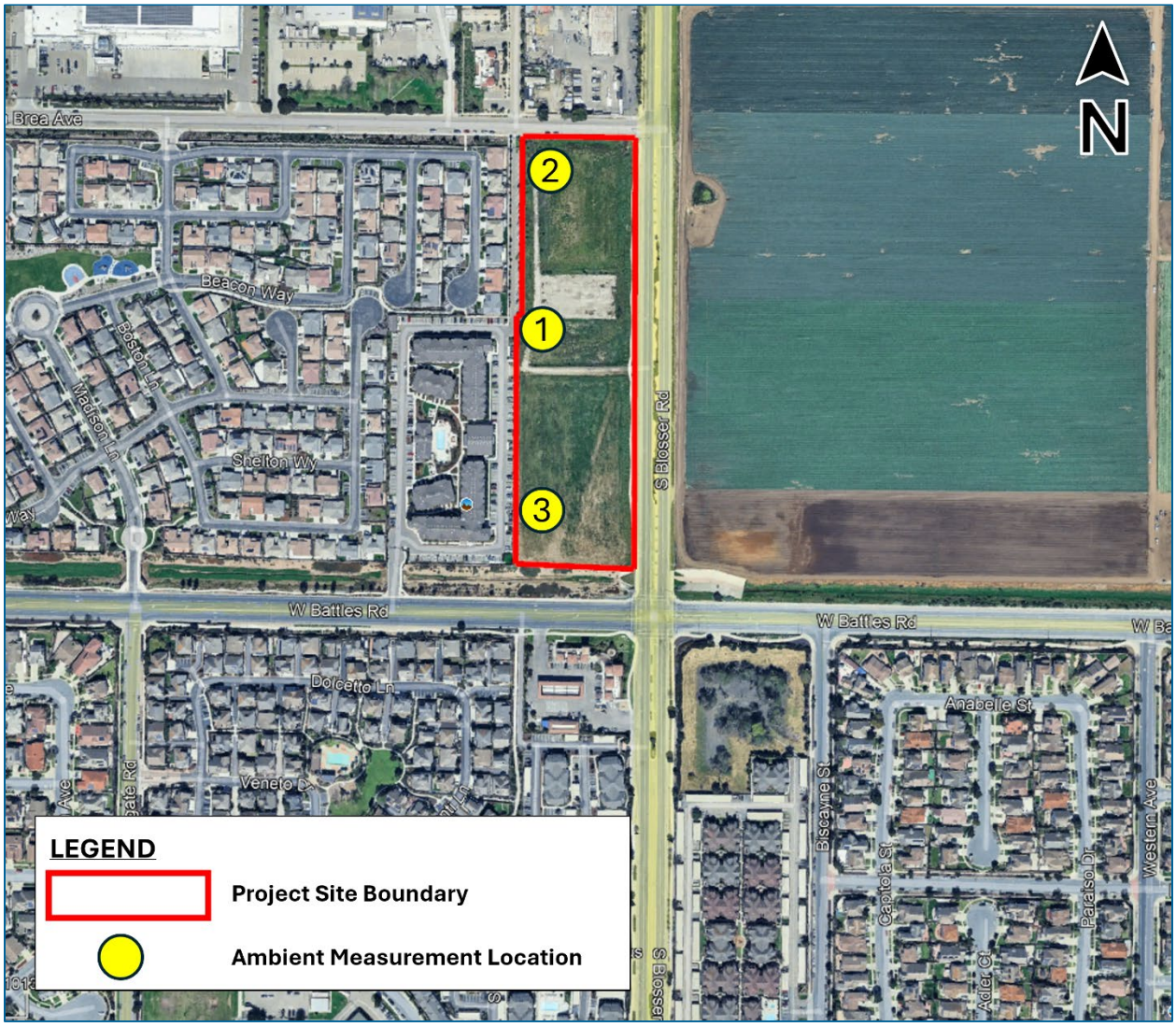
The structural threshold maximum for continuous/intermittent sources for new residential structures is 0.50 in/sec peak particle velocity (PPV). For the purpose of assessing impacts to humans, vibrations would potentially be significant if vibration levels exceeded the distinctly perceptible vibration levels of 0.04 in/sec PPV.

5.0 EXISTING AMBIENT NOISE ENVIRONMENT

Ambient noise or background levels are the all-encompassing noises associated with a given environment at a specific time, usually a composite of sound from many sources from many directions, near and far without any particular dominant sound. The primary existing noise sources surrounding the project site are traffic flow along South Blosser Road, West Battles Road, and La Brea Avenue. Other noise sources include traffic noise from other roads surrounding the project site, noise from other industrial and commercial properties located north and south of the project site, as well as airport traffic noise from the Santa Maria airport located approximately 2 miles south of the site.

In order to determine the existing noise environment on the project site, NV5 conducted ambient noise level monitoring from April 17th to April 18th, 2023. On each day, ambient noise level measurements were collected during the day, evening, and nighttime hours at three representative locations at the proposed site as indicated in **Figure 4.** Short-term 15-minute noise measurements were taken at the northwest, center, and southwest corners of the site along the western boundary of the property, approximately 20 feet from the existing wall (the shared property boundary with the adjacent single- and multi-family residences to the west). These locations were selected to represent current noise levels in the adjacent residential areas.

Figure 4. Ambient Noise Measurement Location



All measurements were conducted using a Larson Davis 831 Sound Level Meter (SLM). The SLM was calibrated before and after each measurement of noise levels; the measurements were made using the A-weighted scale, the SLM was placed 5 feet off the ground. A total of three (3) 15-minute samples were taken and captured the L_{eq} and L_{max}. The results from the ambient noise measurements are presented in **Table 5**.

Table 5. Summary of Short-Term Noise Measurements (dBA)

Sample Location	ID	Sample Date	Sample Time	Description	L_{eq} (dBA)	LS_{max} (dBA)	CNEL
ST 1 - W of the site	1	4/18/2023	6:50 a.m. – 7:05 a.m.	Frequent roadway noise Bird chirping	56.6	65.3	57.4
		4/17/2023	6:45 p.m. – 7:00 p.m.	Cars and trucks Background roadway noise	49.5	59.1	
		4/17/2023	10:00 p.m. – 10:15 p.m.	Sporadic roadway noise	48.8	59.0	
ST 2 - NW Corner of the site	2	4/18/2023	7:10 a.m. – 7:25 a.m.	Frequent roadway noise, cars and motorcycles Bird chirping	60.9	72.7	60.1
		4/17/2023	7:05 p.m. – 7:22 p.m.	Local runners Background roadway noise, cars and trucks Backup truck alarm	56.2	67.7	
		4/17/2023	10:20 p.m. – 10:35 p.m.	Sporadic roadway noise	48.1	65.9	
ST 3 -SW Corner of the site	3	4/18/2023	7:31 a.m. – 7:46 a.m.	Frequent roadway noise, cars and motorcycles Bird chirping	59.4	81.5	59.0
		4/17/2023	8:04 p.m. – 8:19 p.m.	Background roadway noise, cars and trucks	51.9	57.8	
		4/17/2023	10:41 p.m. – 10:56 p.m.	Sporadic roadway noise	49.0	58.1	

Notes:
dBA = A-weighted decibels
L_{eq} = Equivalent continuous level over a period of 15 minutes
LS_{max} = The maximum Sound Level with Slow Time weighting during the measurement period
CNEL was measured using the measurement for daytime, evening and nighttime as the average for that time slice.

6.0 IMPACTS ANALYSIS

6.1 OPERATIONAL NOISE IMPACTS

The proposed project would generate noise from stationary and mobile sources that may impact offsite receptors in the community. Stationary noise sources include operation of the car wash, restaurant drive-thrus, gas station, heating, ventilation, and air conditioning (HVAC) units at the residential apartment building and commercial land uses, and noise from the outdoor recreation area at the community center that is connected to proposed project's residential apartment building. Mobile sources would include car and truck traffic through the project site's parking lot areas, as well as traffic noise along nearby roads.

The noise impact evaluation was performed using SoundPlan Noise 9.1, an environmental noise propagation computer program that was developed to assist with noise propagation calculations for noise sources and projects. The program calculates the sound pressure level at a location utilizing the sound emission properties of the source(s) and environmental propagation factors (sound spreading due to distance, ground effects, barriers, as well as atmospheric attenuation). The program also includes a number of standardized methodologies that can be utilized to quantify the acoustic effect of these environmental factors. The specific standard employed by this program is that described in the ISO standard 9613 "Acoustics - Attenuation of sound during propagation outdoors". The modeled ambient temperature was 10 degrees Celsius (50 degrees Fahrenheit), and the assumed relative humidity (RH) was 70 percent. The ground absorption value utilized in the model was 0 (for hard ground), which is conservatively representative of the land at the site. Elevation lines were created using the grading plan. No sound attenuation due to foliage was included in this analysis. Two existing 6-foot concrete walls on the west side and the south side of the site were added to the model to represent the existing walls bordering the single-family home neighborhoods.

This study evaluates the acoustical impact of the proposed project on the adjacent existing sensitive receptors and the proposed new sensitive receptors and compares it to the local noise standards to assess if any mitigation measure would be necessary to reduce the noise exposure to the community. Future community noise impacts from the onsite operations were modeled using SoundPlan Noise 9.1 acoustical modeling software. This study focuses on the daytime, nighttime and CNEL noise levels to determine the acoustical impact of the proposed project's noise sources on the closest receptors.

6.1.1 Onsite Noise Sources

Onsite noise sources would include operation of the car wash, restaurant drive-thrus, gas station, HVAC units, an outdoor recreation area, and car and truck traffic within the project site.

6.1.1.1 Car Wash

The proposed car wash facility on the site is a drive-thru car wash. Reference noise levels at the car wash entry and exit were based on noise levels from a similar car wash noise analysis for the Splash-n-Dash Car Wash located in Santa Maria (Dudek, 2014). This noise study determined that the blower creates a sound level of 79 dBA at 40 feet from the car wash exit and the blower at 50 feet from the car wash entry is producing a noise level of 71 dBA.

Based on the trip generation analysis, there will be a maximum of 13 cars per hour that will be going through the car wash. The blower is on for about one minute, therefore the car wash entry and exit noises were modeled for 13 minutes per hour. The car wash was assumed to be only operated during the daytime (7:00am – 9:00pm).

6.1.1.2 Vehicle Noise Sources – Parking Lots

Onsite vehicle movements for cars and trucks were developed from the proposed project's trip generation analysis. **Table 6** summarizes the mobile sources, including cars and trucks, that would generate noise when driving through the project site's parking lots. The AM and PM trips were used to determine the movements per hour for daytime and evening. For the parking lot traffic, SoundPlan default noise values were applied. For the Office and Medical building, daytime and evening activities without any nighttime activities were assumed. For the gas station and the restaurants with drive-thrus, half of the traffic from evening was assumed at night. A quarter of the evening activity was assumed for the Starbucks drive-thru.

Table 6. Source Sound Power Levels - Parking Lots

				Movements per Hour			L_{w}^{2}, ref
Name	Parking Lot Type[1]	Size		Day	Evening	Night	dB(A)
Parking Lot 1 - Pad A	Restaurant in the city	39	Parking bays	0.667	0.641	0.000	89.6
Parking Lot 2 - Pad B	Visitors and Staff	19	Parking bays	0.316	0.000	0.000	82.3
Parking Lot 3 - Pad C	Fast Food Restaurants (Drive-In)	16	Car Queue	5.938	4.375	2.188	85.2
Parking Lot 4 - Pad D	Visitors and Staff	25	Parking bays	0.520	0.000	0.000	84
Parking Lot 5 - Pad E	Fast Food Restaurants (Drive-In)	17	Car Queue	9.000	4.118	1.029	85.6
Residential Parking	Visitors and Staff	175	Parking bays	0.229	0.177	0.089	95
Gas Station Parking	Motorway station (refueling cars)	37	Fueling Queues and Parking Bays	5.081	4.432	2.216	86.3

Notes:
[1]Parking lot type defined in SoundPlan Noise 9.1
Lw = Sound pressure level

6.1.1.3 Vehicle Noise Sources – Unloading and Loading Activities

Delivery vehicles are expected to be a source of noise from unloading and loading activities at the commercial businesses. The offices are expected to receive traffic from box trucks delivering packages. The restaurant, fast food restaurant, and Starbucks are expected to receive traffic from box trucks delivering food and drink supplies. The gas station is expected to receive traffic from fuel tanker trucks delivering fuel. Reference noise levels for box truck operations were obtained from the Veolia Noise Study (Veolia, 2012), which found that box trucks produce 74 dBA at 25 feet. For the fuel tanker truck, SoundPlan generated default noise levels for a similar type vehicle.

Table 7. Sound Power Levels by Octave Band Center Frequency for Truck Unloading and Loading

Location	Vehicle Type	Sound Level (dBA)	Octave Band Center Frequency (Hz)							
			63	125	250	500	1k	2k	4k	8k
			Sound Power Level (dBA)							
Pad A – Restaurant	Box Truck	100.3	67.7	82.2	91.1	92.9	92.9	94.3	92.2	89.8
Pad B – Office	Box Truck	100.3	67.7	82.2	91.1	92.9	92.9	94.3	92.2	89.8
Pad C – Fast Food Restaurant	Box Truck	100.3	67.7	82.2	91.1	92.9	92.9	94.3	92.2	89.8
Pad D – Medical Office	Box Truck	100.3	67.7	82.2	91.1	92.9	92.9	94.3	92.2	89.8
Pad E – Starbucks	Box Truck	100.3	67.7	82.2	91.1	92.9	92.9	94.3	92.2	89.8
Pad F – Gas Station	Fuel Tanker	104.1	80.8	84.9	90.4	99.8	100	96.2	88	76.9

6.1.1.4 Outdoor Amenities at Residential Apartment Building

The outdoor amenities at the residential apartment building will include a basketball court, a kid's playground, a turf play area, a bocce ball court, and cornhole boards. This noise source was not included in the noise modeling because its use would be sporadic and activities are not expected to occur for extended durations. The expected noises coming from the outdoor amenities area are typical noise that could be heard in a residential neighborhood. Additionally, usage of the outdoor amenities area would be limited to daytime hours (7am to 9pm). The residential properties west of the outdoor amenities have a 6-foot wall which will attenuate the noise coming from the project site. Therefore, the noise from the outdoor amenities is not expected to impact the closest residences.

6.1.1.5 Drive-Thru Noise

There will be two drive-thru operations onsite, one fast-food restaurant and a Starbucks. Noise associated with drive-thru activities will primarily come from vehicles idling, entering, and exiting the site, and the use of an outdoor menu speaker. The noise impacts generated from vehicle activity are analyzed in Section 6.1.2. To determine the noise impacts of the outdoor menu speaker, reference noise levels for similar style speakers used for fast-food restaurants were obtained from a noise study conducted by HME Electronics, Inc. (HME). HME's study found that a menu speaker would produce 72 dBA L_{max} at a distance of 4 feet. Speakers of this nature are typically not generating noise continuously. The fast-food restaurant is located approximately 170 feet from the nearest sensitive receptor and the Starbucks is located approximately 225 feet from the nearest sensitive

receptor. With distance attenuation, the outdoor menu speaker would generate an estimated 39.43 dBA at the nearest sensitive receptor, which is well below the ambient noise environment during the daytime and nighttime. Therefore, the noise generated from drive-thru activities is not expected to impact the closest residences.

6.1.1.6 Rooftop HVAC Units

Rooftop HVAC units are expected to be utilized at both the proposed apartment buildings and the commercial properties. Based on a review of HVAC sizing configuration for buildings, there should be approximately 1-ton of capacity per every 600 square feet. For the apartment buildings, no RTUs were modeled since these buildings will not have any HVAC units, with the exception of Building 4, which is the community center. The community center will have one (1) 5-ton RTU. For the commercial buildings, one RTU was assumed for each building. **Table 8** summarizes the RTU size for each building. **Table 9** summarizes the sound power for the RTUs at each building.

Table 8. RTU Size per Building Type

Building	Apartment/Occupant	RTU
Apartment Building 4	One Bedroom and Community Center	5-ton unit
Pad A	Sit down restaurant	5-ton unit
Pad B	Office	8.5-ton unit
Pad C	Fast food	4-ton unit
Pad D	Medical	7.5-ton unit
Pad E	Starbucks	4-ton unit
Pad F	Minimart	6-ton unit

Table 9. Sound Pressure Levels for RTUs

Location	RTU	Sound Level (dBA)	Octave Band Centre Frequency (Hz)							
			63	125	250	500	1k	2k	4k	8k
			Sound Power Level (dBA)							
Apartment Building 4	5-Ton RTU 7	87.2	57.8	69.9	75.4	81.8	83	80.2	74	65.9
Pad A – Restaurant	5-Ton RTU 1	87.2	57.8	69.9	75.4	81.8	83	80.2	74	65.9
Pad B – Office	8.5-Ton RTU 2	87.9	59.8	68.9	76.4	82.8	84	79.2	75	68.9
Pad C – Fast Food Restaurant	4-Ton RTU 3	87.3	63.8	69.9	75.4	81.8	83	80.2	74	65.9
Pad D – Medical Office	7.5-Ton RTU 4	90.8	65.8	79.9	83.4	85.8	85	81.2	77	67.9
Pad E – Starbucks	4-Ton RTU 5	87.3	63.8	69.9	75.4	81.8	83	80.2	74	65.9
Pad F – Gas Station	6-Ton RTU 6	89.3	64.8	78.9	81.4	83.8	84	80.2	76	66.9

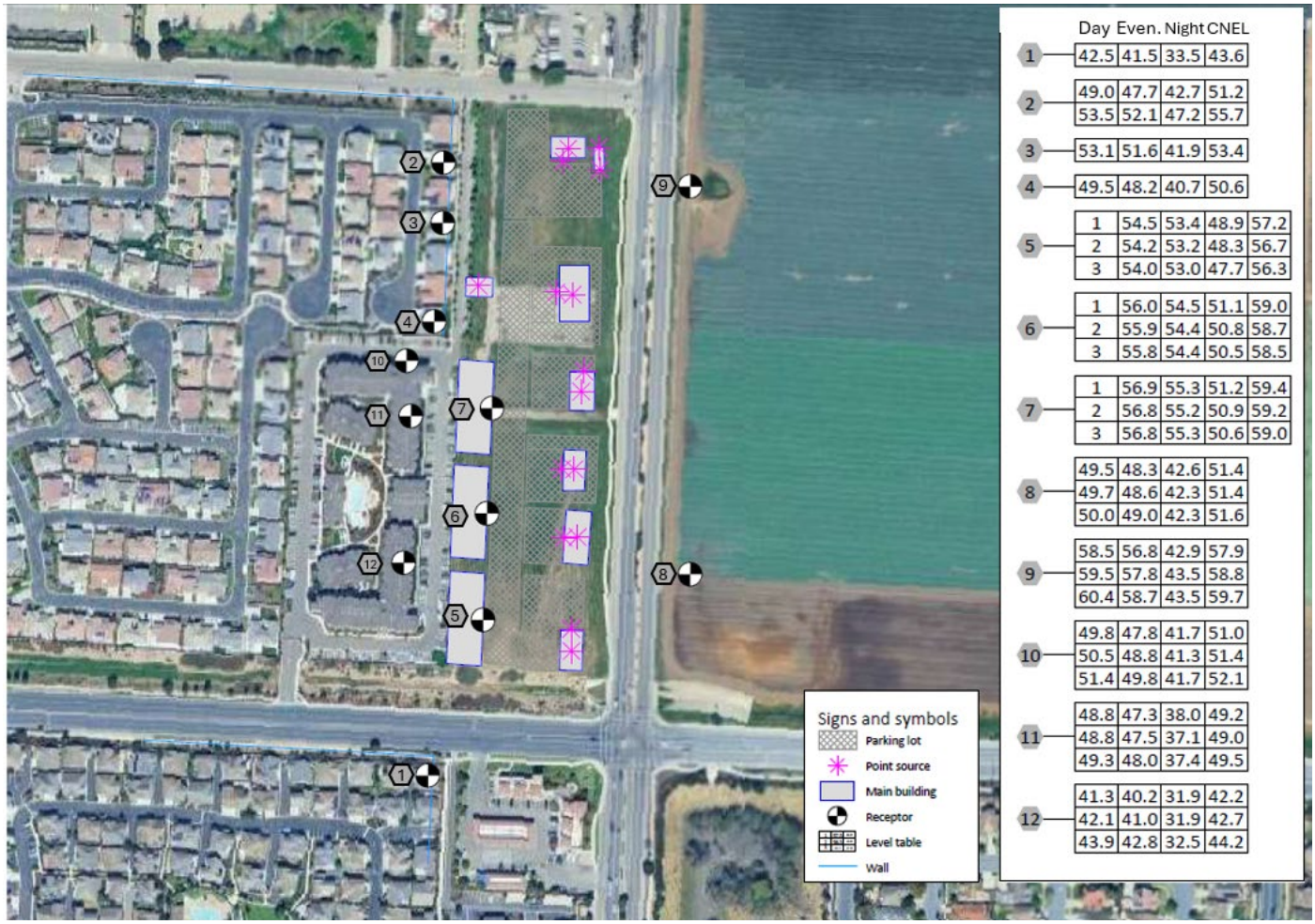
6.1.2 Operational Noise Impact Analysis

Sensitive receptors that may be affected by the proposed project are located to the west, east, and south. A total of twelve (12) receptors were modeled to evaluate the proposed project's operational noise impact. The locations of these receptors are denoted by black and white dots on **Figure 5.** **Figure 5** also shows the predicted noise level map at the sensitive receptor areas. **Figure 6** through **Figure 9** show the noise level contours for CNEL, daytime, evening, and nighttime. Noise sensitive receptors analyzed are as follows:

- Receptor 1 is located at 1503 Dolcetto Lane and is a single-story residential home located approximately 215 feet (0.04 miles) from the project site.
- Receptor 2 is located at 1508 South Aberdeen Court and is a two-story residential home located approximately 45 feet (0.01 miles) from the project site.
- Receptor 3 is located at 1520 South Aberdeen Court and is a single-story residential home located approximately 45 feet (0.01 miles) from the project site.
- Receptor 4 is located at 1538 South Aberdeen Court and is a single-story residential home located approximately 45 feet (0.01 miles) from the project site.
- Receptors 5 through 7 are located on the southwest end of the project site and represent future residents at the apartment buildings.
- Receptors 8 and 9 are located on Blosser Road and represent future planned development, including residential properties. The land uses are approximately 110 feet (0.02 miles) from the site.
- Receptors 10-12 are located at 1311 West Battles Road and represent the Villa Del Sol apartments, located an average of 75 feet (0.01 miles) from the project site.

Operational noise levels are anticipated to range between 41.3 dBA and 60.4 dBA at the nearest residences during the day, between 40.2 dBA and 58.7 dBA during the evening, and between 31.9 and 51.2 dBA at night. Figure 5 displays the results of the noise level predictions during the day, evening, and night.

Figure 5. Project Site Operations Noise Level Analysis



		Day	Even.	Night	CNEL
1		42.5	41.5	33.5	43.6
2		49.0	47.7	42.7	51.2
		53.5	52.1	47.2	55.7
3		53.1	51.6	41.9	53.4
4		49.5	48.2	40.7	50.6
5	1	54.5	53.4	48.9	57.2
	2	54.2	53.2	48.3	56.7
	3	54.0	53.0	47.7	56.3
6	1	56.0	54.5	51.1	59.0
	2	55.9	54.4	50.8	58.7
	3	55.8	54.4	50.5	58.5
7	1	56.9	55.3	51.2	59.4
	2	56.8	55.2	50.9	59.2
	3	56.8	55.3	50.6	59.0
8		49.5	48.3	42.6	51.4
		49.7	48.6	42.3	51.4
		50.0	49.0	42.3	51.6
9		58.5	56.8	42.9	57.9
		59.5	57.8	43.5	58.8
		60.4	58.7	43.5	59.7
10		49.8	47.8	41.7	51.0
		50.5	48.8	41.3	51.4
		51.4	49.8	41.7	52.1
11		48.8	47.3	38.0	49.2
		48.8	47.5	37.1	49.0
		49.3	48.0	37.4	49.5
12		41.3	40.2	31.9	42.2
		42.1	41.0	31.9	42.7
		43.9	42.8	32.5	44.2

Table 10. Predicted Noise Levels at Sensitive Receptors

			Ambient Noise Levels (dBA)[1]		Predicted Noise Levels (dBA)		Predicted Noise Level Exceeded Ambient Noise Levels?	
No.	Receptor Name	Floor	Day	Night	Day	Night	Day	Night
1	1503 Dolcetto Ln	GF	59.4	49	42.5	33.5	No	No
2	1508 S Aberdeen Ct	GF	60.9	48.1	49	42.7	No	No
		1.Fl	60.9	48.1	53.5	47.2	No	No
3	1520 S Aberdeen Ct	GF	60.9	48.1	53.1	41.9	No	No
4	1538 S Aberdeen Ct	GF	56.6	48.8	49.5	40.7	No	No
5	Apartment Building 1	GF	59.4	49	54.5	48.9	No	No
		1.Fl	59.4	49	54.2	48.3	No	No
		2.Fl	59.4	49	54	47.7	No	No
6	Apartment Building 2	GF	59.4	49	56	51.1	No	Yes
		1.Fl	59.4	49	55.9	50.8	No	Yes
		2.Fl	59.4	49	55.8	50.5	No	Yes
7	Apartment Building 3	GF	56.6	48.8	56.9	51.2	Yes	Yes
		1.Fl	56.6	48.8	56.8	50.9	Yes	Yes
		2.Fl	56.6	48.8	56.8	50.6	Yes	Yes
8	Future Residential (Blosser Rd – South End)	GF	59.4	49	49.5	42.6	No	No
		1.Fl	59.4	49	49.7	42.3	No	No
		2.Fl	59.4	49	50	42.3	No	No
9	Future Residential (Blosser Rd – North End)	GF	60.9	48.1	58.5	42.9	No	No
		1.Fl	60.9	48.1	59.5	43.5	No	No
		2.Fl	60.9	48.1	60.4	43.5	No	No
10	Villa Del Sol Apartments (N)	GF	56.6	48.8	49.8	41.7	No	No
		1.Fl	56.6	48.8	50.5	41.3	No	No
		2.Fl	56.6	48.8	51.4	41.7	No	No
11	Villa Del Sol Apartments (NE)	GF	59.4	49	48.8	38	No	No
		1.Fl	59.4	49	48.8	37.1	No	No
		2.Fl	59.4	49	49.3	37.4	No	No
12	Villa Del Sol Apartments (SE)	GF	59.4	49	41.3	31.9	No	No
		1.Fl	59.4	49	42.1	31.9	No	No
		2.Fl	59.4	49	43.9	32.5	No	No

Notes:

[1] Ambient noise levels are based on the noise measurements taken by NV5 on April 17th and 18th 2023. The measurements were 15-min L_{eq} measurements. Ambient noise levels were used as they are greater than ambient base noise Levels provided by the City in Table 2.

6.1.2.1 City of Santa Maria Municipal Code – Impact Analysis

The noise analysis evaluated the acoustical impacts of the proposed project on the nearest sensitive receptors. As discussed in Section 3.2, the City's Municipal Code establishes that a noise violation occurs when either the ambient noise levels or ambient base noise levels are exceeded, whichever is greater, as follows:

1. By any amount 30 minutes for any given hour, measured cumulatively;
2. By five dB(A), 15 minutes for any given hour;
3. By 10 dB(A), 5 minutes for any given hour;
4. By 20 dB(A) at any time.

Ambient base noise levels are provided for each receiving property zone (residential, commercial, and industrial). For the residential receiving properties, the ambient base noise levels are 55 dBA during the daytime and 45 dBA at night. However, the ambient measurements collected by NV5 on April 17th and 18th, 2023, show that the ambient noise levels are between 56.6 dBA and 60.9 dBA during the daytime and 48.1 dBA and 49.0 dBA at night. The City's code states that it must account for whichever value is greater, and in this case the ambient noise level measurements collected by NV5 are greater than the base ambient noise levels. Therefore, this analysis will evaluate noise impacts according to the measured ambient noise levels.

During the daytime, all sensitive receptors, except for Receptor 7, will be below the City's daytime noise limits. The noise levels from the proposed project's onsite noise sources are expected to exceed existing ambient noise levels at Receptor 7 (new apartment building 3 as part of this project) by 0.2 dBA to 0.3 dBA. The City's code states that noise cannot exceed existing ambient noise levels by any amount for 30 minutes for any given hour. The highest contributions to noise levels during the daytime at Receptor 7 are from the Pad C fast food restaurant, residential parking areas, and the car wash exit. It is not anticipated that those noise sources will be fully active at the same time for more than 30 minutes in any hour during the daytime. Therefore, noise levels at Receptor 7 are not expected to result in any significant acoustical impact.

At nighttime, the noise levels from the proposed project's onsite noise sources are expected to exceed existing ambient noise levels at Receptors 6 and 7 (new apartment buildings 2 and 3 as part of this project) by 1.5 dBA to 2.1 dBA. The City's code states that noise in excess of 5 dBA over the ambient noise level cannot exceed 15 minutes in any given hour. The highest contributors to noise levels at Receptors 6 and 7 are from the Pad C fast food restaurant with drive-thru and residential parking areas. It is not anticipated that those noise sources will be fully active for more than 15 minutes in any hour at nighttime. Therefore, noise levels at Receptor 6 & 7 are not expected to result in any significant acoustical impact.

The proposed project is expected to meet the requirements of the City's Municipal Code.

6.1.2.2 City of Santa Maria General Plan – Impact Analysis

The Noise Element states that all new development projects must meet the acceptable interior and exterior noise level standards. For residential land uses, the standard CNEL is 45 dB interior and 60 dB exterior. As discussed, the A-weighted decibel scale, (dBA), reflects the normal hearing sensitivity range of the human ear. Therefore, this study will evaluate noise impacts in dBA.

The proposed multi-family residential buildings include outdoor balconies, which would be considered outdoor living areas. The Noise Element includes an exception for such areas, allowing up to 75 dB CNEL. As shown in **Table 11,** the exterior combined (ambient + predicted) CNELs at the outdoor living areas of the multi-family residential properties included in this project are below 75 dBA.

The interior noise level is the difference between the predicted exterior noise level at the building facade and the Noise Reduction (NR) of the structure.
As part of this project, new multi-family residential buildings (Receptor 5-7) will be developed. The worst-case exterior noise exposure predicted for these receptors is 62 dBA. For these new buildings, residential construction must provide a minimum NR of approximately 16 dBA (62-45=16). However, it may be assumed that residential construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB if windows and doors are closed. Therefore, the proposed project will be compliant with the City's General Plan for all proposed units.

6.1.3 Operational Noise Levels Increase Analysis

The proposed project's operational noise level increase at sensitive receptors was estimated by adding the proposed project's operational noise levels and the existing ambient noise measurement levels. The operational noise level increase to the existing ambient noise environment is determined by the magnitude of difference between the proposed project's operational noise levels and the ambient noise levels. For example, when adding two noise levels that have a difference of 0 dB, 3 dB would be added to the highest noise level.

The Community Noise Equivalent Level (CNEL), or also called Day-Evening-Night noise level (L_{den}), will be used to evaluate the increase in noise levels. As described in Section 2.7, the CNEL or L_{den} is the LA_{eq} (equivalent noise level) over a 24-hour period with a penalty of 5 dB for noises occurring from 7:00 p.m. to 10:00 p.m. and a penalty of 10 dB for noises occurring from 10:00 p.m. to 7:00 a.m. The term will be used interchangeably in this report.

Noise levels that would be experienced at the closest receptors when the project-source noise is added to the daytime, evening and nighttime ambient conditions are presented in **Table 11.** As indicated in **Table 11**, the proposed project will generate an average daytime, evening, and nighttime operational noise level increases ranging from 0.1 to 4.1 dBA at the closest receptors. As discussed in Section 4.0, project-generated noise level increases of 3 dBA CNEL or greater would be considered significant where exterior noise levels would exceed the normally acceptable noise level standard (60 dBA CNEL for residential land uses). Where noise levels would remain at or below the normally acceptable noise level standard with the proposed project, noise level increases of 5 dBA CNEL or greater would be considered significant. All receptors are below this threshold.

Based on the noise analysis of the operational onsite stationary, the proposed project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, therefore, noise impacts from onsite sources would be **less than significant**.

Table 11. Receptor CNEL Noise Levels Increases

No.	Receptor Name	Floor	Ambient CNEL (dBA)	Predicted CNEL (dBA)	Combined CNEL (dBA)	CNEL Increase (dB)	Increase Threshold (dB)	Increase Exceeds Threshold?
1	1503 Dolcetto Ln	GF	59.0	43.6	59.1	0.1	5	No
2	1508 South Aberdeen Ct	GF	60.1	51.2	60.6	0.5	3	No
	1508 South Aberdeen Ct	1.FL	60.1	55.7	61.4	1.3	3	No
3	1520 South Aberdeen Ct	GF	60.1	53.4	60.9	0.8	3	No
4	1538 South Aberdeen Ct	GF	57.4	50.6	58.2	0.8	5	No
5	Apartment Building 1	GF	59.0	57.2	61.2	2.2	5	No
	Apartment Building 1	1.FL	59.0	56.7	61.0	2.0	5	No
	Apartment Building 1	2.FL	59.0	56.3	60.9	1.9	5	No
6	Apartment Building 2	GF	59.0	59	62.0	3.0	5	No
	Apartment Building 2	1.FL	59.0	58.7	61.9	2.9	5	No
	Apartment Building 2	2.FL	59.0	58.5	61.8	2.8	5	No
7	Apartment Building 3	GF	57.4	59.4	61.5	4.1	5	No
	Apartment Building 3	1.FL	57.4	59.2	61.4	4.0	5	No
	Apartment Building 3	2.FL	57.4	59	61.3	3.9	5	No
8	Future Residence (Blosser Rd - South End)	GF	59.0	51.4	59.7	0.7	5	No
	Future Residence (Blosser Rd - South End)	1.FL	59.0	51.4	59.7	0.7	5	No
	Future Residence (Blosser Rd - South End)	2.FL	59.0	51.6	59.7	0.7	5	No
9	Future Residential (Blosser Rd - North End)	GF	60.1	57.9	62.1	2.1	3	No
	Future Residential (Blosser Rd - North End)	1.FL	60.1	58.8	62.5	2.4	3	No
	Future Residential (Blosser Rd - North End)	2.FL	60.1	59.7	62.9	2.8	3	No
10	Villa Del Sol Apartments (N)	GF	57.4	51	58.3	0.9	5	No
	Villa Del Sol Apartments (N)	1.FL	57.4	51.4	58.4	1.0	5	No
	Villa Del Sol Apartments (N)	2.FL	57.4	52.1	58.5	1.1	5	No
11	Villa Del Sol Apartments (NE)	GF	59.0	49.2	59.4	0.4	5	No
	Villa Del Sol Apartments (NE)	1.FL	59.0	49	59.4	0.4	5	No
	Villa Del Sol Apartments (NE)	2.FL	59.0	49.5	59.5	0.5	5	No
12	Villa Del Sol Apartments (SE)	GF	59.0	42.2	59.1	0.1	5	No
	Villa Del Sol Apartments (SE)	1.FL	59.0	42.7	59.1	0.1	5	No
	Villa Del Sol Apartments (SE)	2.FL	59.0	44.2	59.1	0.1	5	No

Notes:
GF = ground floor; FL = floor; dBA = A-weighted decibel; dB = decibel

Figure 6. Project Site, Operations Noise Level Contours (CNEL)



Figure 7. Project Site, Operations Noise Level Contours (Daytime)

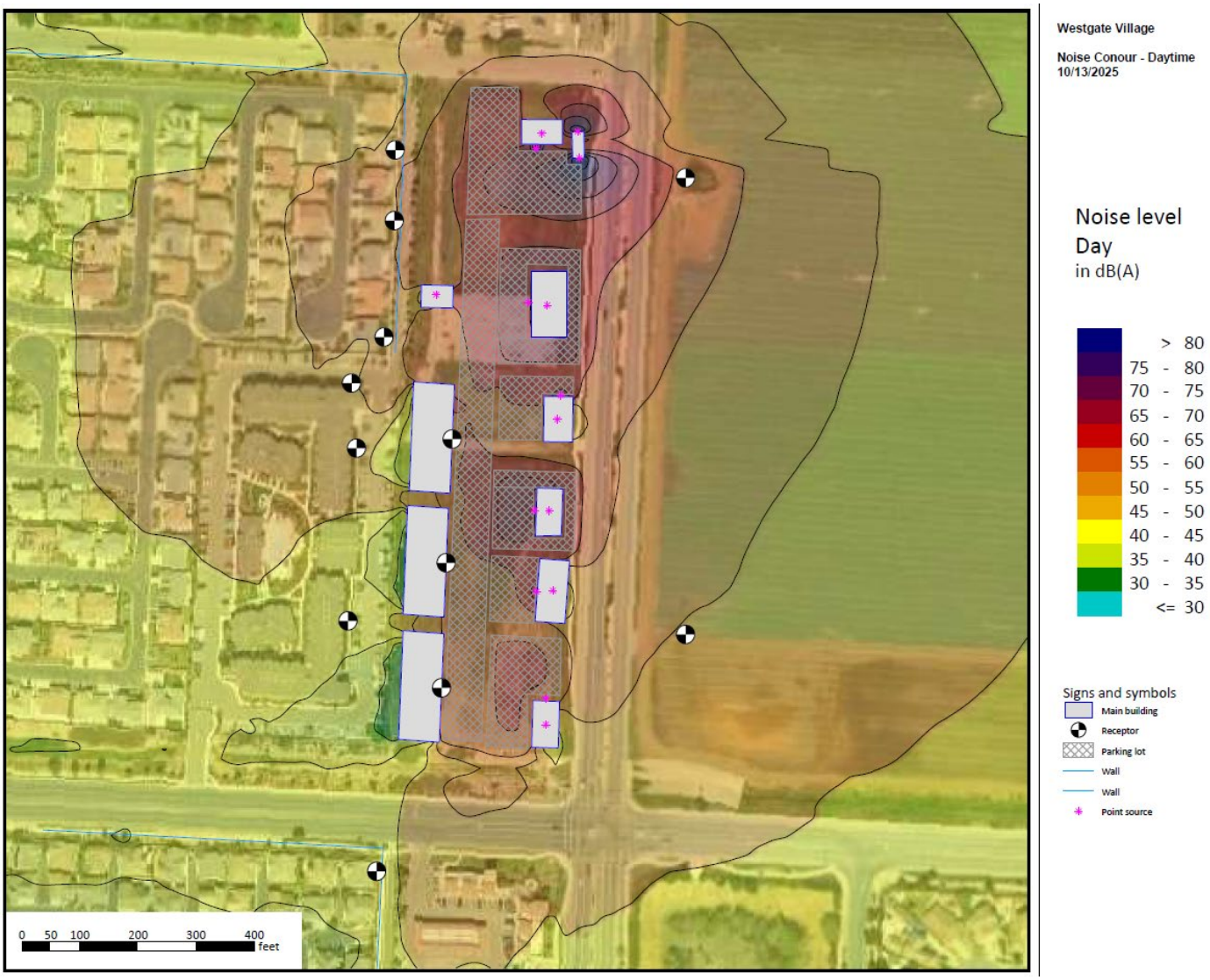
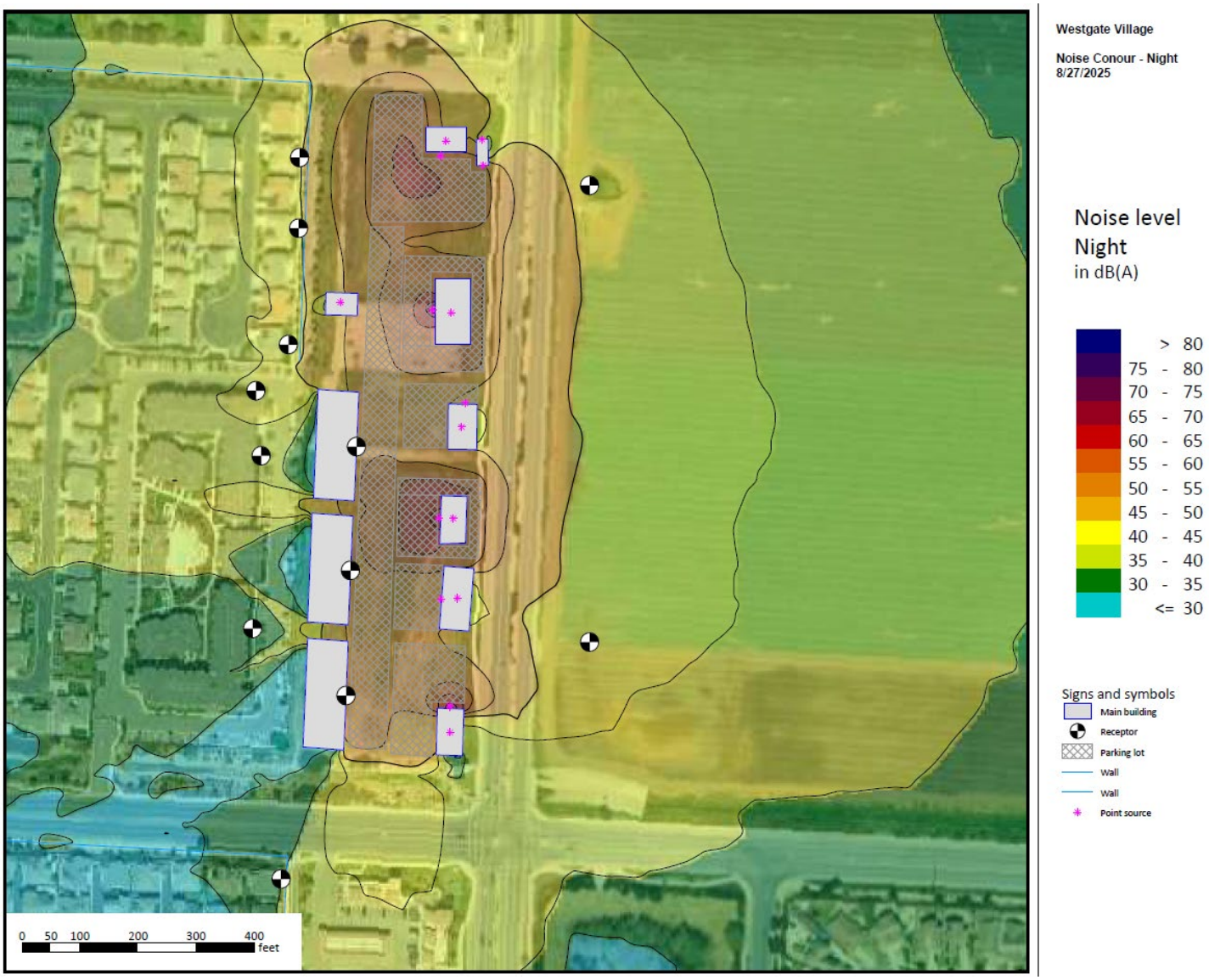


Figure 8. Project Site, Operations Noise Level Contours (Evening)



Figure 9. Project Site, Operations Noise Level Contours (Nighttime)



6.1.4 Offsite Traffic Noise Impacts

Implementation of the proposed project would generate increased traffic volumes along nearby roadway segments. All traffic from the proposed project was assumed to travel along West Stowell Road, Blosser Road, and Battles Road. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5 dBA increase is readily noticeable (Caltrans, 2013). Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

The anticipated noise levels were estimated using a qualitative analysis and compared existing PM peak hour traffic to future PM peak hour traffic. As discussed above, traffic volumes would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. The existing traffic volumes were provided by Associated Transportation Engineers (ATE) in the Updated Traffic and Circulation Study dated August 20, 2024. Traffic counts were collected during AM peak commuter hours (7:00 AM – 9:00 AM) and PM peak commuter hours (4:00 PM – 6:00 PM) on September 6th, 2018 and March 28th, 2019. From the collected data, ATE identified the peak 1-hour volumes, these are the volumes that were used in this analysis.

The PM peak hour traffic counts and anticipated noise level increase used in this study are presented in **Table 12.** Based on the traffic analysis conducted for the proposed project (ATE, 2024), the following scenarios were evaluated: Existing (2018/2019) and Existing + Project (2025) for W Stowell Road, Blosser Road, and Battles Road. As shown in **Table 12**, the proposed project is not anticipated to double existing traffic counts and therefore would not raise noise levels by more than 3 dBA. Therefore, offsite traffic noise impacts would be **less than significant.**

Table 12. PM Peak Hour Average Daily Traffic Volumes with Time of Day and Vehicle Splits

Road Segment	PM Peak Hour			% Increase in Traffic	Exceeds Limits[1]?
	Existing	Existing + Project	Increase		
Blosser Rd – South Bound	5,083	5,333	250	5%	No
Blosser Rd – North Bound	6,366	6,583	217	3%	No
W Stowell Rd – East Bound	2,608	2,698	90	3%	No
W Stowell Rd – West Bound	1,513	1,572	59	4%	No
Battles Rd – East Bound	2,892	2,978	86	3%	No
Battles Rd – West Bound	2,999	3,146	147	5%	No

Notes
[1]An increase of less than 3 dBA would be considered less than significant. Generally, an increase of 3 dBA occurs if traffic is increased by 100% (doubled).

Overall, the proposed project's offsite traffic noise would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, therefore, proposed project impacts would be **less than significant**.

6.2 CONSTRUCTION NOISE IMPACTS

Section 5-5.06 of the City of Santa Maria Municipal Code (SMMC) states that construction activities are restricted between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on weekends.

SMMC Section 5-5.09 requires the acquisition of a construction noise permit from the Noise Control Officer for exterior construction work conducted within a residential zone or within 500 feet of a residential zone only if such activities exceed the noise standards set forth in SMMC Sections 5-5.03 and 5-5.05. The permit would cover short-term or occasional, non-routine operations.

Although the SMMC has established hours of construction in Section 5-5.06(e) and requirements for the acquisition of construction noise permits in Section 5-5.09, the City has not adopted a quantitative threshold for evaluating construction noise impacts. Therefore, this analysis relies on the reasonable criteria provided by the Federal Transit Administration (FTA) for assessing construction noise impacts based on the potential for adverse community reaction in its *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period.

Noise impacts from the construction activities were evaluated by estimating the typical noise levels for each type of construction equipment using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) and comparing the L_{eq} at the nearest sensitive receptors with the acceptable noise standards. Construction of the proposed project would be completed in five phases: site preparation, grading, building construction, paving and architectural coating. Typical construction equipment described below will be used for the proposed project. **Table 13** lists the equipment expected to be used during the construction phase.

Equipment usage was based on the expected equipment from the construction activities as shown in **Table 13**. Each type of construction equipment produces maximum noise levels (L_{max}) at a reference distance of 50 feet from the noise source.

Table 13. Maximum Noise Levels and Estimated Usage of Typical Construction Equipment[2]

Type of Equipment	Estimated Usage (%)[1]	L_{max} at 50 feet (dBA)
Air Compressors	40	77.7
Excavators	40	80.7
Cranes	16	80.6
Forklifts	40	85.0
Generators	50	80.6
Rubber Tired Dozers	40	81.7
Tractors/Loaders/ Backhoes	40	77.6
Graders	40	85.0
Welders	40	74.0

Source: FHWA RCNM software defaults
Notes:
[1]Estimated Usage (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.
[2]Estimated Usage (percent) and L_{max} at 50 feet for each piece of equipment are sourced from the constants in FHWA RCNM software based on the CA/T predications from the Environmental Protection Agency (EPA) noise level work and Empire State Electrical Energy Research Corp. Guide.

Noise levels generated by construction equipment (or by any point source) decrease at a rate of approximately 6 dB per doubling of distance from the source. There are three existing residential areas within the vicinity of the site:

- Sensitive Receptor 1 is a single-family residential home at 1303 Dolcetto Ln, approximately 215 feet from the closest border of the site.
- Sensitive Receptor 2 is a single-family residential home at 1520 S Aberdeen Ct, approximately 45 feet away from the closest border of the site.
- Sensitive Receptor 3 is an apartment complex, Villa de Sol Apartments, at 1311 W Battles Rd, approximately 75 feet from the closest border of the site.

Figure 10 shows the location of the nearest sensitive receptors and their distances to the site.

Figure 10. Sensitive Receptor Locations



Using the RCNM, the noise levels were calculated for each receptor from the construction equipment, as presented in **Table 14**. As shown in **Table 14,** the predicted noise levels from construction activities will range from 61.0 dBA to 84.2 dBA. The City does not provide any noise level limits for construction noise levels. The noise levels are expected to be below the 80 dBA threshold from the FTA. The highest predicted noise level from construction activities is 84.2 dBA, measured at Sensitive Receptor 2 during the site preparation, grading, and building construction phases of the project. The noise levels are calculated based on the distance to the boundary of the site to evaluate the worst-case scenario, however the grading equipment is expected to move throughout the site which would increase the distance to the receptor and reduce the noise levels. Therefore, construction noise impacts are expected to be **less than significant** during all construction phases.

Table 14. Predicated Construction Noise Levels at Nearest Sensitive Receptors

Phase	Expected Equipment	Daytime Ambient Noise Levels (L_{eq}; dBA)[1]	Predicted Noise Levels (L_{eq}; dBA)		
			Sensitive Receptor 1 (215 ft)	Sensitive Receptor 2 (45 ft)	Sensitive Receptor 3 (75 ft)
Site Preparation	Rubber Tired Dozer, Tractors/Loaders/Backhoes	55.0	70.6	84.2	79.8
Grading	Rubber Tired Dozer, Tractors/Loaders/Backhoes, Excavator, Graders	55.0	73.2	84.2	79.8
Building Construction	Cranes, Generators, Forklift, Tractors/Loaders/Backhoes, Welders	55.0	71.2	84.2	79.8
Paving	Paver, Roller	55.0	64.0	77.6	73.1
Architectural Coating	Air compressors	55.0	61.0	74.6	70.2

Notes:
[1]Ambient noise levels are from City of Santa Maria's Municipal Code, Ambient Base Noise Levels.

6.3 VIBRATION

6.3.1 Short-Term Vibrational Impact

The quantitative methods provided by the Caltrans Transportation and Construction Vibration Guidance Manual (Caltrans 2020) and the FTA's *Transit Noise and Vibration Impact Assessment Model* (FTA 2018) are utilized in this analysis to determine whether vibration levels would exceed significance thresholds. These methodologies are reflective of the standard practice for analyzing vibration impacts on structures from continuous and intermittent sources from construction equipment. The following criteria have been developed to evaluate the potential for damage potential from ground vibration induced by construction equipment. Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

The greatest vibratory sources during construction of the proposed project are large bulldozers and loaded trucks. The closest structural buildings are residences located 50 feet west of property boundary. The structural threshold maximum for continuous/intermittent sources for new residential structures is 0.50 in/sec peak particle velocity (PPV). For the purpose of assessing impacts to humans, vibrations would potentially be significant if vibration levels exceeded the distinctly perceptible vibration levels of 0.04 in/sec PPV.

The proposed project does not include any substantial vibration sources associated with operation. Thus, construction activities have the greatest potential to generate ground borne vibration affecting nearby receptors. Vibration source amplitudes for construction equipment are provided below which are derived from FTA and Caltrans guidance documents. **Table 15** summarizes the vibration source amplitude level for various construction equipment. As shown in **Table 16**, groundborne vibration levels during construction would not exceed the human annoyance or structural damage thresholds. Overall, the proposed project's construction would not generate excessive groundborne vibration or groundborne noise levels, therefore, impacts would be **less than significant.**

Table 15. Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV at 25 ft (in/sec)
Vibratory roller	0.210
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
Crack-and-seat operations	2.4

Source: CalTrans 2020 and FTA 2018
Notes:
PPV = Peak Particle Velocity

Table 16. Vibration Levels at Nearest Building

Equipment	Nearest Receptor Type	Nearest Receptor Distance (ft)	PPV_{ref}	PPV_x	Structure Threshold (PPV, in/sec)	Exceeds Threshold?	Receptor Threshold (PPV, in/sec)	Exceeds Threshold?
Large Bulldozer	Residential Structure	55	0.089	0.037	0.50	No	0.04	No
Loaded Truck		55	0.076	0.032	0.50	No	0.04	No

Notes:
Calculated using the following formula:
$PPV_x = PPV_{ref} \times (25/D)^{1.1}$
Where: PPV_x= the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV_{ref} = the reference vibration level in in/sec from Table 14 from the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receptor

6.3.2 Long-Term Vibrational Impact

The proposed project is not anticipated to have any significant sources of groundborne vibration, such as industrial machinery or heavy equipment. Any operational groundborne vibration related to the proposed project would be from vehicle traffic on nearby rounds. Road vehicles on paved roads typically do not produce vibrations levels noticeable to humans. Therefore, operations of the proposed project would not generate excessive groundborne vibration or groundborne noise levels therefore, impacts would be **less than significant.**

6.4 AIRPORT IMPACTS

The proposed project is located approximately 1.75 miles from the nearest runway of the Santa Maria Airport. Per the Airport Influence Area established by the Airport Land Use Commission, a part of the Santa Barbara County Association of Governments (SBCAG), the proposed project is within Review Area 2. The proposed project's location within Review Area 2 requires disclosure in real estate transactions and are a part of the overflight notification area. Per the Airport Noise Contour map generated by the SBCAG, the proposed project's location is outside of the noise impact area of

the airport. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels and impacts would be **less than significant.**

7.0 MITIGATION MEASURES

No mitigation measures are required for the proposed project.

8.0 REFERENCES

- Airport Background Data and Assumptions Report – Santa Maria Public Airport
- City of Santa Maria's Environmental Procedures and Guidelines, November 3, 2020
- Federal Highway Administration, Traffic Noise Model, Software Version 3.2.
- Santa Barabara County Association of Governments – Airport Land Use Compatibility Plan, SB County Airport Noise Contours.
- SoundPlan Noise 9.1, Noise Sources: Parking Noise, 2017.
- California Department of Transportation, Technical Noise Supplement, September 2013
- California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, April 2020
- Santa Maria General Plan, Noise Element adopted April 15, 2009.
- Santa Maria Municipal Code, Chapter 5.5.
- Dudek, 2014. Noise Study Report - Splash n Dash Car Wash, 222 East Donovan Road, Santa Maria, Dudek, Inc., September 24, 2014
- Federal Highway Administration, Roadway Noise Construction Model, Software Version 1.1.
- Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.
- Trane, 2025, Trane Ton Rooftop Unit Price
- HME Electronics, Inc. *Drive-Thru Sound Pressure Levels From the Menu Board or Speaker Post*
- Veolia, 2012, Annual Truck Noise Measurements
- Associated Transportation Engineers, Updated Traffic and Circulation Study, August 20, 2024

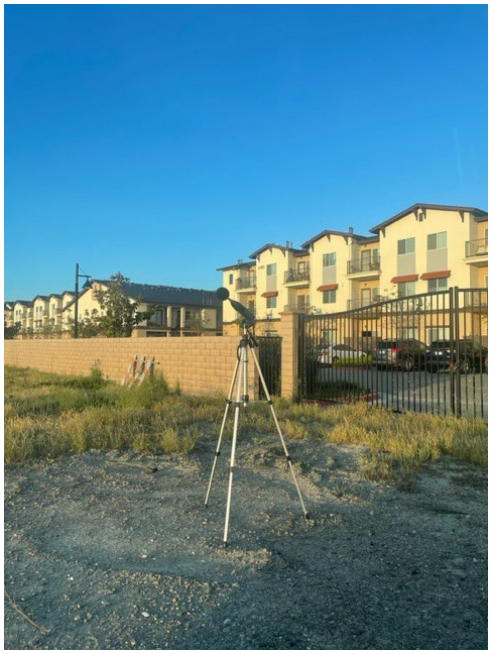
APPENDIX A: AMBIENT NOISE MEASUREMENTS

NV5
ALTA
ENVIRONMENTAL

Noise Measurement Field Data			
Project:	Westgate Village - Noise Study	Project Number:	444722-0011234.00
Sample Name:	Location #1: Center – Daytime	Date:	4/18/2023
Analyst:	Courtney Henderson	Time:	6:50 a.m. – 7:05 a.m.
Location:	S. Blosser Rd. & La Brea Ave, Santa Maria, CA; Center of site		
Noise Sources:	Traffic Noise, Residential Noise		
Comments:	Frequent roadway noise Bird chirping		

Results (dBA):		
Leq:	L90:	Ls(max):
56.6	52.6	65.3

Equipment		Weather	
Sound Level Meter:	SoundAdvisor™ Model 831C	Temperature (˚F):	42˚F
Calibrator:	LD CAL200	Wind (MPH):	3 MPH
Response Time:	Slow	Sky:	Scattered
Weighting:	A weighting	Barometric Pressure:	N/A
Microphone Height:	5’ feet	Humidity:	88%

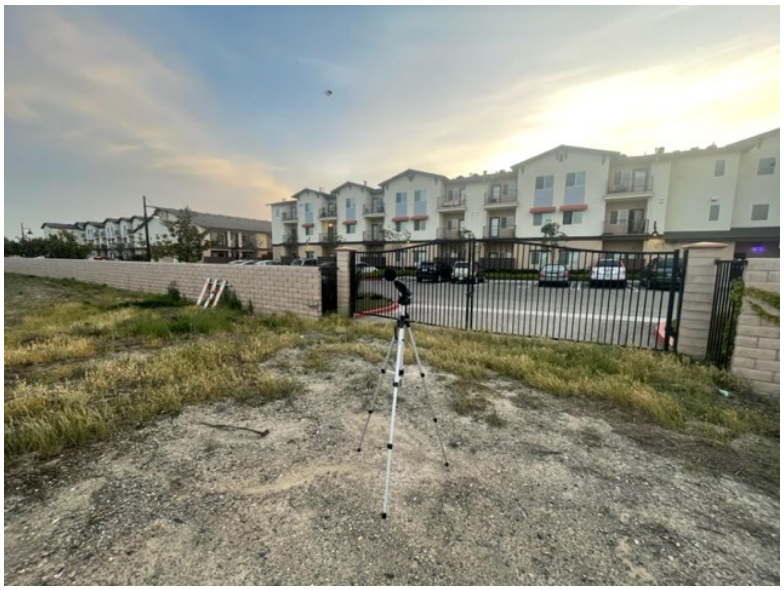


NV5
ALTA
ENVIRONMENTAL

Noise Measurement Field Data			
Project:	Westgate Village - Noise Study	Project Number:	444722-0011234.00
Sample Name:	Location #1: Center – Evening	Date:	4/17/2023
Analyst:	Courtney Henderson	Time:	6:45 p.m. – 7:00 p.m.
Location:	S. Blosser Rd. & La Brea Ave, Santa Maria, CA; Center of Site		
Noise Sources:	Traffic Noise, Residential Noise		
Comments:	Cars and trucks Background roadway noise		

Results (dBA):		
Leq:	L90:	Ls(max):
49.5	44.7	59.1

Equipment		Weather	
Sound Level Meter:	SoundAdvisor™ Model 831C	Temperature (˚F):	53˚F
Calibrator:	LD CAL200	Wind (MPH):	11 MPH
Response Time:	Slow	Sky:	Scattered
Weighting:	A weighting	Barometric Pressure:	N/A
Microphone Height:	5’ feet	Humidity:	70%



NV5
ALTA
ENVIRONMENTAL

Noise Measurement Field Data			
Project:	Westgate Village - Noise Study	Project Number:	444722-0011234.00
Sample Name:	Location #1: Center – Nighttime	Date:	4/17/2023
Analyst:	Courtney Henderson	Time:	10:00 p.m. – 10:15 p.m.
Location:	S. Blosser Rd. & La Brea Ave, Santa Maria, CA; Center of Site		
Noise Sources:	Traffic Noise, Residential Noise		
Comments:	Sporadic roadway noise		

Results (dBA):		
Leq:	L90:	Ls(max):
48.8	45.4	59.0

Equipment		Weather	
Sound Level Meter:	SoundAdvisor™ Model 831C	Temperature (˚F):	48˚F
Calibrator:	LD CAL200	Wind (MPH):	4 MPH
Response Time:	Slow	Sky:	Clear
Weighting:	A weighting	Barometric Pressure:	N/A
Microphone Height:	5’ feet	Humidity:	81%



NV5
ALTA
ENVIRONMENTAL

Noise Measurement Field Data			
Project:	Westgate Village - Noise Study	Project Number:	444722-0011234.00
Sample Name:	Location #2: NW Corner – Daytime	Date:	4/18/2023
Analyst:	Courtney Henderson	Time:	7:10 a.m. – 7:25 a.m.
Location:	S. Blosser Rd. & La Brea Ave, Santa Maria, CA; Northwest corner		
Noise Sources:	Traffic Noise, Residential Noise		
Comments:	Frequent roadway noise, cars and motorcycles Bird chirping		

Results (dBA):		
Leq:	L90:	Ls(max):
60.9	51.3	72.7

Equipment		**Weather**	
Sound Level Meter:	SoundAdvisor™ Model 831C	Temperature (˚F):	43˚F
Calibrator:	LD CAL200	Wind (MPH):	3 MPH
Response Time:	Slow	Sky:	Scattered
Weighting:	A weighting	Barometric Pressure:	N/A
Microphone Height:	5’ feet	Humidity:	87%



NV5
ALTA
ENVIRONMENTAL

Noise Measurement Field Data			
Project:	Westgate Village - Noise Study	Project Number:	444722-0011234.00
Sample Name:	Location #2: NW Corner – Evening	Date:	4/17/2023
Analyst:	Courtney Henderson	Time:	7:05 p.m. – 7:22 p.m.
Location:	S. Blosser Rd. & La Brea Ave, Santa Maria, CA; Northwest corner		
Noise Sources:	Traffic Noise, Residential Noise		
Comments:	Local runners Background roadway noise, cars and trucks Backup truck alarm		

Results (dBA):		
Leq:	L90:	Ls(max):
56.2	46.2	67.7

Equipment		Weather	
Sound Level Meter:	SoundAdvisor™ Model 831C	Temperature (˚F):	53˚F
Calibrator:	LD CAL200	Wind (MPH):	10 MPH
Response Time:	Slow	Sky:	Scattered
Weighting:	A weighting	Barometric Pressure:	N/A
Microphone Height:	5’ feet	Humidity:	72%



NV5
ALTA
ENVIRONMENTAL

Noise Measurement Field Data			
Project:	Westgate Village - Noise Study	Project Number:	444722-0011234.00
Sample Name:	Location #2: NW Corner – Nighttime	Date:	4/17/2023
Analyst:	Courtney Henderson	Time:	10:20 p.m. – 10:35 p.m.
Location:	S. Blosser Rd. & La Brea Ave, Santa Maria, CA; Northwest corner		
Noise Sources:	Traffic Noise, Residential Noise		
Comments:	Sporadic roadway noise		

Results (dBA):		
Leq:	L90:	Ls(max):
48.1	41.8	65.9

Equipment		**Weather**	
Sound Level Meter:	SoundAdvisor™ Model 831C	Temperature (˚F):	48˚F
Calibrator:	LD CAL200	Wind (MPH):	4 MPH
Response Time:	Slow	Sky:	Clear
Weighting:	A weighting	Barometric Pressure:	N/A
Microphone Height:	5’ feet	Humidity:	84%



NV5
ALTA
ENVIRONMENTAL

Noise Measurement Field Data			
Project:	Westgate Village - Noise Study	Project Number:	444722-0011234.00
Sample Name:	Location #3: SW Corner – Daytime	Date:	4/18/2023
Analyst:	Courtney Henderson	Time:	7:31 a.m. – 7:46 a.m.
Location:	S. Blosser Rd. & La Brea Ave, Santa Maria, CA; Southwest corner		
Noise Sources:	Traffic Noise, Residential Noise		
Comments:	Frequent roadway noise, cars and motorcycles Bird chirping		

Results (dBA):		
Leq:	L90:	Ls(max):
59.4	52.4	81.5

Equipment		**Weather**	
Sound Level Meter:	SoundAdvisor™ Model 831C	Temperature (˚F):	42˚F
Calibrator:	LD CAL200	Wind (MPH):	3 MPH
Response Time:	Slow	Sky:	Scattered
Weighting:	A weighting	Barometric Pressure:	N/A
Microphone Height:	5’ feet	Humidity:	88%



NV5
ALTA
ENVIRONMENTAL

Noise Measurement Field Data			
Project:	Westgate Village - Noise Study	Project Number:	444722-0011234.00
Sample Name:	Location #3: SW Corner – Evening	Date:	4/17/2023
Analyst:	Courtney Henderson	Time:	8:04 p.m. – 8:19 p.m.
Location:	S. Blosser Rd. & La Brea Ave, Santa Maria, CA; Southwest corner		
Noise Sources:	Traffic Noise, Residential Noise		
Comments:	Background roadway noise, cars and trucks		

Results (dBA):		
Leq:	L90:	Ls(max):
51.9	48.3	57.8

Equipment		Weather	
Sound Level Meter:	SoundAdvisor™ Model 831C	Temperature (˚F):	51˚F
Calibrator:	LD CAL200	Wind (MPH):	7 MPH
Response Time:	Slow	Sky:	Scattered
Weighting:	A weighting	Barometric Pressure:	N/A
Microphone Height:	5’ feet	Humidity:	74%



NV5
ALTA
ENVIRONMENTAL

Noise Measurement Field Data			
Project:	Westgate Village - Noise Study	Project Number:	444722-0011234.00
Sample Name:	Location #3: SW Corner – Nighttime	Date:	4/17/2023
Analyst:	Courtney Henderson	Time:	10:41 p.m. – 10:56 p.m.
Location:	S. Blosser Rd. & La Brea Ave, Santa Maria, CA; Southwest corner		
Noise Sources:	Traffic Noise, Residential Noise		
Comments:	Sporadic roadway noise		

Results (dBA):		
Leq:	L90:	Ls(max):
49.0	42.7	58.1

Equipment		**Weather**	
Sound Level Meter:	SoundAdvisor™ Model 831C	Temperature (˚F):	48˚F
Calibrator:	LD CAL200	Wind (MPH):	4 MPH
Response Time:	Slow	Sky:	Clear
Weighting:	A weighting	Barometric Pressure:	N/A
Microphone Height:	5’ feet	Humidity:	85%



APPENDIX B: SOUNDPLAN CONTRIBUTIONS

Westgate Village
Contribution level - Single points (Industrial sources)

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
Receiver 1503 Dolcetto Ln Fl GF Day 42.5 dB(A) Evening 41.5 dB(A) Night 33.5 dB(A) Lden 43.6 dB(A)					
Car wash exit	30.4	28.7		29.3	
Car wash entry	10.5	8.8		9.4	
Parking Lot 1 - Pad A	37.3	37.1		36.7	
Parking Lot 2 - Pad B	23.8			20.8	
Parking Lot 3 - Pad C - Drive Thru	34.5	33.2	30.2	37.9	
Parking Lot 4 - Pad D	15.0			12.0	
Parking Lot 5 - Pad E - Drive Thru	26.9	23.5	17.5	27.4	
Residential Parking	32.1	31.0	28.0	35.7	
Gas Station Parking	24.6	24.1	21.0	28.6	
Box Truck at Pad A			16.0	21.8	
Box Truck at Pad B	30.8			27.8	
Box Truck at Pad C			25.0	30.8	
Truck Loading and unloading - Pad D	7.0			4.0	
Truck Loading and unloading - Pad E			14.7	20.4	
Truck Loading and unloading - Pad E	16.9			13.9	
5-Ton RTU 7	25.6	25.6		25.1	
5-Ton RTU 1	33.1	33.1		32.6	
8.5-Ton RTU 2	29.5	29.5		29.0	
4-Ton RTU 3	27.1	27.1		26.6	
7.5-Ton RTU 4	27.1	27.1		26.7	
4-Ton RTU 5	17.9	17.9		17.5	
6-Ton RTU 6	20.2	20.2		19.7	
Receiver 1508 S Aberdeen Ct Fl GF Day 49.0 dB(A) Evening 47.7 dB(A) Night 42.7 dB(A) Lden 51.2 dB(A)					
Car wash exit	29.2	27.5		28.1	
Car wash entry	23.2	21.4		22.0	
Parking Lot 1 - Pad A	23.2	23.0		22.7	
Parking Lot 2 - Pad B	16.4			13.4	
Parking Lot 3 - Pad C - Drive Thru	33.7	32.4	29.4	37.1	
Parking Lot 4 - Pad D	26.2			23.2	
Parking Lot 5 - Pad E - Drive Thru	42.0	38.6	32.6	42.5	
Residential Parking	32.8	31.7	28.7	36.4	
Gas Station Parking	44.9	44.3	41.3	48.8	
Box Truck at Pad A			20.7	26.5	
Box Truck at Pad B	20.3			17.3	
Box Truck at Pad C			23.9	29.6	
Truck Loading and unloading - Pad D	27.3			24.3	
Truck Loading and unloading - Pad E			31.3	37.0	
Truck Loading and unloading - Pad E	36.4			33.4	
5-Ton RTU 7	39.2	39.2		38.8	
5-Ton RTU 1	23.1	23.1		22.6	
8.5-Ton RTU 2	25.2	25.2		24.7	
4-Ton RTU 3	27.3	27.3		26.8	
7.5-Ton RTU 4	33.2	33.2		32.7	

Westgate Village
Contribution level - Single points (Industrial sources)

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
4-Ton RTU 5	32.8	32.8		32.3	
6-Ton RTU 6	38.6	38.6		38.1	
Receiver 1508 S Aberdeen Ct Fl 1.FL	Day 53.5 dB(A)	Evening 52.1 dB(A)		Night 47.2 dB(A)	Lden 55.7 dB(A)
Car wash exit	45.5	43.7		44.3	
Car wash entry	25.0	23.2		23.8	
Parking Lot 1 - Pad A	24.6	24.5		24.1	
Parking Lot 2 - Pad B	18.1			15.1	
Parking Lot 3 - Pad C - Drive Thru	36.5	35.2	32.2	39.9	
Parking Lot 4 - Pad D	29.3			26.2	
Parking Lot 5 - Pad E - Drive Thru	45.6	42.2	36.2	46.0	
Residential Parking	36.7	35.6	32.6	40.2	
Gas Station Parking	49.7	49.1	46.0	53.6	
Box Truck at Pad A			22.3	28.0	
Box Truck at Pad B	22.5			19.5	
Box Truck at Pad C			26.9	32.6	
Truck Loading and unloading - Pad D	30.8			27.8	
Truck Loading and unloading - Pad E			35.7	41.4	
Truck Loading and unloading - Pad E	41.1			38.1	
5-Ton RTU 7	41.4	41.4		40.9	
5-Ton RTU 1	23.2	23.2		22.7	
8.5-Ton RTU 2	26.2	26.2		25.7	
4-Ton RTU 3	30.6	30.6		30.2	
7.5-Ton RTU 4	34.0	34.0		33.5	
4-Ton RTU 5	37.3	37.3		36.8	
6-Ton RTU 6	40.5	40.5		40.0	
Receiver 1520 S Aberdeen Ct Fl GF	Day 53.1 dB(A)	Evening 51.6 dB(A)		Night 41.9 dB(A)	Lden 53.4 dB(A)
Car wash exit	50.8	49.1		49.7	
Car wash entry	22.9	21.1		21.7	
Parking Lot 1 - Pad A	21.7	21.5		21.1	
Parking Lot 2 - Pad B	13.8			10.8	
Parking Lot 3 - Pad C - Drive Thru	31.5	30.1	27.1	34.8	
Parking Lot 4 - Pad D	24.2			21.2	
Parking Lot 5 - Pad E - Drive Thru	42.7	39.3	33.3	43.2	
Residential Parking	34.1	33.0	30.0	37.7	
Gas Station Parking	43.7	43.1	40.1	47.6	
Box Truck at Pad A			16.5	22.2	
Box Truck at Pad B	18.3			15.3	
Box Truck at Pad C			20.3	26.1	
Truck Loading and unloading - Pad D	28.1			25.1	
Truck Loading and unloading - Pad E			32.0	37.8	
Truck Loading and unloading - Pad E	37.5			34.5	
5-Ton RTU 7	42.6	42.6		42.1	
5-Ton RTU 1	22.4	22.4		21.9	
8.5-Ton RTU 2	25.4	25.4		25.0	

Westgate Village
Contribution level - Single points (Industrial sources)

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Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
4-Ton RTU 3	25.9	25.9		25.4	
7.5-Ton RTU 4	34.4	34.4		33.9	
4-Ton RTU 5	34.6	34.6		34.1	
6-Ton RTU 6	38.7	38.7		38.3	
Receiver 1538 S Aberdeen Ct Fl GF	Day 49.5 dB(A)	Evening 48.2 dB(A)	Night 40.7 dB(A)	Lden 50.6 dB(A)	
Car wash exit	39.1	37.3		37.9	
Car wash entry	19.6	17.8		18.4	
Parking Lot 1 - Pad A	19.7	19.5		19.1	
Parking Lot 2 - Pad B	10.9			7.9	
Parking Lot 3 - Pad C - Drive Thru	32.2	30.9	27.9	35.6	
Parking Lot 4 - Pad D	30.9			27.9	
Parking Lot 5 - Pad E - Drive Thru	44.7	41.3	35.2	45.1	
Residential Parking	36.1	35.0	32.0	39.6	
Gas Station Parking	38.1	37.5	34.5	42.1	
Box Truck at Pad A			11.3	17.0	
Box Truck at Pad B	11.1			8.1	
Box Truck at Pad C			22.3	28.1	
Truck Loading and unloading - Pad D	31.6			28.6	
Truck Loading and unloading - Pad E			35.1	40.9	
Truck Loading and unloading - Pad E	25.4			22.4	
5-Ton RTU 7	43.2	43.2		42.7	
5-Ton RTU 1	17.7	17.7		17.3	
8.5-Ton RTU 2	21.5	21.5		21.0	
4-Ton RTU 3	23.9	23.9		23.4	
7.5-Ton RTU 4	39.2	39.2		38.7	
4-Ton RTU 5	37.0	37.0		36.5	
6-Ton RTU 6	34.1	34.1		33.6	
Receiver Apartment Building 1 Fl GF	Day 54.5 dB(A)	Evening 53.4 dB(A)	Night 48.9 dB(A)	Lden 57.2 dB(A)	
Car wash exit	40.5	38.7		39.3	
Car wash entry	14.8	13.0		13.6	
Parking Lot 1 - Pad A	47.7	47.5		47.2	
Parking Lot 2 - Pad B	33.9			30.9	
Parking Lot 3 - Pad C - Drive Thru	44.4	43.1	40.1	47.8	
Parking Lot 4 - Pad D	30.5			27.5	
Parking Lot 5 - Pad E - Drive Thru	41.5	38.1	32.1	42.0	
Residential Parking	51.1	50.0	47.0	54.7	
Gas Station Parking	37.0	36.4	33.4	40.9	
Box Truck at Pad A			39.4	45.1	
Box Truck at Pad B	38.2			35.2	
Box Truck at Pad C			35.8	41.5	
Truck Loading and unloading - Pad D	24.7			21.7	
Truck Loading and unloading - Pad E			31.2	36.9	
Truck Loading and unloading - Pad E	31.3			28.3	
5-Ton RTU 7	22.5	22.5		22.0	

Westgate Village
Contribution level - Single points (Industrial sources)

9

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
5-Ton RTU 1	39.5	39.5		39.0	
8.5-Ton RTU 2	36.4	36.4		35.9	
4-Ton RTU 3	35.2	35.2		34.8	
7.5-Ton RTU 4	35.9	35.9		35.4	
4-Ton RTU 5	32.2	32.2		31.8	
6-Ton RTU 6	30.2	30.2		29.7	
Receiver Apartment Building 1 Fl 1.FL	Day 54.2 dB(A)	Evening 53.2 dB(A)	Night 48.3 dB(A)	Lden 56.7 dB(A)	
Car wash exit	42.0	40.2		40.8	
Car wash entry	14.8	13.1		13.6	
Parking Lot 1 - Pad A	47.6	47.5		47.1	
Parking Lot 2 - Pad B	33.9			30.9	
Parking Lot 3 - Pad C - Drive Thru	44.3	43.0	40.0	47.7	
Parking Lot 4 - Pad D	29.6			26.5	
Parking Lot 5 - Pad E - Drive Thru	40.3	36.9	30.9	40.8	
Residential Parking	50.2	49.1	46.1	53.8	
Gas Station Parking	36.1	35.5	32.5	40.1	
Box Truck at Pad A			39.4	45.1	
Box Truck at Pad B	38.2			35.2	
Box Truck at Pad C			35.8	41.5	
Truck Loading and unloading - Pad D	23.6			20.6	
Truck Loading and unloading - Pad E			30.1	35.9	
Truck Loading and unloading - Pad E	30.5			27.4	
5-Ton RTU 7	12.9	12.9		12.4	
5-Ton RTU 1	41.2	41.2		40.7	
8.5-Ton RTU 2	36.9	36.9		36.4	
4-Ton RTU 3	37.0	37.0		36.5	
7.5-Ton RTU 4	36.9	36.9		36.4	
4-Ton RTU 5	32.6	32.6		32.1	
6-Ton RTU 6	30.2	30.2		29.7	
Receiver Apartment Building 1 Fl 2.FL	Day 54.0 dB(A)	Evening 53.0 dB(A)	Night 47.7 dB(A)	Lden 56.3 dB(A)	
Car wash exit	42.1	40.4		41.0	
Car wash entry	18.7	17.0		17.6	
Parking Lot 1 - Pad A	47.5	47.4		47.0	
Parking Lot 2 - Pad B	33.8			30.8	
Parking Lot 3 - Pad C - Drive Thru	44.3	43.0	40.0	47.7	
Parking Lot 4 - Pad D	29.5			26.5	
Parking Lot 5 - Pad E - Drive Thru	40.1	36.7	30.7	40.6	
Residential Parking	49.3	48.2	45.2	52.9	
Gas Station Parking	35.3	34.7	31.7	39.3	
Box Truck at Pad A			39.3	45.1	
Box Truck at Pad B	38.2			35.2	
Box Truck at Pad C			35.8	41.5	
Truck Loading and unloading - Pad D	23.6			20.6	
Truck Loading and unloading - Pad E			30.1	35.8	

Westgate Village
Contribution level - Single points (Industrial sources)

9

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
Truck Loading and unloading - Pad E	29.7			26.7	
5-Ton RTU 7	15.4	15.4		15.0	
5-Ton RTU 1	42.9	42.9		42.4	
8.5-Ton RTU 2	37.5	37.5		37.0	
4-Ton RTU 3	37.7	37.7		37.3	
7.5-Ton RTU 4	36.7	36.7		36.3	
4-Ton RTU 5	32.7	32.7		32.2	
6-Ton RTU 6	30.2	30.2		29.7	
Receiver Apartment Building 2 Fl GF	Day 56.0 dB(A)	Evening 54.5 dB(A)	Night 51.1 dB(A)	Lden 59.0 dB(A)	
Car wash exit	42.2	40.4		41.0	
Car wash entry	17.6	15.8		16.4	
Parking Lot 1 - Pad A	42.6	42.4		42.0	
Parking Lot 2 - Pad B	38.7			35.7	
Parking Lot 3 - Pad C - Drive Thru	51.1	49.7	46.7	54.4	
Parking Lot 4 - Pad D	34.2			31.2	
Parking Lot 5 - Pad E - Drive Thru	44.1	40.7	34.7	44.6	
Residential Parking	51.2	50.1	47.1	54.7	
Gas Station Parking	39.4	38.8	35.8	43.4	
Box Truck at Pad A			38.0	43.7	
Box Truck at Pad B	41.7			38.7	
Box Truck at Pad C			42.0	47.7	
Truck Loading and unloading - Pad D	27.6			24.6	
Truck Loading and unloading - Pad E			33.0	38.7	
Truck Loading and unloading - Pad E	33.4			30.3	
5-Ton RTU 7	32.1	32.1		31.6	
5-Ton RTU 1	33.9	33.9		33.5	
8.5-Ton RTU 2	39.1	39.1		38.6	
4-Ton RTU 3	41.5	41.5		41.0	
7.5-Ton RTU 4	38.4	38.4		37.9	
4-Ton RTU 5	34.3	34.3		33.8	
6-Ton RTU 6	32.5	32.5		32.0	
Receiver Apartment Building 2 Fl 1.FL	Day 55.9 dB(A)	Evening 54.4 dB(A)	Night 50.8 dB(A)	Lden 58.7 dB(A)	
Car wash exit	44.3	42.5		43.1	
Car wash entry	17.7	15.9		16.5	
Parking Lot 1 - Pad A	42.5	42.4		42.0	
Parking Lot 2 - Pad B	38.6			35.6	
Parking Lot 3 - Pad C - Drive Thru	51.0	49.7	46.7	54.4	
Parking Lot 4 - Pad D	34.1			31.1	
Parking Lot 5 - Pad E - Drive Thru	43.5	40.1	34.1	43.9	
Residential Parking	50.5	49.3	46.4	54.0	
Gas Station Parking	38.3	37.7	34.7	42.2	
Box Truck at Pad A			37.9	43.6	
Box Truck at Pad B	41.7			38.7	
Box Truck at Pad C			42.0	47.7	

Westgate Village
Contribution level - Single points (Industrial sources)

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
Truck Loading and unloading - Pad D	27.1			24.1	
Truck Loading and unloading - Pad E			32.8	38.5	
Truck Loading and unloading - Pad E	32.2			29.2	
5-Ton RTU 7	32.1	32.1		31.6	
5-Ton RTU 1	34.7	34.7		34.3	
8.5-Ton RTU 2	39.9	39.9		39.4	
4-Ton RTU 3	43.0	43.0		42.6	
7.5-Ton RTU 4	39.2	39.2		38.8	
4-Ton RTU 5	35.1	35.1		34.6	
6-Ton RTU 6	32.5	32.5		32.0	
Receiver Apartment Building 2 Fl 2.FL	Day 55.8 dB(A)	Evening 54.4 dB(A)	Night 50.5 dB(A)	Lden 58.5 dB(A)	
Car wash exit	44.6	42.8		43.4	
Car wash entry	21.1	19.3		19.9	
Parking Lot 1 - Pad A	42.5	42.3		41.9	
Parking Lot 2 - Pad B	38.5			35.5	
Parking Lot 3 - Pad C - Drive Thru	51.0	49.6	46.6	54.3	
Parking Lot 4 - Pad D	34.0			31.0	
Parking Lot 5 - Pad E - Drive Thru	43.4	40.0	34.0	43.9	
Residential Parking	49.7	48.6	45.6	53.2	
Gas Station Parking	38.0	37.4	34.4	41.9	
Box Truck at Pad A			37.9	43.6	
Box Truck at Pad B	41.7			38.7	
Box Truck at Pad C			41.9	47.7	
Truck Loading and unloading - Pad D	27.1			24.1	
Truck Loading and unloading - Pad E			32.8	38.5	
Truck Loading and unloading - Pad E	32.2			29.1	
5-Ton RTU 7	32.1	32.1		31.7	
5-Ton RTU 1	36.8	36.8		36.4	
8.5-Ton RTU 2	40.6	40.6		40.1	
4-Ton RTU 3	43.2	43.2		42.7	
7.5-Ton RTU 4	41.1	41.1		40.6	
4-Ton RTU 5	35.1	35.1		34.6	
6-Ton RTU 6	32.6	32.6		32.1	
Receiver Apartment Building 3 Fl GF	Day 56.9 dB(A)	Evening 55.3 dB(A)	Night 51.2 dB(A)	Lden 59.4 dB(A)	
Car wash exit	47.7	46.0		46.6	
Car wash entry	23.2	21.4		22.0	
Parking Lot 1 - Pad A	37.8	37.7		37.3	
Parking Lot 2 - Pad B	31.5			28.5	
Parking Lot 3 - Pad C - Drive Thru	50.5	49.2	46.2	53.9	
Parking Lot 4 - Pad D	41.6			38.6	
Parking Lot 5 - Pad E - Drive Thru	49.0	45.6	39.5	49.4	
Residential Parking	51.3	50.2	47.2	54.9	
Gas Station Parking	42.3	41.7	38.7	46.3	
Box Truck at Pad A			33.4	39.1	

Westgate Village
Contribution level - Single points (Industrial sources)

9

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
Box Truck at Pad B	36.2			33.2	
Box Truck at Pad C			41.4	47.2	
Truck Loading and unloading - Pad D	23.7			20.7	
Truck Loading and unloading - Pad E			38.1	43.8	
Truck Loading and unloading - Pad E	35.8			32.8	
5-Ton RTU 7	27.7	27.7		27.2	
5-Ton RTU 1	30.8	30.8		30.3	
8.5-Ton RTU 2	34.8	34.8		34.3	
4-Ton RTU 3	40.9	40.9		40.5	
7.5-Ton RTU 4	43.4	43.4		42.9	
4-Ton RTU 5	39.1	39.1		38.6	
6-Ton RTU 6	35.5	35.5		35.0	
Receiver Apartment Building 3 Fl 1.FL	Day 56.8 dB(A)	Evening 55.2 dB(A)	Night 50.9 dB(A)	Lden 59.2 dB(A)	
Car wash exit	48.1	46.3		46.9	
Car wash entry	23.4	21.7		22.3	
Parking Lot 1 - Pad A	37.2	37.0		36.6	
Parking Lot 2 - Pad B	31.4			28.4	
Parking Lot 3 - Pad C - Drive Thru	50.5	49.1	46.1	53.8	
Parking Lot 4 - Pad D	41.5			38.5	
Parking Lot 5 - Pad E - Drive Thru	49.0	45.6	39.5	49.4	
Residential Parking	50.5	49.4	46.4	54.1	
Gas Station Parking	41.5	40.9	37.9	45.4	
Box Truck at Pad A			33.1	38.8	
Box Truck at Pad B	36.1			33.1	
Box Truck at Pad C			41.4	47.2	
Truck Loading and unloading - Pad D	23.7			20.7	
Truck Loading and unloading - Pad E			38.1	43.8	
Truck Loading and unloading - Pad E	35.3			32.3	
5-Ton RTU 7	27.7	27.7		27.2	
5-Ton RTU 1	31.4	31.4		30.9	
8.5-Ton RTU 2	35.0	35.0		34.6	
4-Ton RTU 3	42.5	42.5		42.0	
7.5-Ton RTU 4	45.1	45.1		44.6	
4-Ton RTU 5	39.9	39.9		39.4	
6-Ton RTU 6	35.6	35.6		35.1	
Receiver Apartment Building 3 Fl 2.FL	Day 56.8 dB(A)	Evening 55.3 dB(A)	Night 50.6 dB(A)	Lden 59.0 dB(A)	
Car wash exit	48.4	46.6		47.2	
Car wash entry	25.5	23.8		24.4	
Parking Lot 1 - Pad A	37.0	36.9		36.5	
Parking Lot 2 - Pad B	31.3			28.3	
Parking Lot 3 - Pad C - Drive Thru	50.4	49.1	46.1	53.8	
Parking Lot 4 - Pad D	41.4			38.4	
Parking Lot 5 - Pad E - Drive Thru	48.9	45.5	39.5	49.4	
Residential Parking	49.7	48.6	45.6	53.3	

Westgate Village
Contribution level - Single points (Industrial sources)

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
Gas Station Parking	41.5	40.9	37.9	45.4	
Box Truck at Pad A			32.7	38.4	
Box Truck at Pad B	35.9			32.9	
Box Truck at Pad C			41.4	47.1	
Truck Loading and unloading - Pad D	23.7			20.7	
Truck Loading and unloading - Pad E			38.1	43.8	
Truck Loading and unloading - Pad E	35.3			32.3	
5-Ton RTU 7	28.2	28.2		27.8	
5-Ton RTU 1	32.7	32.7		32.2	
8.5-Ton RTU 2	35.5	35.5		35.0	
4-Ton RTU 3	42.8	42.8		42.3	
7.5-Ton RTU 4	46.5	46.5		46.0	
4-Ton RTU 5	40.0	40.0		39.6	
6-Ton RTU 6	35.7	35.7		35.2	
Receiver Future Residence (Blosser Rd - South End)	Fl GF	Day 49.5 dB(A)	Evening 48.3 dB(A)	Night 42.6 dB(A)	L
Car wash exit	43.3	41.6		42.2	
Car wash entry	18.2	16.5		17.1	
Parking Lot 1 - Pad A	39.9	39.8		39.4	
Parking Lot 2 - Pad B	22.1			19.1	
Parking Lot 3 - Pad C - Drive Thru	42.7	41.4	38.4	46.1	
Parking Lot 4 - Pad D	24.1			21.1	
Parking Lot 5 - Pad E - Drive Thru	39.4	36.0	30.0	39.9	
Residential Parking	34.3	33.1	30.2	37.8	
Gas Station Parking	34.8	34.2	31.2	38.8	
Box Truck at Pad A			39.0	44.7	
Box Truck at Pad B	25.8			22.8	
Box Truck at Pad C			16.4	22.1	
Truck Loading and unloading - Pad D	12.0			9.0	
Truck Loading and unloading - Pad E			8.5	14.3	
Truck Loading and unloading - Pad E	32.5			29.5	
5-Ton RTU 7	28.8	28.8		28.4	
5-Ton RTU 1	36.2	36.2		35.7	
8.5-Ton RTU 2	37.1	37.1		36.6	
4-Ton RTU 3	36.6	36.6		36.1	
7.5-Ton RTU 4	36.0	36.0		35.5	
4-Ton RTU 5	32.4	32.4		32.0	
6-Ton RTU 6	31.2	31.2		30.7	
Receiver Future Residence (Blosser Rd - South End)	Fl 1.FL	Day 49.7 dB(A)	Evening 48.6 dB(A)	Night 42.3 dB(A)	
Car wash exit	43.5	41.8		42.4	
Car wash entry	18.3	16.6		17.2	
Parking Lot 1 - Pad A	40.4	40.2		39.8	
Parking Lot 2 - Pad B	22.6			19.6	
Parking Lot 3 - Pad C - Drive Thru	42.1	40.7	37.7	45.4	
Parking Lot 4 - Pad D	26.7			23.7	

Westgate Village
Contribution level - Single points (Industrial sources)

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
Parking Lot 5 - Pad E - Drive Thru	38.7	35.4	29.3	39.2	
Residential Parking	35.9	34.7	31.8	39.4	
Gas Station Parking	34.6	34.0	31.0	38.6	
Box Truck at Pad A			38.8	44.5	
Box Truck at Pad B	24.7			21.7	
Box Truck at Pad C			16.7	22.4	
Truck Loading and unloading - Pad D	10.9			7.9	
Truck Loading and unloading - Pad E			7.5	13.2	
Truck Loading and unloading - Pad E	31.5			28.5	
5-Ton RTU 7	29.3	29.3		28.8	
5-Ton RTU 1	37.1	37.1		36.6	
8.5-Ton RTU 2	37.8	37.8		37.3	
4-Ton RTU 3	38.1	38.1		37.7	
7.5-Ton RTU 4	36.4	36.4		35.9	
4-Ton RTU 5	32.8	32.8		32.3	
6-Ton RTU 6	30.9	30.9		30.4	
Receiver Future Residence (Blosser Rd - South End)	Fl 2.FL	Day 50.0 dB(A)	Evening 49.0 dB(A)	Night 42.3 dB(A)	
Car wash exit	43.7	42.0		42.6	
Car wash entry	20.9	19.1		19.7	
Parking Lot 1 - Pad A	40.3	40.2		39.8	
Parking Lot 2 - Pad B	22.6			19.6	
Parking Lot 3 - Pad C - Drive Thru	42.1	40.8	37.8	45.5	
Parking Lot 4 - Pad D	26.8			23.8	
Parking Lot 5 - Pad E - Drive Thru	38.4	35.0	29.0	38.8	
Residential Parking	35.9	34.8	31.8	39.5	
Gas Station Parking	34.1	33.5	30.5	38.0	
Box Truck at Pad A			38.7	44.5	
Box Truck at Pad B	24.7			21.7	
Box Truck at Pad C			19.6	25.3	
Truck Loading and unloading - Pad D	10.9			7.9	
Truck Loading and unloading - Pad E			7.4	13.2	
Truck Loading and unloading - Pad E	30.6			27.6	
5-Ton RTU 7	29.3	29.3		28.8	
5-Ton RTU 1	38.7	38.7		38.3	
8.5-Ton RTU 2	38.1	38.1		37.6	
4-Ton RTU 3	39.0	39.0		38.5	
7.5-Ton RTU 4	38.1	38.1		37.6	
4-Ton RTU 5	33.4	33.4		32.9	
6-Ton RTU 6	30.9	30.9		30.4	
Receiver Future Residential (Blosser Rd - North End)	Fl GF	Day 58.5 dB(A)	Evening 56.8 dB(A)	Night 42.9 dB(A)	L
Car wash exit	57.8	56.0		56.6	
Car wash entry	37.8	36.1		36.7	
Parking Lot 1 - Pad A	25.4	25.3		24.9	
Parking Lot 2 - Pad B	14.7			11.7	

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
Parking Lot 3 - Pad C - Drive Thru	36.4	35.1	32.1	39.8	
Parking Lot 4 - Pad D	28.9			25.9	
Parking Lot 5 - Pad E - Drive Thru	46.6	43.3	37.2	47.1	
Residential Parking	32.6	31.5	28.5	36.1	
Gas Station Parking	44.1	43.5	40.5	48.0	
Box Truck at Pad A			28.2	33.9	
Box Truck at Pad B	17.6			14.6	
Box Truck at Pad C			18.8	24.5	
Truck Loading and unloading - Pad D	33.3			30.3	
Truck Loading and unloading - Pad E			14.0	19.8	
Truck Loading and unloading - Pad E	32.4			29.4	
5-Ton RTU 7	34.5	34.5		34.0	
5-Ton RTU 1	24.9	24.9		24.4	
8.5-Ton RTU 2	28.6	28.6		28.1	
4-Ton RTU 3	32.6	32.6		32.2	
7.5-Ton RTU 4	34.5	34.5		34.0	
4-Ton RTU 5	37.0	37.0		36.5	
6-Ton RTU 6	37.6	37.6		37.1	
Receiver Future Residential (Blosser Rd - North End)	Fl 1.FL	Day 59.5 dB(A)	Evening 57.8 dB(A)	Night 43.5 dB(A)	
Car wash exit	58.9	57.1		57.7	
Car wash entry	38.7	37.0		37.6	
Parking Lot 1 - Pad A	25.2	25.1		24.7	
Parking Lot 2 - Pad B	15.4			12.3	
Parking Lot 3 - Pad C - Drive Thru	35.8	34.5	31.5	39.2	
Parking Lot 4 - Pad D	28.5			25.5	
Parking Lot 5 - Pad E - Drive Thru	45.9	42.5	36.4	46.3	
Residential Parking	33.5	32.4	29.4	37.0	
Gas Station Parking	45.4	44.8	41.8	49.3	
Box Truck at Pad A			27.3	33.0	
Box Truck at Pad B	19.2			16.2	
Box Truck at Pad C			20.9	26.7	
Truck Loading and unloading - Pad D	32.4			29.4	
Truck Loading and unloading - Pad E			13.7	19.4	
Truck Loading and unloading - Pad E	32.7			29.7	
5-Ton RTU 7	35.1	35.1		34.6	
5-Ton RTU 1	25.7	25.7		25.2	
8.5-Ton RTU 2	28.6	28.6		28.1	
4-Ton RTU 3	33.8	33.8		33.3	
7.5-Ton RTU 4	35.1	35.1		34.6	
4-Ton RTU 5	38.3	38.3		37.8	
6-Ton RTU 6	38.2	38.2		37.8	
Receiver Future Residential (Blosser Rd - North End)	Fl 2.FL	Day 60.4 dB(A)	Evening 58.7 dB(A)	Night 43.5 dB(A)	
Car wash exit	59.9	58.2		58.8	
Car wash entry	40.0	38.2		38.8	

Westgate Village
Contribution level - Single points (Industrial sources)

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Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
Parking Lot 1 - Pad A	24.6	24.4		24.0	
Parking Lot 2 - Pad B	15.4			12.4	
Parking Lot 3 - Pad C - Drive Thru	35.4	34.1	31.1	38.8	
Parking Lot 4 - Pad D	28.5			25.5	
Parking Lot 5 - Pad E - Drive Thru	45.9	42.5	36.4	46.3	
Residential Parking	33.5	32.4	29.4	37.1	
Gas Station Parking	45.4	44.8	41.8	49.3	
Box Truck at Pad A			26.4	32.1	
Box Truck at Pad B	18.7			15.6	
Box Truck at Pad C			21.4	27.1	
Truck Loading and unloading - Pad D	32.4			29.4	
Truck Loading and unloading - Pad E			16.6	22.4	
Truck Loading and unloading - Pad E	34.1			31.1	
5-Ton RTU 7	35.1	35.1		34.6	
5-Ton RTU 1	26.3	26.3		25.8	
8.5-Ton RTU 2	28.8	28.8		28.3	
4-Ton RTU 3	34.1	34.1		33.7	
7.5-Ton RTU 4	36.2	36.2		35.8	
4-Ton RTU 5	38.7	38.7		38.2	
6-Ton RTU 6	38.9	38.9		38.4	
Receiver Villa Del Sol Apartments (N)	Fl GF	Day 49.8 dB(A)	Evening 47.8 dB(A)	Night 41.7 dB(A)	Lden 51.0 dB(A)
Car wash exit	40.7	38.9		39.5	
Car wash entry	18.2	16.4		17.0	
Parking Lot 1 - Pad A	21.5	21.4		21.0	
Parking Lot 2 - Pad B	13.0			9.9	
Parking Lot 3 - Pad C - Drive Thru	29.3	28.0	25.0	32.7	
Parking Lot 4 - Pad D	27.6			24.6	
Parking Lot 5 - Pad E - Drive Thru	47.2	43.8	37.7	47.6	
Residential Parking	36.7	35.6	32.6	40.3	
Gas Station Parking	36.9	36.3	33.3	40.8	
Box Truck at Pad A			13.3	19.1	
Box Truck at Pad B	12.7			9.7	
Box Truck at Pad C			15.3	21.0	
Truck Loading and unloading - Pad D	23.5			20.5	
Truck Loading and unloading - Pad E			36.4	42.1	
Truck Loading and unloading - Pad E	25.8			22.7	
5-Ton RTU 7	39.9	39.9		39.5	
5-Ton RTU 1	23.6	23.6		23.1	
8.5-Ton RTU 2	19.1	19.1		18.7	
4-Ton RTU 3	18.4	18.4		17.9	
7.5-Ton RTU 4	32.8	32.8		32.3	
4-Ton RTU 5	37.6	37.6		37.1	
6-Ton RTU 6	33.0	33.0		32.5	
Receiver Villa Del Sol Apartments (N)	Fl 1.FL	Day 50.5 dB(A)	Evening 48.8 dB(A)	Night 41.3 dB(A)	Lden 51.4 dB(A

Westgate Village
Contribution level - Single points (Industrial sources)

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
Car wash exit	44.9	43.2		43.8	
Car wash entry	18.5	16.7		17.3	
Parking Lot 1 - Pad A	21.7	21.5		21.1	
Parking Lot 2 - Pad B	13.2			10.2	
Parking Lot 3 - Pad C - Drive Thru	29.9	28.6	25.5	33.3	
Parking Lot 4 - Pad D	28.1			25.1	
Parking Lot 5 - Pad E - Drive Thru	46.1	42.7	36.7	46.5	
Residential Parking	36.6	35.5	32.5	40.1	
Gas Station Parking	37.9	37.4	34.3	41.9	
Box Truck at Pad A			14.2	20.0	
Box Truck at Pad B	13.3			10.3	
Box Truck at Pad C			16.0	21.8	
Truck Loading and unloading - Pad D	26.0			23.0	
Truck Loading and unloading - Pad E			36.0	41.8	
Truck Loading and unloading - Pad E	29.4			26.4	
5-Ton RTU 7	42.2	42.2		41.7	
5-Ton RTU 1	26.1	26.1		25.6	
8.5-Ton RTU 2	21.8	21.8		21.3	
4-Ton RTU 3	20.5	20.5		20.1	
7.5-Ton RTU 4	31.5	31.5		31.0	
4-Ton RTU 5	37.7	37.7		37.2	
6-Ton RTU 6	33.6	33.6		33.2	
Receiver Villa Del Sol Apartments (N)	Fl 2.FL	Day 51.4 dB(A)	Evening 49.8 dB(A)	Night 41.7 dB(A)	Lden 52.1 dB(A
Car wash exit	47.0	45.2		45.8	
Car wash entry	19.8	18.1		18.7	
Parking Lot 1 - Pad A	22.8	22.6		22.2	
Parking Lot 2 - Pad B	14.5			11.5	
Parking Lot 3 - Pad C - Drive Thru	30.8	29.5	26.4	34.2	
Parking Lot 4 - Pad D	28.3			25.3	
Parking Lot 5 - Pad E - Drive Thru	46.2	42.8	36.8	46.6	
Residential Parking	36.7	35.6	32.6	40.3	
Gas Station Parking	39.3	38.7	35.7	43.3	
Box Truck at Pad A			16.6	22.3	
Box Truck at Pad B	15.7			12.7	
Box Truck at Pad C			18.1	23.8	
Truck Loading and unloading - Pad D	26.1			23.1	
Truck Loading and unloading - Pad E			36.0	41.8	
Truck Loading and unloading - Pad E	31.5			28.5	
5-Ton RTU 7	42.6	42.6		42.1	
5-Ton RTU 1	28.3	28.3		27.8	
8.5-Ton RTU 2	25.8	25.8		25.3	
4-Ton RTU 3	23.6	23.6		23.1	
7.5-Ton RTU 4	34.4	34.4		33.9	
4-Ton RTU 5	37.9	37.9		37.4	
6-Ton RTU 6	32.6	32.6		32.1	

Westgate Village
Contribution level - Single points (Industrial sources)

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
Receiver Villa Del Sol Apartments (NE)	Fl GF	Day 48.8 dB(A)	Evening 47.3 dB(A)	Night 38.0 dB(A)	Lden 49.2 dB(A
Car wash exit	46.0	44.3		44.9	
Car wash entry	18.3	16.5		17.1	
Parking Lot 1 - Pad A	22.4	22.2		21.8	
Parking Lot 2 - Pad B	22.8			19.8	
Parking Lot 3 - Pad C - Drive Thru	35.1	33.8	30.8	38.5	
Parking Lot 4 - Pad D	23.4			20.4	
Parking Lot 5 - Pad E - Drive Thru	37.9	34.6	28.5	38.4	
Residential Parking	34.1	33.0	30.0	37.6	
Gas Station Parking	38.3	37.7	34.7	42.2	
Box Truck at Pad A			13.9	19.7	
Box Truck at Pad B	31.5			28.4	
Box Truck at Pad C			25.6	31.4	
Truck Loading and unloading - Pad D	11.6			8.6	
Truck Loading and unloading - Pad E			19.4	25.2	
Truck Loading and unloading - Pad E	27.3			24.3	
5-Ton RTU 7	38.9	38.9		38.4	
5-Ton RTU 1	21.4	21.4		20.9	
8.5-Ton RTU 2	30.4	30.4		29.9	
4-Ton RTU 3	25.2	25.2		24.7	
7.5-Ton RTU 4	34.6	34.6		34.1	
4-Ton RTU 5	22.7	22.7		22.2	
6-Ton RTU 6	30.9	30.9		30.5	
Receiver Villa Del Sol Apartments (NE)	Fl 1.FL	Day 48.8 dB(A)	Evening 47.5 dB(A)	Night 37.1 dB(A)	Lden 49.0 dB
Car wash exit	46.3	44.6		45.1	
Car wash entry	18.4	16.6		17.2	
Parking Lot 1 - Pad A	22.5	22.3		21.9	
Parking Lot 2 - Pad B	21.5			18.5	
Parking Lot 3 - Pad C - Drive Thru	34.4	33.0	30.0	37.7	
Parking Lot 4 - Pad D	22.6			19.6	
Parking Lot 5 - Pad E - Drive Thru	36.8	33.4	27.4	37.2	
Residential Parking	33.1	31.9	29.0	36.6	
Gas Station Parking	37.3	36.7	33.7	41.2	
Box Truck at Pad A			14.9	20.7	
Box Truck at Pad B	30.5			27.5	
Box Truck at Pad C			24.8	30.5	
Truck Loading and unloading - Pad D	11.7			8.7	
Truck Loading and unloading - Pad E			19.6	25.4	
Truck Loading and unloading - Pad E	28.5			25.5	
5-Ton RTU 7	39.4	39.4		38.9	
5-Ton RTU 1	24.4	24.4		23.9	
8.5-Ton RTU 2	30.7	30.7		30.3	
4-Ton RTU 3	25.9	25.9		25.4	
7.5-Ton RTU 4	36.6	36.6		36.1	

Westgate Village
Contribution level - Single points (Industrial sources)

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
4-Ton RTU 5	24.6	24.6		24.1	
6-Ton RTU 6	30.2	30.2		29.7	
Receiver Villa Del Sol Apartments (NE)	Fl 2.FL	Day 49.3 dB(A)	Evening 48.0 dB(A)	Night 37.4 dB(A)	Lden 49.5 dB
Car wash exit	46.6	44.8		45.4	
Car wash entry	21.8	20.1		20.7	
Parking Lot 1 - Pad A	24.1	24.0		23.6	
Parking Lot 2 - Pad B	21.8			18.8	
Parking Lot 3 - Pad C - Drive Thru	34.8	33.5	30.5	38.2	
Parking Lot 4 - Pad D	23.4			20.4	
Parking Lot 5 - Pad E - Drive Thru	37.3	33.9	27.8	37.7	
Residential Parking	33.2	32.1	29.1	36.8	
Gas Station Parking	37.5	36.9	33.9	41.5	
Box Truck at Pad A			18.0	23.8	
Box Truck at Pad B	30.6			27.6	
Box Truck at Pad C			24.9	30.7	
Truck Loading and unloading - Pad D	12.7			9.7	
Truck Loading and unloading - Pad E			21.1	26.9	
Truck Loading and unloading - Pad E	29.6			26.6	
5-Ton RTU 7	39.5	39.5		39.0	
5-Ton RTU 1	27.8	27.8		27.3	
8.5-Ton RTU 2	32.3	32.3		31.8	
4-Ton RTU 3	25.7	25.7		25.2	
7.5-Ton RTU 4	38.8	38.8		38.4	
4-Ton RTU 5	27.6	27.6		27.1	
6-Ton RTU 6	32.0	32.0		31.5	
Receiver Villa Del Sol Apartments (SE)	Fl GF	Day 41.3 dB(A)	Evening 40.2 dB(A)	Night 31.9 dB(A)	Lden 42.2 dB(A
Car wash exit	34.7	32.9		33.5	
Car wash entry	14.5	12.8		13.3	
Parking Lot 1 - Pad A	33.4	33.2		32.8	
Parking Lot 2 - Pad B	25.0			22.0	
Parking Lot 3 - Pad C - Drive Thru	29.0	27.7	24.7	32.4	
Parking Lot 4 - Pad D	15.7			12.7	
Parking Lot 5 - Pad E - Drive Thru	28.2	24.8	18.8	28.7	
Residential Parking	32.5	31.4	28.4	36.1	
Gas Station Parking	29.1	28.5	25.5	33.0	
Box Truck at Pad A			17.6	23.3	
Box Truck at Pad B	27.9			24.9	
Box Truck at Pad C			15.9	21.6	
Truck Loading and unloading - Pad D	5.0			2.0	
Truck Loading and unloading - Pad E			13.7	19.5	
Truck Loading and unloading - Pad E	17.2			14.1	
5-Ton RTU 7	33.2	33.2		32.7	
5-Ton RTU 1	23.8	23.8		23.3	
8.5-Ton RTU 2	25.0	25.0		24.5	

Westgate Village
Contribution level - Single points (Industrial sources)

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
4-Ton RTU 3	19.0	19.0		18.5	
7.5-Ton RTU 4	26.9	26.9		26.4	
4-Ton RTU 5	16.6	16.6		16.1	
6-Ton RTU 6	20.6	20.6		20.2	
Receiver Villa Del Sol Apartments (SE)	Fl 1.FL	Day 42.1 dB(A)	Evening 41.0 dB(A)	Night 31.9 dB(A)	Lden 42.7 dB
Car wash exit	37.2	35.5		36.0	
Car wash entry	14.6	12.8		13.4	
Parking Lot 1 - Pad A	32.5	32.3		31.9	
Parking Lot 2 - Pad B	24.4			21.4	
Parking Lot 3 - Pad C - Drive Thru	28.8	27.5	24.5	32.2	
Parking Lot 4 - Pad D	15.4			12.4	
Parking Lot 5 - Pad E - Drive Thru	28.2	24.8	18.7	28.6	
Residential Parking	32.5	31.4	28.4	36.0	
Gas Station Parking	29.0	28.4	25.4	33.0	
Box Truck at Pad A			18.2	24.0	
Box Truck at Pad B	26.9			23.9	
Box Truck at Pad C			16.7	22.4	
Truck Loading and unloading - Pad D	3.4			0.4	
Truck Loading and unloading - Pad E			14.2	19.9	
Truck Loading and unloading - Pad E	18.4			15.4	
5-Ton RTU 7	33.2	33.2		32.8	
5-Ton RTU 1	26.8	26.8		26.3	
8.5-Ton RTU 2	26.1	26.1		25.6	
4-Ton RTU 3	21.1	21.1		20.6	
7.5-Ton RTU 4	29.4	29.4		28.9	
4-Ton RTU 5	19.3	19.3		18.8	
6-Ton RTU 6	23.2	23.2		22.7	
Receiver Villa Del Sol Apartments (SE)	Fl 2.FL	Day 43.9 dB(A)	Evening 42.8 dB(A)	Night 32.5 dB(A)	Lden 44.2 dB
Car wash exit	40.2	38.4		39.0	
Car wash entry	14.6	12.8		13.4	
Parking Lot 1 - Pad A	32.8	32.6		32.2	
Parking Lot 2 - Pad B	24.5			21.5	
Parking Lot 3 - Pad C - Drive Thru	30.2	28.9	25.9	33.6	
Parking Lot 4 - Pad D	17.0			14.0	
Parking Lot 5 - Pad E - Drive Thru	29.0	25.6	19.6	29.4	
Residential Parking	32.6	31.4	28.4	36.1	
Gas Station Parking	29.1	28.6	25.5	33.1	
Box Truck at Pad A			20.3	26.1	
Box Truck at Pad B	26.8			23.8	
Box Truck at Pad C			18.9	24.7	
Truck Loading and unloading - Pad D	3.5			0.5	
Truck Loading and unloading - Pad E			16.0	21.8	
Truck Loading and unloading - Pad E	20.1			17.1	
5-Ton RTU 7	33.4	33.4		32.9	

Westgate Village
Contribution level - Single points (Industrial sources)

9

Source	Day dB(A)	Evening dB(A)	Night dB(A)	Lden dB(A)	
5-Ton RTU 1	30.4	30.4		30.0	
8.5-Ton RTU 2	30.1	30.1		29.7	
4-Ton RTU 3	24.5	24.5		24.0	
7.5-Ton RTU 4	32.3	32.3		31.8	
4-Ton RTU 5	23.1	23.1		22.6	
6-Ton RTU 6	25.6	25.6		25.1	

APPENDIX C: RCNM CONSTRUTION MODEL

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 8/1/2025
Case Description: Westgate - July 2025 - Site Preparation

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
1303 Dolcetto Ln	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	215	0
Backhoe	No	40		77.6	215	0
Tractor	No	40	84		215	0
Front End Loader	No	40		79.1	215	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Dozer	69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	64.9	60.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	71.3	67.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	66.4	62.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.3	70.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
1520 S Aberdeen Ct	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	45	0
Backhoe	No	40		77.6	45	0
Tractor	No	40	84		45	0
Front End Loader	No	40		79.1	45	0

Results

		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		82.6	78.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		78.5	74.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		84.9	80.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader		80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	84.9	84.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
1311 W Battles Rd	Residential	55	50	45

Equipment

	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Dozer	No	40		81.7	75	0
Backhoe	No	40		77.6	75	0
Tractor	No	40	84		75	0
Front End Loader	No	40		79.1	75	0

Results

		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		78.1	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		74	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		80.5	76.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader		75.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	80.5	79.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 8/1/2025
Case Description: Westgate - July 2025 - Grading

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
1303 Dolcetto Ln	Residential	55	50	45

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Dozer	No	40		81.7	215	0
Backhoe	No	40		77.6	215	0
Tractor	No	40	84		215	0
Front End Loader	No	40		79.1	215	0
Excavator	No	40		80.7	215	0
Grader	No	40	85		215	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		69	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		64.9	60.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		71.3	67.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader		66.4	62.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		68	64.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader		72.3	68.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	72.3	73.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
1520 S Aberdeen Ct	Residential	55	50	45

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)

Dozer	No	40		81.7	45	0	
Backhoe	No	40		77.6	45	0	
Tractor	No	40	84		45	0	
Front End Loader	No	40		79.1	45	0	
Excavator	No	40		80.7	45	0	
Grader	No	40	85		45	0	

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	82.6	78.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	78.5	74.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	84.9	80.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	81.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	85.9	81.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	84.9	84.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
1311 W Battles Rd	Residential	55	50	45

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	75	0
Backhoe	No	40		77.6	75	0
Tractor	No	40	84		75	0
Front End Loader	No	40		79.1	75	0
Excavator	No	40		80.7	75	0
Grader	No	40	85		75	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	78.1	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	74	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	80.5	76.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Front End Loader		75.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		77.2	73.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader		81.5	77.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	80.5	79.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 8/1/2025
Case Description: Westgate - July 2025 - Building Construction

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
1303 Dolcetto Ln	Residential	55	50	45

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Backhoe	No	40		77.6	215	0
Tractor	No	40	84		215	0
Front End Loader	No	40		79.1	215	0
Crane	No	16		80.6	215	0
Generator	No	50		80.6	215	0
Welder / Torch	No	40		74	215	0

				Results											
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe		64.9	60.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		71.3	67.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader		66.4	62.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane		67.9	59.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator		68	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch		61.3	57.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	71.3	71.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
1520 S Aberdeen Ct	Residential	55	50	45

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Backhoe	No	40		77.6	45	0

Tractor	No	40	84	45	0	
Front End Loader	No	40	79.1	45	0	
Crane	No	16	80.6	45	0	
Generator	No	50	80.6	45	0	
Welder / Torch	No	40	74	45	0	

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	78.5	74.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	84.9	80.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	81.5	73.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	81.5	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	74.9	70.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	84.9	84.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
1311 W Battles Rd	Residential	55	50	45

Equipment

			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Backhoe	No	40		77.6	75	0
Tractor	No	40	84		75	0
Front End Loader	No	40		79.1	75	0
Crane	No	16		80.6	75	0
Generator	No	50		80.6	75	0
Welder / Torch	No	40		74	75	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	74	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	80.5	76.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	75.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	77	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	77.1	74.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Welder / Torch		70.5	66.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	80.5	79.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 8/1/2025
Case Description: Westgate - July 2025 - Paving

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
1303 Dolcetto Ln	Residential	55	50	45

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Paver	No	50		77.2	215	0
Roller	No	20		80	215	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		64.6	61.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		67.3	60.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	67.3	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
1520 S Aberdeen Ct	Residential	55	50	45

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Paver	No	50		77.2	45	0
Roller	No	20		80	45	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		78.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roller		80.9	73.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	80.9	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
1311 W Battles Rd	Residential	55	50	45

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	75	0
Roller	No	20		80	75	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	73.7	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	76.5	69.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	76.5	73.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 8/1/2025
Case Description: Westgate - July 2025 - Architectural Coating

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
1303 Dolcetto Ln	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	215	0

		Results Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		65	61	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	65	61	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
1520 S Aberdeen Ct	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	45	0

		Results Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		78.6	74.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	78.6	74.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
1311 W Battles Rd	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	75	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		74.1	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	74.1	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

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