City of Santa Barbara Police Station Project - Comparative Evaluation of Five Alternatives – August 2019

Summary of Preliminary Environmental Review

COTA STREET + EMPLOYMENT DEVELOPMENT DEPARTMENT PARKING LOT SITE ALTERNATIVE

Project: *Remove existing parking lots; discontinue current land uses. Redevelop with 72,000 SF police station, 131,255 SF parking structure (252 station/ employee spaces), 80 surface public spaces. Construction process up to 28 months; 21,000 cy of cut and export.*

Cota Street + EDD Site: *Location: 119 E Cota Street and 130 E Ortega Street, Santa Barbara, CA 93101; APN 031-151-018 and 031-151-012; west of the intersection of Cota Street & Santa Barbara Street. Size: 1.735 Acres. Ownership: City of Santa Barbara and State of California. Existing Land Use: Paved City surface parking lot for commuters with permits weekdays, public parking evenings/weekends, Farmer's Market Saturdays; and State EDD parking.*

ENVIRONMENTAL IMPACT		IMPACT SIGNIFICANCE LEVEL
AIR QUALITY	**Criteria Air Pollutants** *(ozone precursors, particulates mobile, stationary sources)*	**Less than Significant Impact** Measures to minimize effects identified with design.
	Greenhouse Gas *(CO_2e – mobile, stationary sources)*	**Less than Significant Impact** Project design and CEQA review to refine measures Incorporated in project to reduce effects.
BIOLOGICAL RESOURCES	**Mature Trees Lost** *(64 trees)*	**Potentially Significant Impact** Likely mitigable. Mitigation level determined with project design and CEQA review.
ENERGY RESOURCES	**Energy Consumption** *(mobile, stationary sources)*	**Less than Significant Impact** Project design and CEQA review to refine impact reduction measures to be incorporated.
GEOPHYSICAL CONDITIONS	**Seismic, Geologic, Soil Conditions** *(liquefaction, high groundwater, soil types)*	**Less than Significant Impacts** with standard engineering, regulatory measures.
HAZARDS	**Soil Contamination, Hazardous Materials Risk of Upset, Fire Hazard**	**Less than Significant Impacts** With standard regulatory provisions.
HERITAGE RESOURCES	**Archaeological Resources** *(sensitivity zones for subsurface resources from historic eras)*	**Potentially Significant Impact** Likely mitigable with standard measures to be determined with CEQA review.
	Historic Resources	**Less than Significant Impact**
	Tribal Cultural Resources	**Less than Significant Impact**
HYDROLOGY, WATER QUALITY	**Flood Hazard** *(flood zone X minimal risk)*	**Less than Significant Impact**
	Drainage/Water Quality *(Tier 3 Storm Water Management; Construction Best Management Practices)*	**Less than Significant Impacts** With standard measures determined with design.
LAND USE	**Policy Consistency** *(plans, zoning)*	**Less than Significant Impacts**
	No Growth-Inducing Effect	**Less than Significant Impact**
NOISE	**Long-Term Operations Noise**	**Less than Significant Impact**
	Temporary Construction Noise *(residential, day care uses in proximity)*	**Potentially Significant Impact** Likely mitigable. Project design and CEQA review to determine specific mitigation.
OPEN SPACE, VISUAL	**Open Space/Visual Resources, Scenic Views, Visual Compatibility, Lighting**	**Less than Significant Impacts** With Design Review approval.
PUBLIC FACILITIES & SERVICES	**Fire, Police, Schools, Parks Services** *(any increase in services demand)*	**Less than Significant Impacts**
PUBLIC UTILITIES	**Water, Wastewater, Solid Waste Demand**	**Less than Significant impacts** Construction waste evaluation with CEQA review.
TRANSPORTATION	**Long-term Operations - Traffic Congestion** *(peak-hour intersection traffic)*	**Less than Significant Impact**
	Circulation, Emergency Access, Alternate Modes *(pedestrian, bicycle, bus, rail)*	**Less than Significant Impacts**
	Temporary Construction Traffic	**Less than Significant Impact** With standard measures applied.

**Note: This is a preliminary environmental evaluation to help inform the public and City Council's initial choice of a preferred site alternative to undergo project design and the official CEQA environmental review process prior to City decisions on site selection and project approval.*

Santa Barbara Police Station Project

Cota Commuter Parking Lot Site and EDD Parking Lot Alternative

PRELIMINARY ENVIRONMENTAL REVIEW

August 2019

Site Alternative

This site alternative includes the Cota Commuter Lot (119 East Cota Street, Assessor's Parcel Number 031-151-018) together with a portion of the parking lot of the adjacent California Employment Development Department (EDD) parcel (130 East Ortega Street, APN 031-151-012). The site involves a 1.61 acre City-owned property (Cota Commuter Lot) and a 0.125 adjacent acre portion of the EDD Parking Lot to the north of the Cota Commuter lot, for a total size of 1.735 acres.

The Cota Commuter Lot site is fully paved, with ornamental trees and landscaping across the site. The existing land use for the Cota Lot is a City surface parking lot for commuters with permits during weekdays, and public parking evenings and weekends. The Cota Lot site is also used as a Certified Farmers Market location on Saturdays. The adjacent EDD parking lot is currently used for State EDD operations parking. Surrounding land uses in the area include residences and small businesses along the Santa Barbara Street and Anacapa Street frontages of this block, a pre-school across Cota Street, and a public park (Plaza de Vera Cruz) is located across Cota Street.

Project Description

The project would remove the existing surface parking lots and interior trees/landscaping, and discontinue existing land uses. The trees along with Western border of the property and as many trees as possible along the Northern border of the property would be pruned and sculpted vertically to retain them. The existing MTD bus stop shelter on Cota Street may have to be removed and /or relocated for the project. If so, the existing historic school plaque on the shelter would be incorporated into the project.

The existing Santa Barbara City Police operations are located at four separate sites (215 Figueroa Street police station, 222 East Anapamu Street police station annex, 1200 Anacapa Street dispatch, and 415 Sola Street animal control) and would be relocated and consolidated at the new project facility.

The project would consist of a new up to 72,000 square foot Police Station building, a new 131,255 square foot secure parking structure to accommodate 252 parking spaces (128 for Police Department vehicles and 124 for employee vehicles), up to 80 public non-secured surface parking spaces, and up to 42 bicycle parking spaces. Both the Police Station building and the parking structure would include a basement and up to three aboveground stories, with an overall maximum height of approximately 60 feet.

This option is very similar to the Cota site, but includes the addition of a portion of the adjacent property to the north owned by the State of California and used for the State Employment Development Department office. The portion of the EDD property is approximately 5,440 square feet (0.125 acres), constituting the closest row of parking north of the Cota Commuter lot. This addition would provide the design for the Cota lot to expand to the north for access and surface parking, and expand the square footage of the ground floor of the building. This addition is not a requirement to making the Cota lot viable, but rather a potentially mutually beneficial arrangement with EDD. This option is currently with the State of California for review.

The Police operations would remain the same as presently occur at the existing locations and would include the Investigative/Internal Operations Division, Field Operations Division, Community Support Services Division, and Common Areas (public lobby, multi-purpose meeting rooms, staff break rooms, fitness room, and locker rooms). The public lobby area would be separated from the secure staff areas.

The site preparation and construction process is estimated to take 28 months, including three months for the earthwork phase, nineteen months for the construction phase, and six months for internal building finishing.

Earthwork is estimated to involve excavation up to seven feet in depth involving approximately 21,000 cubic yards of cut and export from the site.

The project site, structures, and construction process would be designed to conform to applicable City and other agency regulations and policies, including measures for minimizing environmental effects.

AIR QUALITY

***Long-Term Mobile and Stationary Source Emissions*:** The police station would generate incremental air pollution associated with daily vehicle traffic and building energy use, such as for typical heating and cooling equipment, as well as an emergency generator that would require a permit from the Santa Barbara County Air Pollution Control District (SBCAPCD). Police station operations would not involve creation of nuisance odor impacts.

Based on the SBCAPCD screening table (2017), office projects of less than 180,000 SF would not be expected to generate air pollutants exceeding the City and District 22.5 lbs/day project-specific impact significance threshold for reactive organic gases (ROG) or nitrogen oxides (NOx) (precursors for smog), or for other criteria air pollutants subject to local, State, and federal standards, including particulate matter. The project would also be within the scope of the land use and population growth assumptions of the Santa Barbara County Ozone Plan (2016), and therefore consistent with the regional air plan for the County and air basin. Project components would reduce air pollution emissions compared to existing police station operations, including consolidation of functions at one location which would reduce vehicle trip emissions, and a more energy efficient structure and inclusion of alternative energy components such as solar energy which would reduce stationary source emissions.

An initial model analysis via CalEEMod (v. 2016.3.2) identifies total long-term and construction emissions (table below), showing that emissions would be below the 240 lbs/day project-specific impact significance threshold for any pollutant from combined mobile and stationary sources, and below the 25 pounds per day threshold for ROC or NOx from just mobile sources.

An estimate for building emissions used CALEEMod energy defaults for government office buildings and parking lot categories. The building is expected to achieve LEED Silver certification, and the emissions estimate may likely be lower once the design is specified. In addition, mobile emissions were based on average fleet default characteristics for the site; these numbers may change based on specific trip rates and lengths from the selected site. More specific emissions will be assessed once the project is designed.

The long-term project-specific impact and contribution to effects associated with criteria air pollutants would be *less than significant*.

	Construction + Operational Emissions (lbs/day)	Mobile Emissions (lbs/day)	Impact Significance Thresholds (lbs/day)
ROG	53		240
NOx	102		240
PM10	38		80
Mobile ROG		5.1	25
Mobile NOx		17.3	25

Short-Term Construction Emissions: The SBCAPCD and City do not have impact significance thresholds for short-term construction equipment emissions of criteria pollutants, which are considered cumulatively not significant for the air basin. A guideline used for identifying substantial project-specific short-term emissions is the generation of combined emissions from construction equipment exceeding 25 tons of any pollutant over a 12-month period (the guideline is based on APCD rules that require offsets for substantial emissions associated with construction of a stationary source). Project construction equipment emissions would be minimized by California regulations for reducing diesel emissions (e.g., equipment registration; time limits for idling and use of auxiliary power units), and standard APCD measures for minimizing equipment emissions applied per City permitting procedures (e.g., use of alternative-powered equipment; equipment maintenance; and use of catalytic converters).

Dust generation during project demolition and earthwork would generate particulates and could create temporary nuisance dust effects to nearby sensitive land uses over the estimated three-month period for the demolition and grading phase of work and subsequent 25 months of construction. City Building Code provisions require implementation of APCD-recommended measures to control and minimize dust effects, which per SBCAPCD guidelines are considered to fully mitigate fugitive dust emission impacts (measures include sprinklering of work areas; treatment of exported and stockpiled soils; gravel pads at access points; treatment of graded areas; and dust control monitor).

An initial construction emissions analysis using CalEEMod, based on default 5 days/week work schedules, is shown in the table below.

Project short-term air pollutant and dust emissions impacts would be *less than significant*.

	Construction emissions (tons/yr)	Impact Significance Guideline (tons/yr)
ROG	1.115	25 tons of any pollutant from combined emissions
CO	3.03	
NOx	4.16	
PM10	0.7211	
PM2.5	0.4374	
SUM TOTAL	**9.46**	

Greenhouse Gases: Project construction and long-term police operations would generate carbon dioxide and other greenhouse gas emissions that contribute to accelerated climate change. Various project components would minimize greenhouse gas generation compared to the existing police station and operations. These include consolidation of operations at one location and increased electric vehicle use with associated vehicle trip reductions, more energy-efficient facility under green building code provisions, and use of alternative energy sources.

An initial CalEEMod analysis estimates project GHG generation, including amortized construction emissions, of 2,477 tons/year carbon dioxide equivalents (CO_2e). This is less than the SBCAPCD project-specific impact significance threshold of 10,000 tons CO_2e/year.

The project would be within the scope of the growth assumptions and analysis in the adopted City Climate Action Plan (2012) and associated Addendum to the General Plan Program environmental impact report, which found that total citywide greenhouse gas emissions and per capita vehicle emissions would meet City and State reduction targets and would not constitute a significant environmental impact. Planned project components pertaining to land use, vehicle use, and energy would be consistent with and implement applicable Climate Plan policies for reducing greenhouse gas generation. The project would be within the scope of the City Council adoption finding for the Climate Action Plan, which found that no significant greenhouse gas impacts would result from forecasted General Plan buildout.

The project greenhouse gas generation would represent a *less than significant project-specific effect and contribution to cumulative climate change effects*. Consistent with City policy, the project design will build in elements that minimize GHG emissions.

BIOLOGICAL RESOURCES

The project site parking lots are largely paved and are located within an urbanized setting with vehicle parking use and farmer's market use one day each week. The Cota Commuter Lot portion of this site has 58 mature trees, including both native (coast live oak, southern live oak), and ornamental/horticultural (Tipuana tipu, Mexican fan palm), along with some large shrubs such as giant bird of paradise and other landscaping plantings. The EDD parking lot portion of this site has an additional six (6) trees, with species including Mexican fan palm, bottle tree, and windmill palms.

The onsite vegetation has some limited biological value as habitat for urban-adapted wildlife species such as birds and squirrels. Bird species observed during the Dudek site visit (2019) include American crows, acorn woodpeckers, and yellow-rumped warblers, along with several old American crow nests.

The City Master Environmental Assessment (MEA) identifies the site with no important biological resources, including for upland habitats, coastal/creek/wetland habitats, special wildlife areas; or areas supporting listed or protected wildlife or vegetation species.

Long-Term Impact: Removal of the existing trees is anticipated in order to accommodate redevelopment with the police station. The loss of up to 64 existing mature trees would represent a potentially significant long-term biological resources impact from loss of the biological value of the trees for wildlife habitat, air quality and shade, water quality, and visual aesthetics. Until the project is designed, it is unclear whether the impact due to tree loss would be partially mitigated or fully mitigated by onsite and/or offsite replacement tree plantings. *Potentially significant long-term biological resources impacts/ likely feasibly mitigable to a less than significant level.*

Short-Term Impact: Most wildlife species utilizing the site (e.g., birds, squirrels) will move away during construction. Potential construction-related impacts associated with nesting birds would be addressed with standard measures to avoid effects to nesting birds until the young have fledged. Potential effects to any nearby specimen trees to be retained would be addressed with standard measures to provide temporary fencing as needed; avoid placing materials or vehicles over root zones; and proper treatment of any roots encountered with the project work. *Potentially significant biological resources impacts/ mitigable to less than significant level with standard measures.*

ENERGY RESOURCES

Energy Consumption: A preliminary estimate of energy consumption by the new police station facility operations from stationary sources (such as electricity and natural gas for space heating/cooling, data/communications, etc.) is 693,523 killowatt-hours/year. Additional energy consumption would occur from mobile vehicles associated with operations.

The project would be subject to California and City green building code provisions requiring energy efficiency. The project is proposed to include renewable energy components as part of building design (e.g., solar panels) which would reduce energy demand and consumption from the initial estimate. The consolidation of police operations from four locations to one location, and the increased use of electric vehicles in the fleet, would reduce energy associated with vehicle use. The project would be subject to the City policy that all new City buildings be designed to achieve Leadership in Energy and Environmental Design (LEED) Silver certification for energy efficiency. The City also adopted the Architecture 2030 challenge for the built environment to become carbon neutral by the year 2030, and adopted goals for

100% renewable energy for municipal facilities by 2030 and 100% renewable energy for the City's community electricity supply by 2030. The City has moved forward on a community choice energy program, a strategic energy plan, and is moving toward stronger policies and programs to implement carbon neutrality involving onsite inclusion of renewable energy onsite and offsets for increased energy use associated with GHG. A refined energy impact analysis of the police station project would be done based on project design. *Less than significant energy impact with respect to energy inefficiency or unnecessary energy use*.

Consistency with Energy Plans: The City General Plan and City Climate Action Plan (which is associated with State climate policies that involve energy efficiency) and Strategic Energy Plan include policies directing increased energy efficiency and green building for new development for both City operations and communitywide; implementing programs to improve energy efficiency of all City facilities; increasing use of renewable energy for City operations; and reduction of vehicle miles traveled in City operations and citywide. The police station project would be subject to these City policies and green building code provisions, and would further demonstrate compliance through the project design and CEQA environmental review process. *Less than significant energy impact associated with conflicts or inconsistency with State and local energy plans*.

GEOPHYSICAL CONDITIONS

Seismicity: All areas of Santa Barbara and the larger region are subject to earthquake ground shaking. The MEA identifies the Cota Commuter Lot and EDD parking lot site as not located within known hazard zones for earthquake faults, or tsunami or seiche (i.e., large earthquake-induced waves at the shoreline or within an enclosed water body). The MEA identifies that the site is potentially subject to moderate liquefaction (loss of shear strength of saturated soil during earthquake shaking). Liquefaction is a common condition usually feasibly addressed with standard engineering methods for site preparation and foundation design (such as through over excavation and recompaction, and/or use of foundation design tying to lower level bedrock), and which is required to be addressed to safety criteria per building code regulations. *Less than significant seismic impacts*.

Geology and Soils: The MEA identifies the site as potentially subject to moderate soil erosion, high expansive soils, and potentially shallow groundwater. These are all conditions typically feasibly addressed with standard engineering methods for site preparation and foundation design, and which are required to be addressed to safety criteria per building code regulations. *Less than significant geology and soil impacts with standard measures.*

Essential Facility: The project is an essential public facility that involves more stringent location and construction standards for seismic and other geophysical conditions. Initial assessment by City Public Works engineers and consultants is that the site is technically feasible to meet design standards for essential facilities. The redevelopment of the site would be subject to existing regulatory provisions for addressing geophysical conditions per safety criteria, and the project would not exacerbate existing geophysical hazards. *Less than significant geophysical impacts for essential facility with engineering design and regulations*.

Short-Term Impacts: Project earthwork and construction could be affected by geophysical conditions such as shallow groundwater and soil erosion, which would be feasibly addressed with required standard measures such as dewatering and erosion control measures as identified in building code regulations and the City *Erosion and Sediment Control Guidelines*. *Less than significant short-term geophysical Impacts with standard measures*.

HAZARDS

Hazardous Materials: The State *Geotracker* and *EnviroStor* websites do not identify any known soil or groundwater contamination on the project site that could affect project development, occupants, or the surrounding area. Several prior cleanup sites are within 1000 feet of the project site. All sites are shown to be remediated and closed except for those at 110-116 E. Cota Street, which is located directly across Cota Street, and at 201 E. Haley Street. The open site at 110-116 E. Cota Street consists of soil contaminated with lead and total petroleum hydrocarbons. Remediation has not been completed. The open site at 201 E. Haley consists of soil and groundwater contamination associated with a dry cleaning facility and is currently undergoing remediation. Due to the remediation status, localized nature of the incidents, and/or distances from the project site, these prior cases do not have the potential to affect the project development, occupants, or the surrounding area.

Limited quantities of chemicals would be used during Police Station operations for activities such as maintenance, cleaning, and landscaping. These chemicals are subject to existing regulations for use, storage, transport, and disposal, such that no public safety impact to surrounding land uses, employees, the public, or environment would result. *Less than significant hazardous materials impacts*.

Public Safety: No oil wells, major pipelines or transmission lines, or existing operations with substantial hazardous materials use are located in close proximity to the site. The project would not involve siting of sensitive land uses near land uses or facilities with substantial public safety risk of upset. *Less than significant public safety impacts*.

Aircraft: The site is not located close to an airport or within a designated runway safety or land use safety zone. There is no intention to include a helicopter pad as part of this project. The project would not be subject to aviation hazards and has no potential to create such hazards. *Less than significant aviation hazard impact*.

Fire Hazard: The site location is not within a designated High Fire Hazard Zone. The project land use does not have the potential to exacerbate existing level of fire hazard or create a fire hazard. Building code and fire code requirements addressing structural fire safety would be required. *Less than significant fire hazard impact*.

Short-Term Construction Impacts: Standard City construction processes provide for best management practices to protect against pollution from typical hazardous materials such as equipment fuels. In the event of unanticipated discovery of hazardous materials during earthwork, State regulatory processes are followed, including notification of County Health Department regulators to establish any needed assessment or remediation, such that no significant effect to workers, the public, or environment would result. Standard City construction best management practices for fire-safe use of mechanical equipment is a building code requirement and would be implemented through contractor specifications. *Less than significant construction-related hazard impacts*.

HERITAGE RESOURCES

Archaeological Resources: The City MEA identifies the site as within an area potentially sensitive for subsurface archaeological resources from the Spanish Colonial & Mexican (1782-1849), Hispanic-American Transition (1848-1870), American City (1870-1900), and Early 20th Century (1900-1925) historical periods. There have been no prior archeological investigations on the site.

The project is expected to involve excavation of up to seven feet deep for a basement component to the structure. This earthwork would likely reach depths below areas previously disturbed from past and current development on the site (prior school and current parking lots).This indicates the potential for

encountering intact archaeological relics from historic periods, such as remnants of past adobe structures or trash pits. Based on the City MEA Guidelines provisions, an archaeological investigation of the site would be required in conjunction with environmental review of the project and prior to permit approval for the project. Per provisions of CEQA and City resource protection policies, any feasible measures identified as needed to avoid or minimize potentially significant effects on cultural resources (e.g., consultation with Chumash representatives; monitoring of earthwork; collection, documentation, analysis, curation of artifacts) would be applied as project requirements.

Standard requirements per the MEA Guidelines and Santa Barbara Municipal Code 22.12 provisions would also apply regarding unanticipated discovery of a resource during earthwork, including notification of construction workers, suspending work pending resource assessment by an archaeologist, consultation with a Chumash representative, special procedures per regulations for discovery of potential human remains, and implementation of any feasible measures needed to protect resources and avoid significant effects. With required application of City MEA provisions. *Potentially significant archaeological resources impact, likely mitigable to less than significant level with standard measures*.

Historical Resources: The site is not located within City historic or design districts. The site and adjacent properties and existing structures are not identified or designated as historically important by City, State, or National historic registers. Several structures housing businesses and residences in the surrounding area and across the streets from the site are more than 50 years old and, if evaluated, could potentially be found to have historic value.

Based on consultation with the City Historian (Nicole Hernanadez, 06-25-19), the property and existing facilities do not have historical importance, and the project would not have the potential for historical resources impacts. Even in the event that any adjacent area structures are identified with historic value, the project would be separated by the existing roadway such that no substantial effect on the setting of a historic structure could result. *Less than significant historical resources impact*.

Tribal Cultural Resources: No known important tribal cultural resources involving religious, spiritual, or social significance exist at the site. As per procedures identified above for archaeological resources, in the event of unanticipated discovery of resources during earthwork, established procedures for assessment, tribal consultation, and measures for appropriate treatment of resources would be applied to avoid a significant impact. *Less than significant tribal cultural resources impact*.

HYDROLOGY AND WATER QUALITY

Flood Hazard: The project site is designated in Zone X (unshaded) for area of minimal flood hazard. This is evidenced on the Federal Emergency Management Agency (FEMA) Flood Map number 06083C1387J, effective September 28, 2018. The project site is not located in a Special Flood Hazard Risk Zone. Applicable design provisions of Federal and State flood regulations and the City Floodplain Ordinance would be required to ensure no significant flood-related impact would result. The project would not exacerbate any existing flood hazard. *Less than significant flood hazard impact.*

Drainage and Water Quality: The proposed project would result in changes to the drainage pattern on the project site. The project would be required to be designed to meet the Tier 3 storm water runoff requirements of the City's Storm Water Management Plan, Ordinance (SBMC 22.87), and best management practice guidelines, including for discharge rate, volume reduction, and water quality treatment. Specific approaches to meeting these requirements would be identified as part of the project design. *Less than significant long-term drainage and water quality impact with application of ordinance requirements through project design.*

Project construction would be subject to City Building Code provisions and Best Management Practices (BMP) Guidelines to control any erosion, siltation, or pollution effects from site runoff to ensure that no substantial effects to surface or groundwater would result. Specific approaches to meeting these requirements would be identified as part of the project design. Possible techniques to control erosion and sediment during construction may include straw wattles, silt fences, and sediment filters/barriers. *Less than significant short-term construction drainage and water quality impact*.

LAND USE

The Cota Commuter Lot is located in the Central Business District. The General Plan land use designation for the property is Commercial Industrial/ Medium High Density Residential (15-27 du/ac). It is also in the Priority Housing Overlay (49-63 du/ac) area of the Average Unit-Size Density Incentive Program Map. The Commercial Industrial designation area is bounded by Ortega, Haley, Anacapa, and Quarantina streets. This designation allows a wide variety of uses including manufacturing, automotive repair, office, retail, and residential. Many of the historic uses in this area have provided essential services for the functioning of the City. City Hall is located within approximately three blocks. The Community Development Department and Public Works Department offices are within one block. As an institutional office use, police station is consistent with the Commercial Industrial/ Medium High Density Residential land use designation of the area.

The EDD parking lot portion of the project is located on a separate parcel in the Central Business District. The General Plan land use designation for the parcel is Institutional (Civic and Hospital). The Institutional designation provides for public facilities and private and/or non-profit uses which offer public services to the community. Uses include, but are not limited to schools, libraries, hospitals, and government offices. A police station is civic institutional land use allowed under the General Plan land use designation.

Many other County, State, and Federally owned institutions are located in the Downtown and surrounding area. The General Plan recognizes the Downtown's importance as a major governmental activity center for the City and the South Coast. This close proximity of governmental uses is encouraged as it allows greater and more efficient interaction between all levels of government and best serves the public as more residential uses are built in and around the Downtown.

The zoning designation for both parcels is M-C (Manufacturing Commercial) Zone. The M-C Zone is intended to accommodate a wide range of limited industrial, residential, retail service, office, and research and development uses. A "Public Facility" is an allowed use in the M-C zone. Public Facilities are described as "Facilities owned or operated by a governmental agency providing services such as clerical or public contact offices, police and fire protection including any indoor shooting range operated by and for a law enforcement agency, and emergency medical services".

As specified in Chapter 30.170 (Nonresidential Growth Management Program) of the Zoning Ordinance nonresidential floor area for City Government Buildings may be constructed, or converted from residential floor area, without requiring an allocation from the Community Benefit, Small Addition Floor Area, or Vacant Property categories. Development Plan Approval by the Planning Commission is required.

The maximum building height standard in the M-C zone is 45 feet; however, up to 60 feet in height may be allowed for projects that qualify as a Community Benefit Project per SBMC§ 30.140.100.B. The Planning Commission would consider the required building height findings for the police station project after conceptual design review by the Architectural Board of Review but before the Development Application Review Team (DART) submittal and before the consideration of the land use approval by the Planning Commission.

Growth-Inducing Effect: Existing police service functions at four locations would be moved to and consolidated at the new station facility, with no proposal for increased services level. The project would not involve substantial population or employment growth or the associated creation of substantial housing demand. A limited number of temporary construction jobs would be involved with the project. The project would be built in an urbanized area that is currently served by all required infrastructure. No extension or expansion of utilities supporting additional growth is involved. *Less than significant growth-inducing impact.*

Consistency with Land Use Plans and Policies: As stated above, a police station is consistent with the General Plan land use designations of Commercial Industrial/ Medium High Density Residential (15-27 du/ac) and Institutional, as well as consistent with the M-C Zone.

Some General Plan policies and implementation actions applicable to the project, which were adopted in part for the purpose of mitigating environmental impacts, are as follows:

Land Use Element Policy LG12.2 (Building Size, Bulk and Scale).

Fiscal Health Policy EF27 (City Services and Facilities).

Historic Resources Element Policy HR1. (Protect Historic and Archaeological Resources).

Environmental Resources Element Policy ER1 (Climate Change).

Environmental Resources Element Policy ER1.2 (Greenhouse Gas Emission)

Environmental Resources Element Policy ER5.1 (Energy Efficient Buildings).

Environmental Resources Element Policy ER11. (Native and Other Trees and Landscaping).

Conservation Element Policy 4.0 (Trees)

Conservation Element Policy 4.1 (Mature trees)

Circulation Element Policy C1. (Transportation Infrastructure Enhancement and Preservation)

Less than significant impact from policy inconsistency.

MINERAL AND AGRICULTURAL RESOURCES

Mineral Resources: The site is paved and developed and contains no known mineral resources. No impact to important mineral resources would result. *Less than significant mineral resources impact*.

Agricultural Resources: The site is developed and contains no agricultural cultivation. The State Map of Agricultural Resources identifies the site as urban. No impact to important agricultural soil or farmland resources would result. The project would displace to another location the current use of the parking lot for a farmer's market one day per week. This does not constitute a significant environmental impact to important agricultural soil or cropland resources. *Less than significant agricultural resources impact*.

NOISE

The City Master Environmental Assessment (MEA) identifies the Cota parking lot and EDD parking lot site as subject to average ambient noise levels of 60-65 decibels dBA Ldn or CNEL (weighted 24-hour scales). The primary noise source affecting the site is vehicular traffic.

The City General Plan identifies noise compatibility guidelines for siting of various land uses in areas with suitable average ambient noise levels, and the City Noise Ordinance (SBMC 9.16.080) governs operational and construction noise limits within the City.

The project is a professional services office building and is neither a noise-sensitive* nor noise-generating land use. There are sensitive land uses near the site, including a pre-school facility with an outdoor play area (130 E. Cota St.) across Cota Street, various residential units between Anacapa and Garden Street, and a public park (Plaza de Vera Cruz) which is adjacent to the pre-school, located across Cota Street.

**Noise-sensitive land uses are those involving extensive occupancy or exposure by sensitive individuals, including residences; nursing homes, retirement homes and other community care facilities; schools; and large family day care facilities. Land uses not considered sensitive land uses include retail, commercial services, and offices.*

Noise Compatibility of Proposed Land Use: The noise compatibility standards of the City General Plan noise policies identify a normally acceptable maximum average exterior ambient noise level for a professional office building as 75 dBA CNEL or Ldn. The existing average ambient noise level at the EDD parking lot property is less than 75 dBA. The siting of the project at this location would not subject persons using the building to long-term average ambient noise levels in excess of the compatibility standard for the use, and the project would not conflict with City noise policies. The project building would be required to be constructed to meet an average interior noise level of 50 dBA or less, which is the maximum average interior noise level for a professional office building.

Long-Term Operations Noise: The current parking lots on the properties involve vehicle and parking noise, largely masked to the surrounding area due to distance and background roadway noise. The police station use would similarly involve some vehicle and parking noise (primarily within a two-story parking structure and some surface parking), which would not represent a substantial net increase in noise to the surrounding area.

Stationary equipment associated with the building, such as for air conditioning, would be at sufficient distance from surrounding land uses and would be subject to City building code provisions so that no substantial noise effects to sensitive land uses would result.

Similar to other office land uses, noise associated with long-term police station operations would not involve substantial noise effects to surrounding noise-sensitive land uses. The canine kennel and the firearm training range activities would be located within the structure of the building and would not result in noise impacts to the surrounding area. No regular noise from sirens or loudspeakers would occur, however under rare circumstances officers may leave the station under siren. This would be similar to locations everywhere in the City which also experience periodic siren noise, which constitutes minor temporary nuisance noise. *Less than significant long-term operational noise impact.*

Short-Term Construction Noise: Short-term noise impacts are associated with substantial grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment may generate noise levels of more than 80 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

Noise from grading, construction equipment, and truck traffic would affect surrounding residential, pre-school, and park uses during a construction period estimated at up to 28 months. Estimated phasing of the process includes three months demolition/grading/site preparation; nineteen months construction of garage and station basement and six months interior building finishing. Equipment and vehicle staging is expected to initially occur within adjacent road rights-of-way, and then onsite.

The pre-school is located approximately 100 feet from the site, residential units average approximately 350 feet from the site (the closest is approximately 150 feet), and the public park is approximately 150 feet from the site. Noise generally diminishes by six decibels for every doubling of the distance from the source, and may be further moderated if there are intervening structures or other noise. Construction equipment noise of 80 dBA Leq (noise level at the time noise is occurring, not averaged over time) at fifty feet would be reduced to 74 dBA Leq at the property line of the pre-school, 44 dBA Leq on average at the residential units (up to 68 dBA Leq at the closest residence), and 68 dBA Leq at the public park respectively. These estimated noise effects would be moderated by factors including intervening traffic, structure walls, and interior noise such as air conditioning.

Temporary nuisance noise effects would be reduced with the implementation of standard measures for neighborhood noticing, limitations on construction days and hours, equipment shielding, and the installation of temporary sound control devices, such as blankets, with specifics identified as part of project design and CEQA environmental review. *Potentially significant short-term construction noise impact, likely mitigable to a less than significant level.*

OPEN SPACE AND VISUAL RESOURCES

Open Space and Visual Resources: The Cota and EDD parking lots are paved, and the MEA identifies the sites as not containing any important open space such as a unique visual resource, or shoreline or hillside resources. As surface parking lots, the sites do function to provide some visual openness between structures within the built-out urban neighborhood. Public scenic views of the hillsides are primarily attained in the downtown area of the City through the street corridors. The existing parking facilities do not include a public gathering area, and do not represent important public viewing locations for scenic views. The project would constitute in-fill development of already developed sites in an urban downtown area. No substantial change affecting important open space, natural visual resources, or loss of scenic public views would result. *Less than significant open space and visual resources impacts.*

Visual Compatibility. The City has an established design review process and guidelines addressing visual compatibility of development projects. A police station will require some special design criteria for a secure facility. Initial assessment of the project indicates that the site size is adequate to meet basic onsite zoning standards for height, setbacks, and landscaping. The project would require design review board approvals including findings of visual compatibility with the neighborhood pursuant to adopted City design guidelines. *Less than significant onsite visual compatibility impacts with design review approval.*

Lighting. The existing parking lots have outdoor lighting standards, and surrounding streets have streetlights. A City ordinance governs outdoor lighting. The project would also include outdoor lighting for safe access and security. City ordinance provisions require lighting to be hooded and directed to the ground which would avoid any substantial lighting or glare impacts to surrounding land uses, roadway travel, or habitat. Project lighting design would require design review board approval. The construction process may utilize some temporary localized lighting during some phases, which would not represent a substantial lighting effect to the surrounding area. *Less than significant lighting impacts.*

PUBLIC FACILITIES AND SERVICES (Fire, Police, Schools, Parks)

The City General Plan program environmental impact report (2011) analysis concluded that fire, police, and parks service levels are adequate to serve the existing and forecasted future City population, with budget and program considerations addressed on an ongoing basis with City processes for assessing and approving budgets and programs for facilities and services. School facilities and services are provided based on State programs and budgets.

The project does not involve an increase in the ongoing police service level. The police station would consolidate police operations and employees from four current downtown locations at the new police station facility, for improved safety, efficiency, and effectiveness, a beneficial public facility effect.

The project would not be expected to generate a substantial increase in long-term employment or associated increased demand for housing or public services such as police and fire, parks, and schools. The site does not include a park or recreation facility and the project would not have an impact associated with loss or interference with a park or recreational facility. *Less than significant public facilities and services impacts*.

PUBLIC UTILITIES (Water, Wastewater, Solid Waste)

The project site is within an urban area served by City water treatment and distribution services, wastewater collection and treatment services, and City-contracted solid waste and recycling pick-up services using the Santa Barbara County Tajiguas Landfill. The new police station facility would feasibly tie in to City water and wastewater service utility lines at the property, as well as telecommunications lines, and would receive solid waste and recycling pick-up services.

Water: Based on the City water demand factor for institutional/office land use, the new station would generate an estimated 1.22 acre-feet per year of annual water demand for indoor/outdoor water use (72,000 SF x 0.17 AFY/1000 SF). The City and larger region has experienced a recent multiple-year drought, a condition that has occurred periodically in weather cycles over time. The City Long-Term Water Supply Plan identifies a long-term water supply for the City through a combination of sources including Lake Cachuma and Tecolote Tunnel; Gibraltar Reservoir, Devils Canyon and Mission Tunnel; groundwater; State Water Project allotment; desalination; recycled water, conservation, and efficiency improvements.

The project is part of the forecasted citywide growth to year 2030 evaluated in the Program EIR for the General Plan. The analysis concluded that a sufficient long-term water supply would support existing and forecasted growth. More detailed analysis of the police station would be done as part of project design and CEQA environmental review to confirm adequacy of mains and distribution system in the vicinity of the project, and as needed to require any upgrades as part of the project. The project water use would constitute a *less than significant* water supply impact.

Wastewater: A requirement for development is adequate wastewater facilities and services. City wastewater facilities include collectors and mains and the El Estero Water Resource Center treatment plant facilities. Wastewater generation is estimated at 83% of water use for office/ institutional land uses.

The police station project is within the citywide growth forecast analyzed in the certified Final Program EIR (2010) for the General Plan Update. The analysis concluded that City wastewater facilities would be adequate for existing development/population together with forecasted citywide growth to 2030. More detailed analysis of the police station would be done as part of project design and CEQA environmental review to confirm adequacy of mains and collector system in the vicinity of the project, and as needed to require any upgrades as part of the project. The City's wastewater facilities would adequately serve the police station project. Increased wastewater generation associated by the project can be accommodated by the City sewer system and sewage treatment plant, and would represent a *less than significant* impact.

Solid Waste: Long-term operational solid waste generation by the police station is estimated at up to 93.6 tons/year annually, based on the institutional/office waste generation rate (72,000 SF x .0013 tons/year). With recycling services in place, more than 50% of solid waste is expected to be recycled and would not utilize limited landfill disposal capacity, reducing the estimated impact to 46.8 tons/year or less. The

project waste generation would not exceed the project-specific impact significance threshold (196 tons/year), and the project long-term solid waste impact would be *less than significant*.

The project would incrementally contribute to cumulative solid waste generation of the City and region. The project development is within the growth assumptions and citywide scope of analysis in the Program EIR for the City General Plan. The analysis concluded that there is sufficient waste management capacity and services to accommodate existing development/population and forecasted growth. The County of Santa Barbara, City, and other partners are currently engaged in establishing additional facilities, capacity, and efficiency of areawide recycling with a regional resource recovery facility, which is expected to extend the life of the Tajiguas Landfill.

Short-term construction-related solid waste associated with demolition of the existing parking lot and construction of the new facility could be substantial. Demolition and construction waste is required by City Ordinance to be taken for recycling, with a large percentage generally recycled (>70%). Estimated demolition/construction waste generation would be identified based on the project design and CEQA environmental review. The project short-term solid waste impact is *potentially significant/ likely could be reduced to a less than significant level*.

TRANSPORTATION

Transportation issues include traffic, access, circulation and safety. Vehicle, bicycle, and pedestrian, and mass transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation and traffic in the City, along with other transportation plans.

Project Specific Traffic: City Transportation staff performed a preliminary traffic analysis for the project. The project site is located in Area 1 of the adopted City of Santa Barbara Traffic Model (Traffic Model). The project site is located in Area 1 of the adopted City of Santa Barbara Traffic Model (Traffic Model). Per the Traffic Model, the weekday AM peak hour vehicle trip generation rate is 0.56 trips per 1,000 square feet of floor area for the land use type of Police and Fire Services. The weekday PM peak hour vehicle trip generation rate is 0.67 trips per 1,000 square feet of floor area. Given the 72,000 square foot police station, it is anticipated that there would be 40 AM peak hour trips and 48 PM peak hour trips.

Trip generation is generally identified as a net change where existing trips generated at the site are subtracted from project trip estimates. However, the existing land use is a public parking lot, which is not considered a destination land use, and existing vehicle trips are associated with the land uses the public parking lot currently serves. As such, no trip credits associated with the existing use are subtracted from the project trip generation and there is no reduction in estimated trip generation for the project.

Estimated distribution of new forecasted trips to and from the site was identified. Project peak-hour trips are predominately police service activities versus employee commute trips because staff are primarily on 12-hour shifts. The trips were distributed to and from the project site based on police service location and demand. Approximately 50% of the trips were distributed among the Downtown, Eastside, and Riviera areas; 7% for East Beach and Coast Village Road area; 8% for Waterfront area; 10% Westside and Mesa areas; and 25% Upper State Street, Samarkand, San Roque areas and beyond.

An impacted roadway intersection is defined by Santa Barbara policy as operation at a vehicle traffic volume-to-intersection capacity ratio exceeding 77% during peak hours, which represents a high "C" level of service (LOS) within the A to F range of operating conditions. The 2011 General Plan EIR identified up to 27 intersections where significant traffic congestion either exists or is expected to occur by the year 2030 during peak travel times. A significant project-specific traffic effect would result if a project's net

peak-hour traffic generation would constitute 1% or more of the intersection capacity at one of the identified 27 intersections. If a significant effect occurs, it would also be inconsistent with City Policy.

Specific intersections of concern for the project included the following in the nearby area, since they are either currently impacted or forecasted to become impacted by 2030: Garden and Highway 101 NB Ramps, Garden and Highway 101 SB Ramps, Garden and Gutierrez, Carrillo and Highway 101 NB Ramps and Carrillo and Highway 101 SB Ramps.

Forecasted project traffic trips were distributed based on the above approximate percentage demand areas to the intersection of concern. The number of new project trips distributed to these intersections are less than 16 trips to a significant turning movement, and would be less than 1% of intersection capacity during peak hour, and therefore represent a less than significant traffic impact . This initial traffic analysis indicates that the project at this location would likely not require a further traffic model assessment with the City Traffic Model as part of the CEQA environmental review.

Less than significant long-term operations traffic impact.

Note: City Council-adopted Traffic Impact Significance Thresholds are used to evaluate whether a project has a significant impact under the California Environmental Quality Act (CEQA). Legislation (Senate Bill 743, 2013) directs that local jurisdictions in California move away from Intersection Level of Service - a measure of traffic congestion - to Vehicle Miles Traveled as a criterion to evaluate whether a project results in a significant impact. Cities are required to implement Senate Bill 743 by July 1, 2020. It is anticipated that in the City of Santa Barbara, Intersection Level of Service will still remain as a policy consistency issue and not as an impact under CEQA environmental review.

Short-Term Construction Traffic: The project would generate construction-related traffic that would occur over the 28-month construction period and would vary depending on the stage of construction. The duration of earthwork is estimated at four months, with grading and soil export of about 25,000 cubic yards/ 2,500 truck trips anticipated. Other trips associated with transport of construction equipment, material, and workers would also occur. The Transportation Division's initial assessment is that, given traffic levels in the area and the duration of the construction process, short-term construction-related traffic would be a less than significant impact. Standard conditions of approval would be applied, including restrictions on the hours permitted for construction trips outside of peak traffic hours, approval of routes for construction traffic, and designation of specific construction staging and parking areas. *Less than significant construction traffic impact with standard measures*.

Cumulative Traffic: The project was also analyzed regarding its contribution to cumulative traffic effects. A considerable project contribution to cumulative traffic effects would result when a project's net peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable projects would cause an intersection to exceed 0.77 V/C; or when the project would contribute peak-hour traffic to an intersection already exceeding 0.77 V/C. The program EIR for the 2011 General Plan provided a citywide cumulative traffic analysis to the year 2030 using this threshold, identifying numerous intersections with existing or forecasted significant traffic congestion impacts. In adopting the General Plan, the City Council made findings of overriding consideration that the benefits of the Plan overrode the significant traffic impacts, thereby deeming the cumulative traffic impacts as acceptable. This project is within the growth assumptions of the EIR analysis and it is considered to contribute to the significant cumulative effects identified in the Program EIR. *Potentially considerable contribution to significant citywide cumulative traffic impacts*.

Bicycle/Pedestrian/Public Transit: Transit stops serving the City's crosstown route exist along the project's property frontage and across the street. One block away is the bus route to Montecito and Carpinteria on Haley Street between Anacapa and Santa Barbara Streets. One block to the north at Santa

Barbara and De La Guerra Streets is the Coastal Express bus stop that goes to Carpinteria and Ventura and the Clean Air Express that goes to Lompoc and Santa Maria. There is also a transit stop close by at Anacapa and Ortega that goes to Santa Ynez. These transit stops are anticipated to provide adequate transit resources for the project demands.

Cota Street currently has an on-street bike lane that would need to be protected in place. There are existing sidewalks and parkways along the site's frontages along Cota and Anacapa Streets. The Pedestrian Master Plan requires local streets with a right of way 60 feet or greater to have a six foot wide sidewalk, four foot parkway or furnishing zone, six inch curb, and one foot, six inch frontage zone. The project would be conditioned to comply with the Pedestrian Master Plan.

The new project would not require substantial additional transit facilities, bike lanes or pedestrian facilities. *Less than significant project impacts associated with pedestrian, bicycle, and public transit facilities*.

Access/ Circulation/ Safety Hazards: The California Highway System Roadway Classification Map classifies Cota Street as a two-lane "Major Collector" street, and Anacapa as a one-way two-lane "Other Principal Arterial" street. Both streets are fully improved along the project frontage.

The project is not anticipated to necessitate any changes to the existing roadway alignment and lane configurations. The property frontages have one driveway curb cut each and the proposed project would not have any additional curb cuts. The driveway aprons would need to be upgraded to meet current ADA standards and the Pedestrian Master Plan.

To be in compliance with the City's Traffic Management Strategy, the project would have to be evaluated to ensure there is appropriate connection to the transportation system, and could require improvements to the design or its interface with the public right-of-way, in order to ensure safe access and minimize a project's disruption to the traffic flow of adjacent streets.

The project would be required to meet emergency and fire access criteria.

Less than significant project impacts associated with vehicular access, circulation, and evacuation.

References

Project description materials
California Environmental Quality Act (CEQA), State CEQA Guidelines, and City of Santa Barbara CEQA Guidelines
California Department of Toxic Substances Control Envirostor web site
California Water Resources Control Board GeoTracker web site
California Water Resources Control Board NPDES general permit
Charter of the City of Santa Barbara
City of Santa Barbara Climate Action Plan and Program EIR Addendum (2012)
City of Santa Barbara Bicycle Master Plan (2016)
City of Santa Barbara Erosion and Sediment Control Guidelines (2012)
City of Santa Barbara General Plan
City of Santa Barbara General Plan Program Environmental Impact Report (2011) and Addenda
City of Santa Barbara Long-Term Water Supply Plan (2012) and Urban Water Plans
City of Santa Barbara Master Environmental Assessment (MEA) Maps and Guidelines
City of Santa Barbara Municipal Code and Zoning Ordinance
City of Santa Barbara Needs Assessment Validation for New Santa Barbara Police Station (Cearnal, McClaren, 2018)
City of Santa Barbara Pedestrian Master Plan (2006)
City of Santa Barbara Planning Division/ City Historian, personal communication (N. Hernandez, 06-25-2019)
City of Santa Barbara Police Station Needs Assessment Study (Leach Mounce Architects, 2012)
City of Santa Barbara Storm Water Management Plan, Ordinance, and Guidelines
City of Santa Barbara Public Works Department, personal communication (P. Maldonado, August 2019)

FEMA, Flood Zone Information Maps (2019)
Santa Barbara County Ozone Plan (Clean Air Plan) (Santa Barbara County Air Pollution Control District, 2016)
Santa Barbara County Solid Waste Thresholds (2008, reprinted 2015)
Scope and Content of Air Quality Sections of Environmental Documents (Santa Barbara County Air Pollution Control District, 2017)

City Staff Preparers

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Public Works Department, Engineering Division (S. Iza, B. Hess, A. Spryka, R. Rajbanshi, Consultant T. Hughes, MEC)
Public Works Department, Transportation Division (R. Dayton, J. Grant, C. Swanson, K. Mamulski)

Attachments

1 - Aerial Photograph – Project Location and Concept Layout

2 – Master Environmental Assessment Maps

3 – Historic Resources Map

4 – Soil Contamination Information

5 – CalEEMod Air Emissions Calculations

Cota Commuter Parking Lot + EDD Site Alternative

City of Santa Barbara
Environmental Assessment Mapping

Reported on 07/23/2019 03:01 PM

Parcel Number: 031-151-012
Project Address: 130 E. Ortega St
Case Number: SB Police Station Project
Project Description: Cota & EDD Alternative

Visual

Visual Unique:	**N/A**
Visual Hillside:	**N/A**
Visual Shoreline:	**N/A**

Biological

Airport Habitats:	**N/A**
Airport Restoration Areas:	**N/A**
Coastal Zone Resources:	**N/A**
Creek and Wetland Habitats:	**N/A**
Special Wildlife Areas:	**N/A**
Upland Habitats - Vegetation:	**N/A**
Key Riparian Bird Habitat Areas:	**N/A**
Sensitive Species_Points:	**N/A**

Environmental Hazards

High Fire Hazard Areas:	**N/A**
Tsunami Runup:	**N/A**
FEMA Flood 2018:	**X**
250' Freeway Setback:	**N/A**
Shoreline Hazards:	**N/A**

Archaeological

Prehistoric Sites And Watercourses:	**N/A**
Mission Archaeological:	**N/A**
Spanish Colonial & Mexican (1782-1849):	**SPANISH ARCHEOLOGY**
Hispanic Archaeological:	**1850**
American City Archaeological:	**AMP**
Early 20th Century Archaeological:	**20TH**

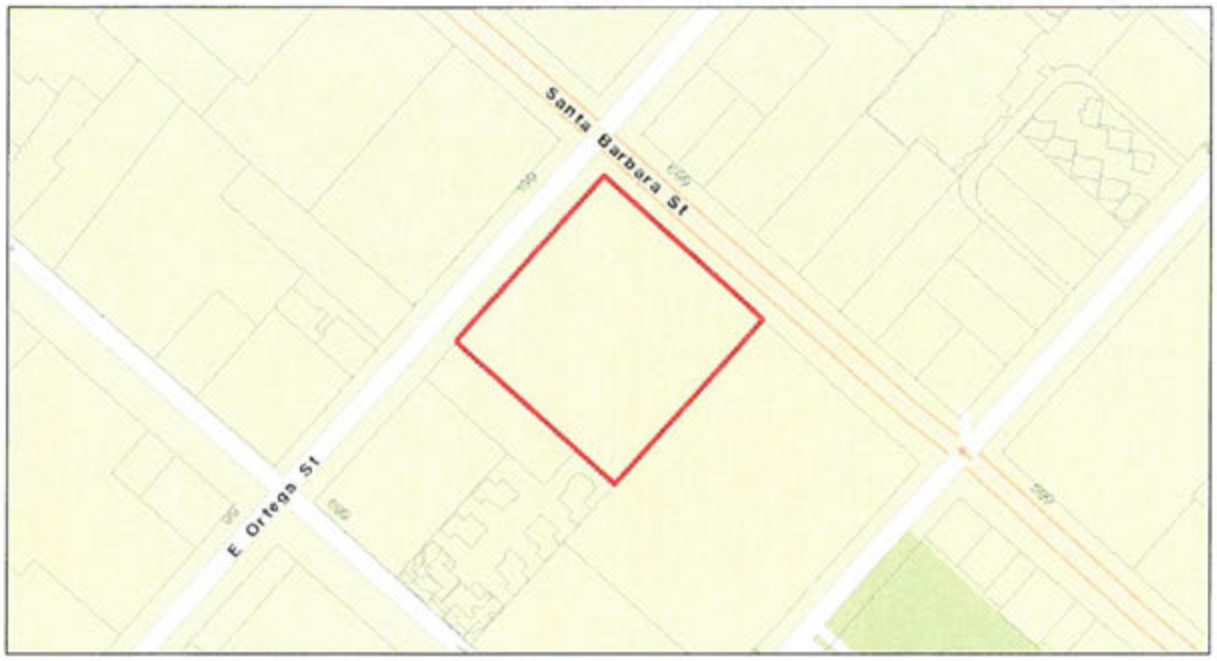
Noise

Noise:	**<60 DBA LDN, 60-65 DBA LDN**

Geological

Geologic Units:	**OLDER ALLUVIAL DEPOSITS (UPPER AND MIDDLE PLEISTOCENE)**
Radon Potential:	**N/A**
Relative Landslide Potential Areas:	**VERY LOW, LOW**
Slope Failures Area:	**N/A**
Slope Movement Classification:	**N/A**
Soil Types:	**MILPITAS-POSITAS FINE SANDY LOAMS, 2 TO 9 PERCENT SLOPES**
Fault Hazard Zones (200 Ft buffer):	**N/A**
Liquefaction Potential:	**MODERATE**
Expansive Soils:	**HIGH**
Erosion Potential:	**MODERATE**
Shallow Groundwater:	**POTENTIALLY SHALLOW**

Vicinity Map



Visual: Visual Unique

Visual: Visual Hillside

N

0 72 Feet

Visual: Visual Shoreline

Biological: Airport Habitats

Biological: Airport Restoration Areas

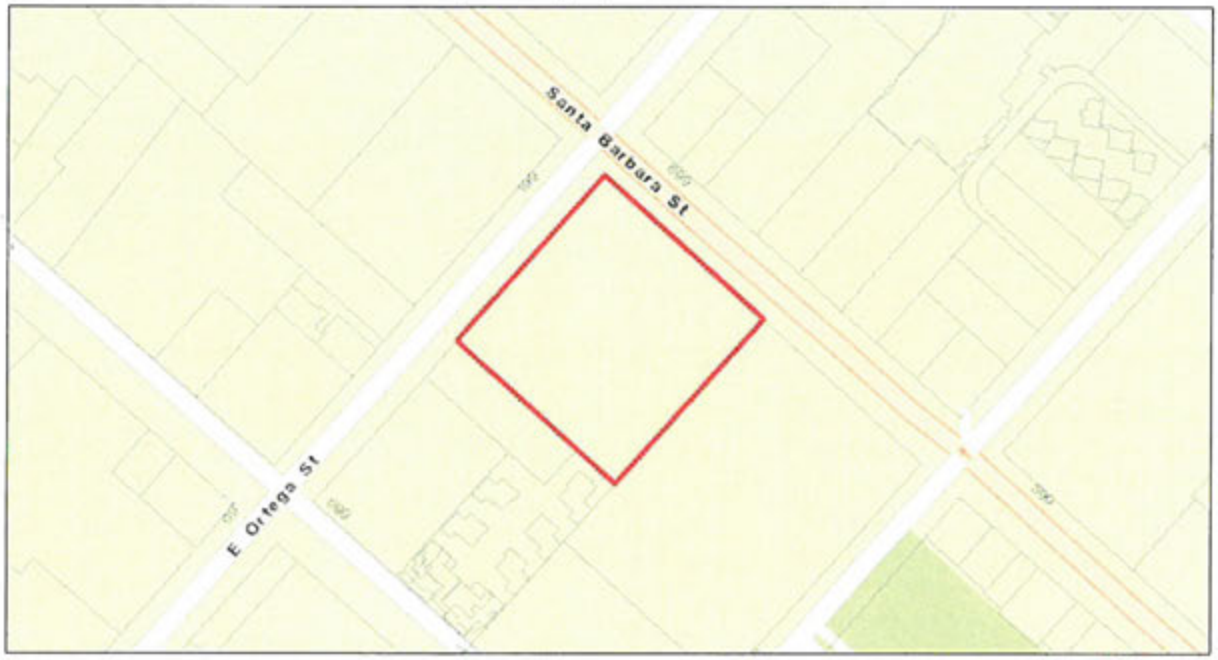
Biological: Coastal Zone Resources

Biological: Creek And Wetland Habitats

Biological: Special Wildlife Areas

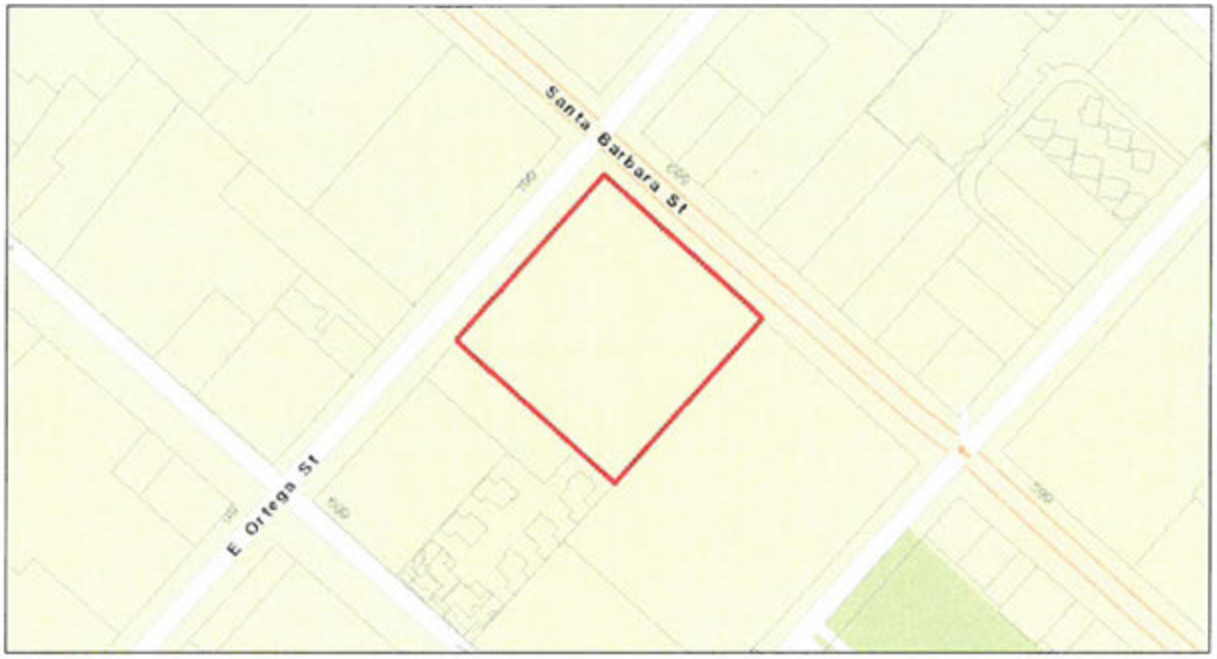
Biological: Upland Habitats

Biological: Key Riparian Bird Habitats



Biological: Sensitive Species

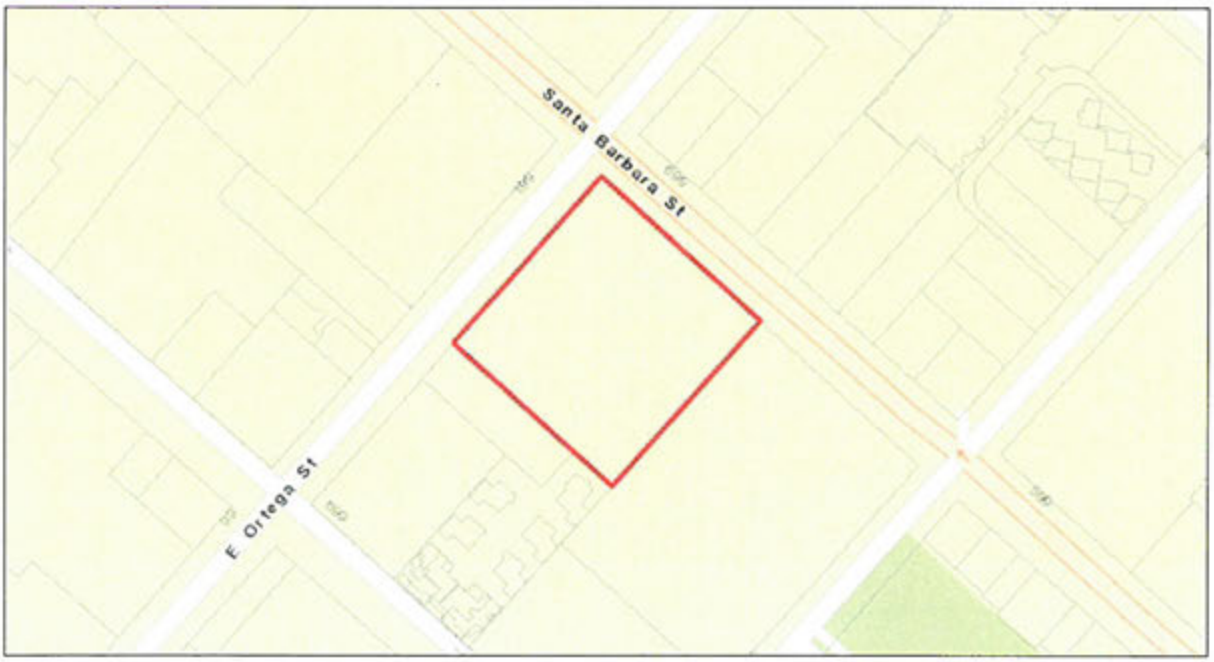
Environmental Hazards: High Fire Hazard



Environmental Hazards: Tsunami Runup

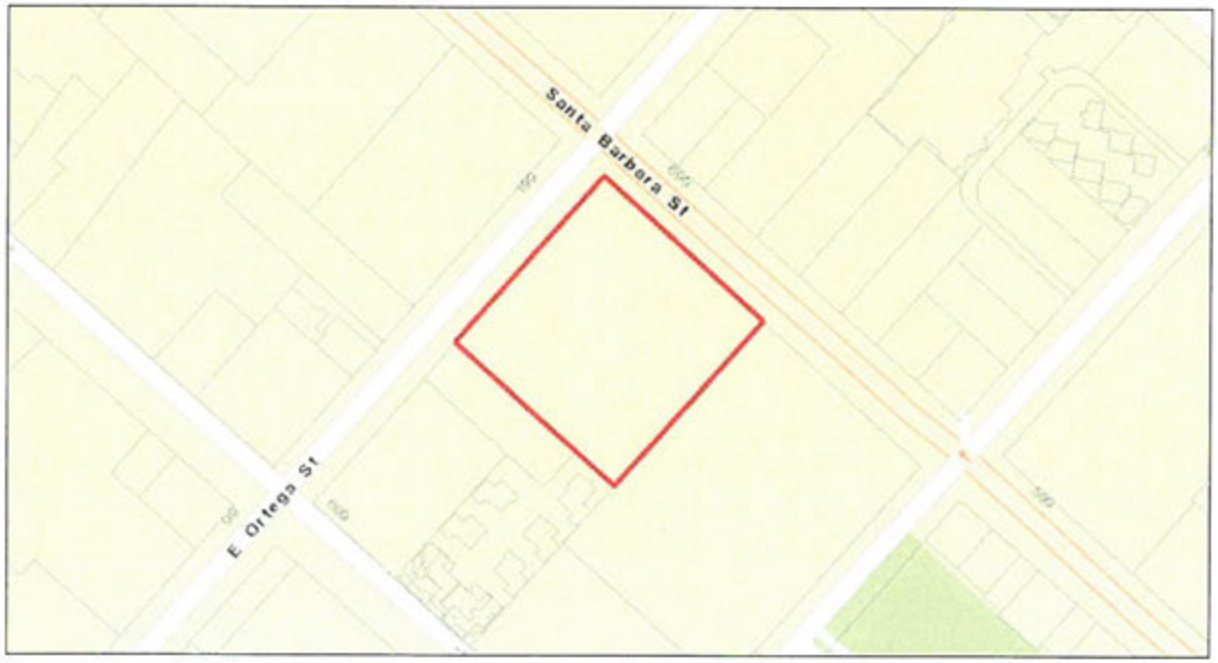
Environmental Hazards: Flood Zones 2018

Environmental Hazards: 250' Freeway Setback

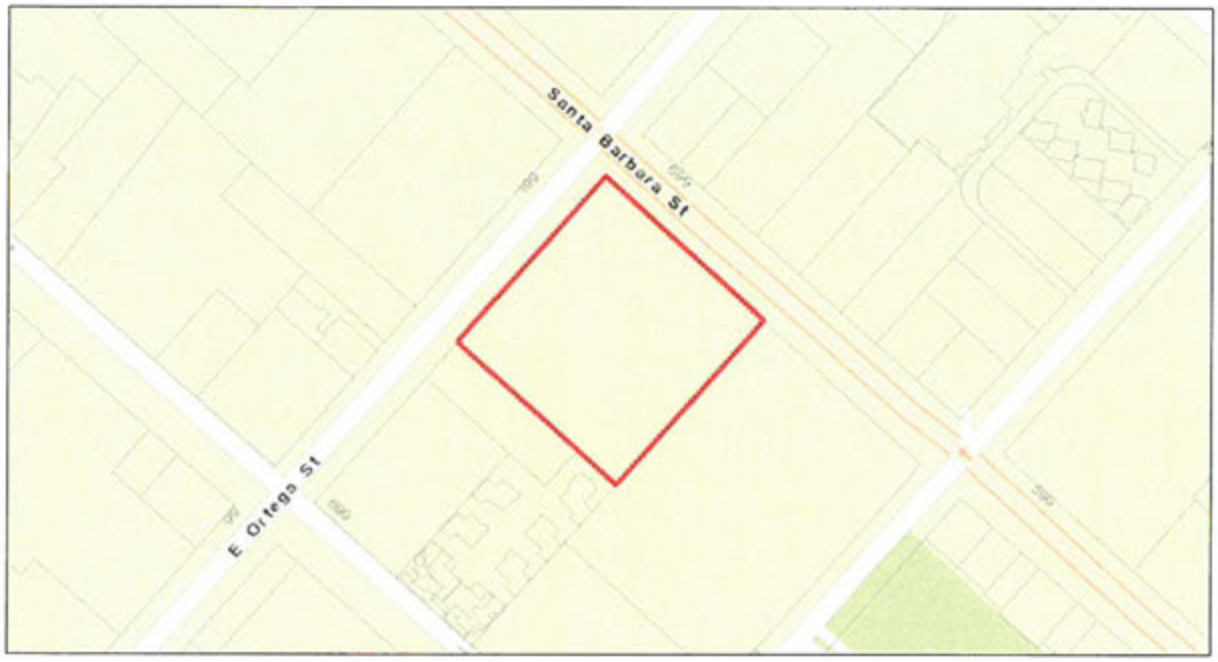


Environmental Hazards: Shoreline Hazards

Archaeological: Prehistoric Sites And Watercourses



Archaeological: Archaeological: Mission Complex & Waterworks (1786-1835)



Archaeological: Spanish Colonial & Mexican (1782-1849)

Archaeological: Hispanic-American Transition Period (1848-1870)

Archaeological: American Period (1870-1900)

Archaeological: Early 20th Century (1900-1925)

N

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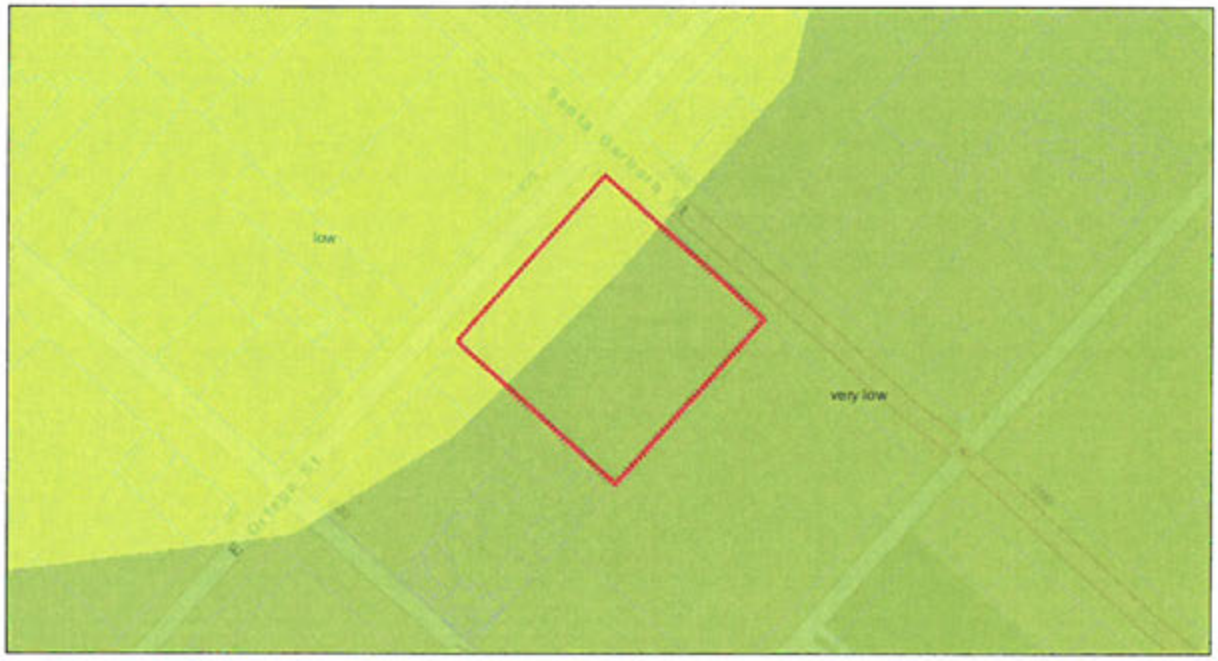
Noise

Geological: Geologic Units

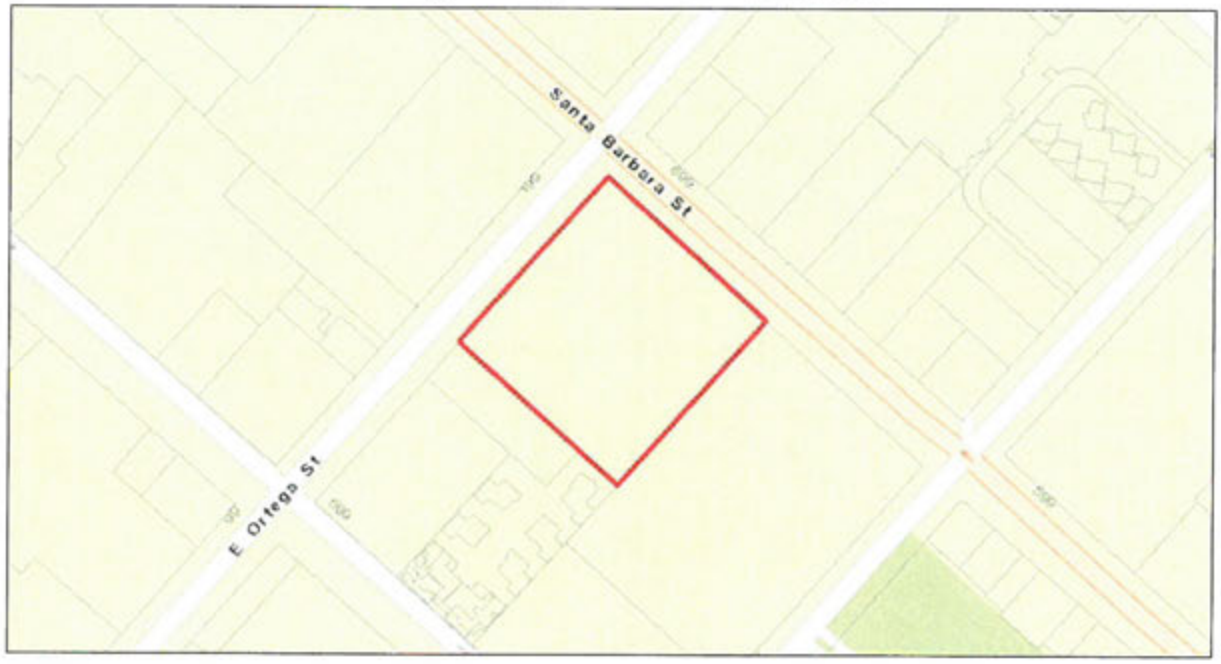
Geological: Radon Potential

Geological: Landslide Potential



Geological: Slope Failures [USGS (2006), Urban (2004)]

Geological: Slope Movement Classification



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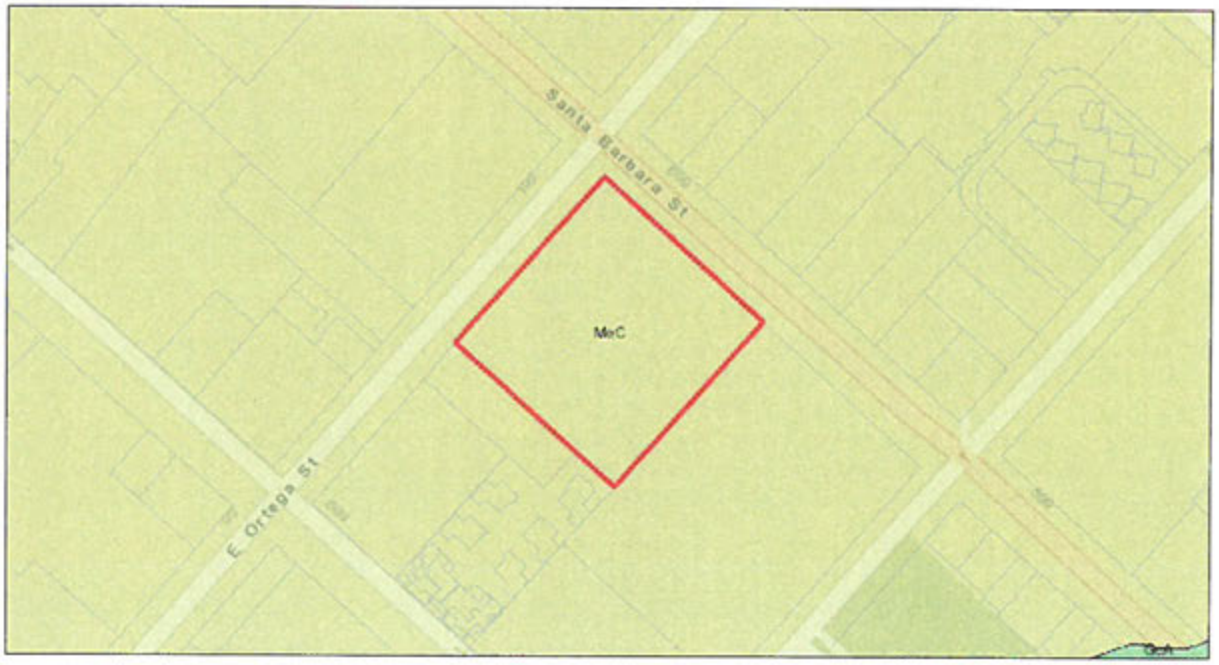
Geological: Soil Types



Geological: Fault Hazard Zones

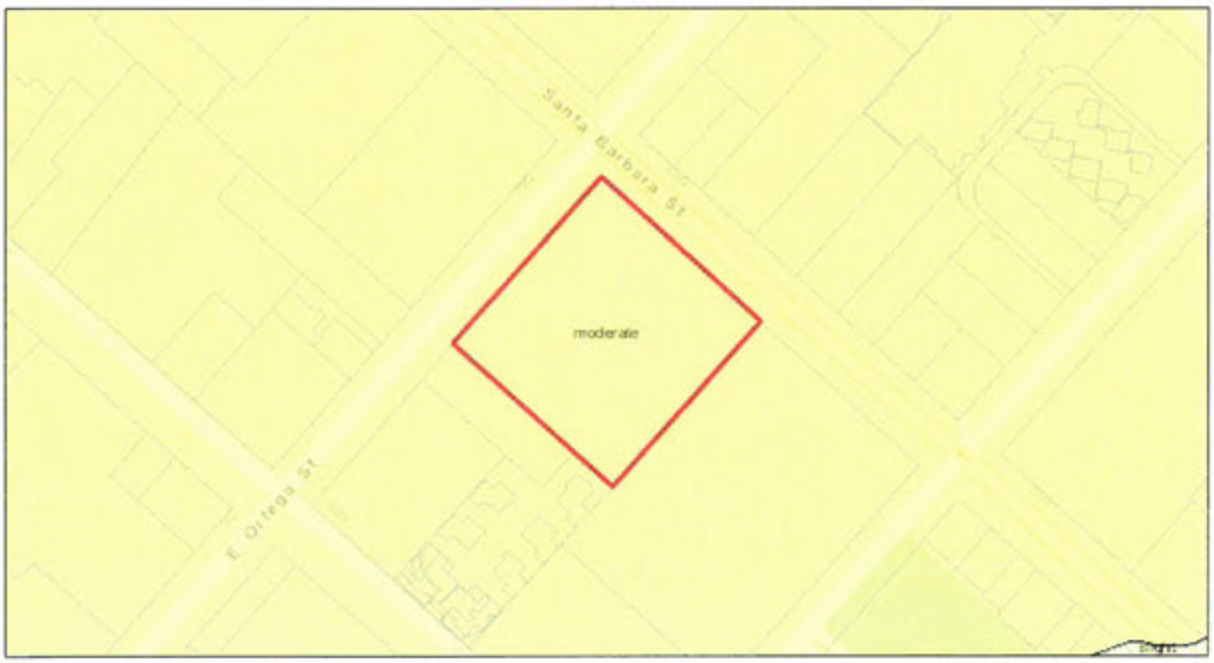
Geological: Liquefaction Potential

Geological: Expansive Soils

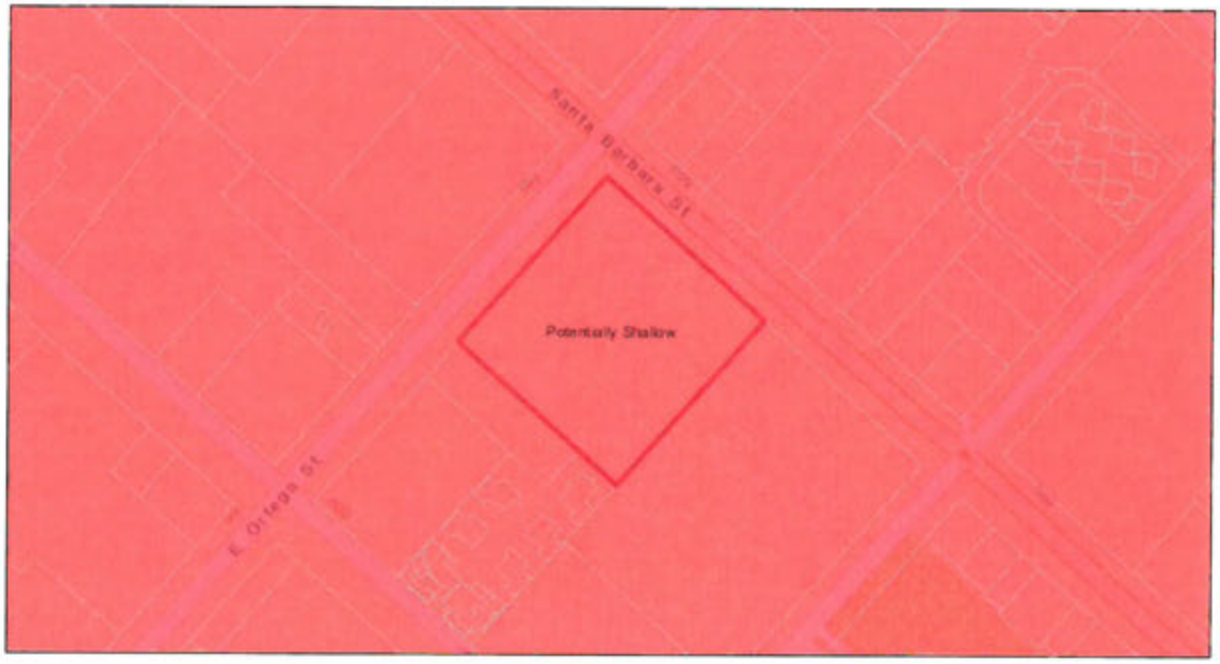
N

0 72 Feet

Geological: Erosion Potential



Geological: Shallow Groundwater Potential



N

0 72 Feet

END OF REPORT

City of Santa Barbara
Environmental Assessment Mapping

Reported on 07/23/2019 02:56 PM

Parcel Number: 031-151-018
Project Address: 119 E. Cota St.
Case Number: SB Police Station Project
Project Description: (Cota) + EOD Site Abatement

Visual

Visual Unique:	**N/A**
Visual Hillside:	**N/A**
Visual Shoreline:	**N/A**

Biological

Airport Habitats:	**N/A**
Airport Restoration Areas:	**N/A**
Coastal Zone Resources:	**N/A**
Creek and Wetland Habitats:	**N/A**
Special Wildlife Areas:	**N/A**
Upland Habitats - Vegetation:	**N/A**
Key Riparian Bird Habitat Areas:	**N/A**
Sensitive Species_Points:	**N/A**

Environmental Hazards

High Fire Hazard Areas:	**N/A**
Tsunami Runup:	**N/A**
FEMA Flood 2018:	**X**
250' Freeway Setback:	**N/A**
Shoreline Hazards:	**N/A**

Archaeological

Prehistoric Sites And Watercourses:	**N/A**
Mission Archaeological:	**N/A**
Spanish Colonial & Mexican (1782-1849):	**SPANISH ARCHEOLOGY**
Hispanic Archaeological:	**1850**
American City Archaeological:	**AMP**
Early 20th Century Archaeological:	**20TH**

Noise

Noise:	**<60 DBA LDN, 60-65 DBA LDN**

Geological

Geologic Units:	**ALLUVIUM AND COLLUVIUM (HOLOCENE AND UPPER PLEISTOCENE), OLDER ALLUVIAL DEPOSITS (UPPER AND MIDDLE PLEISTOCENE)**
Radon Potential:	**N/A**
Relative Landslide Potential Areas:	**VERY LOW**
Slope Failures Area:	**N/A**
Slope Movement Classification:	**N/A**
Soil Types:	**MILPITAS-POSITAS FINE SANDY LOAMS, 2 TO 9 PERCENT SLOPES**
Fault Hazard Zones (200 Ft buffer):	**N/A**
Liquefaction Potential:	**HIGH, MODERATE**
Expansive Soils:	**HIGH**
Erosion Potential:	**MODERATE**
Shallow Groundwater:	**POTENTIALLY SHALLOW**

Vicinity Map

Visual: Visual Unique

Visual: Visual Hillside

Visual: Visual Shoreline

Biological: Airport Habitats

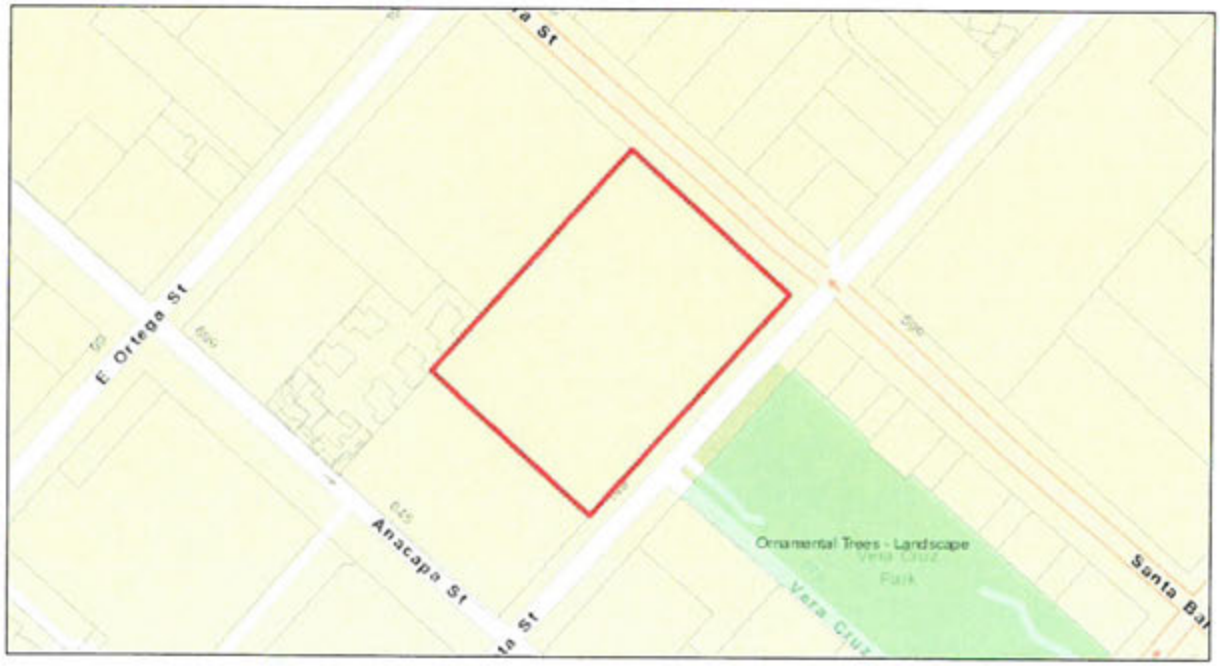
Biological: Airport Restoration Areas

Biological: Coastal Zone Resources

Biological: Creek And Wetland Habitats

Biological: Special Wildlife Areas

Biological: Upland Habitats



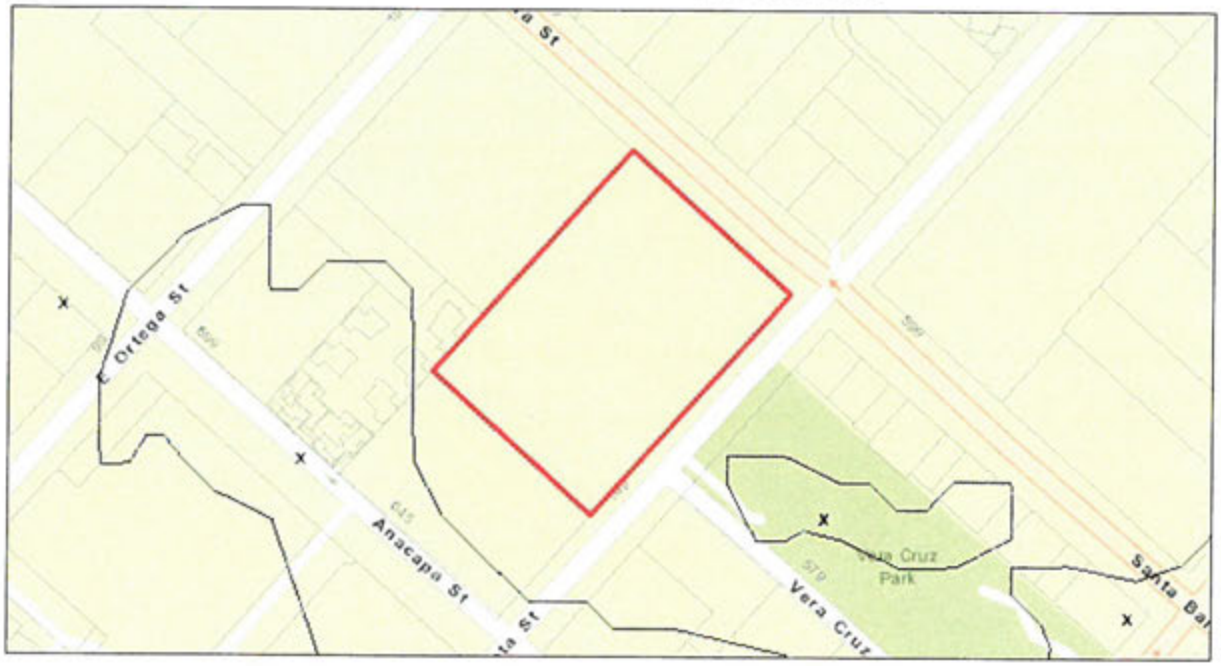
Biological: Key Riparian Bird Habitats

Biological: Sensitive Species

Environmental Hazards: High Fire Hazard

Environmental Hazards: Tsunami Runup

Environmental Hazards: Flood Zones 2018



Environmental Hazards: 250' Freeway Setback

Environmental Hazards: Shoreline Hazards

Archaeological: Prehistoric Sites And Watercourses

Archaeological: Archaeological: Mission Complex & Waterworks (1786-1835)

N

0 72 Feet

Archaeological: Spanish Colonial & Mexican (1782-1849)

Archaeological: Hispanic-American Transition Period (1848-1870)

N

0 72 Feet

Archaeological: American Period (1870-1900)

Archaeological: Early 20th Century (1900-1925)

Noise

Geological: Geologic Units

N

0 72 Feet

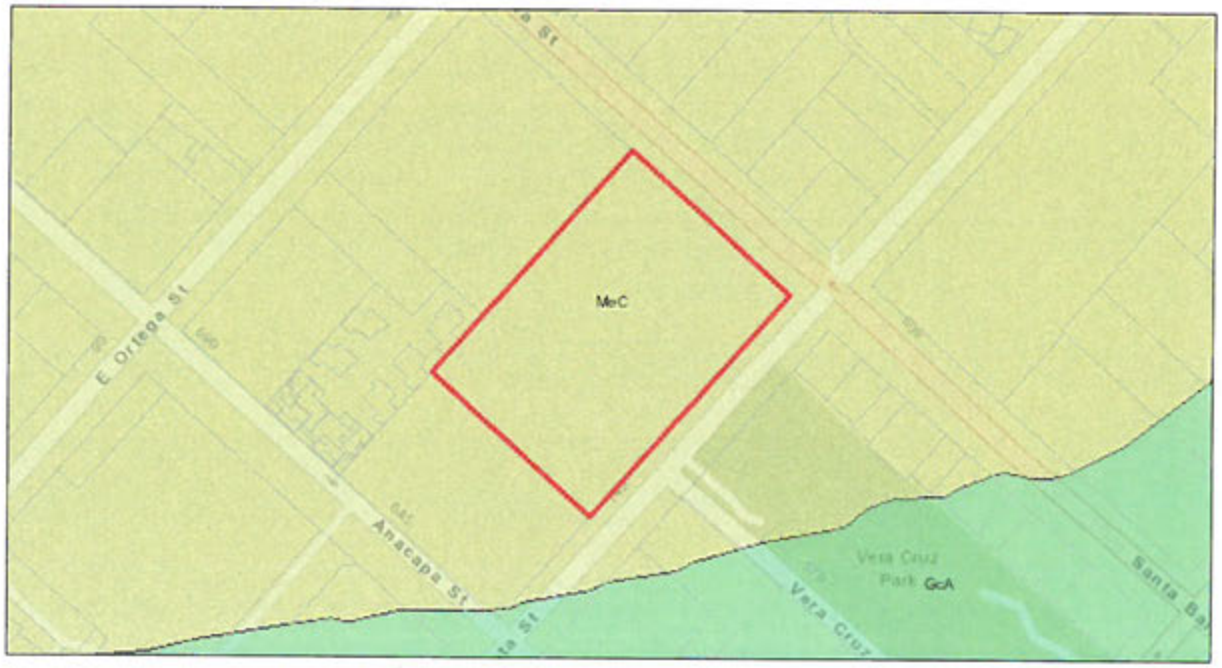
Geological: Radon Potential

Geological: Landslide Potential

Geological: Slope Failures [USGS (2006), Urban (2004)]

Geological: Slope Movement Classification

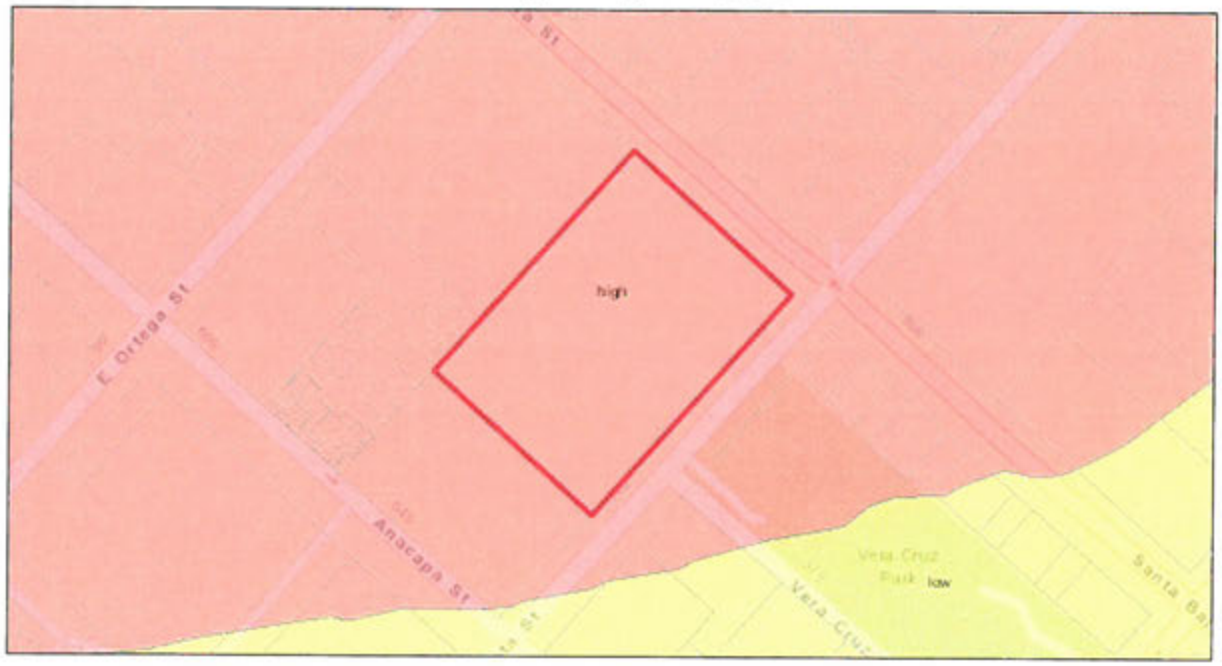
Geological: Soil Types



Geological: Fault Hazard Zones

Geological: Liquefaction Potential

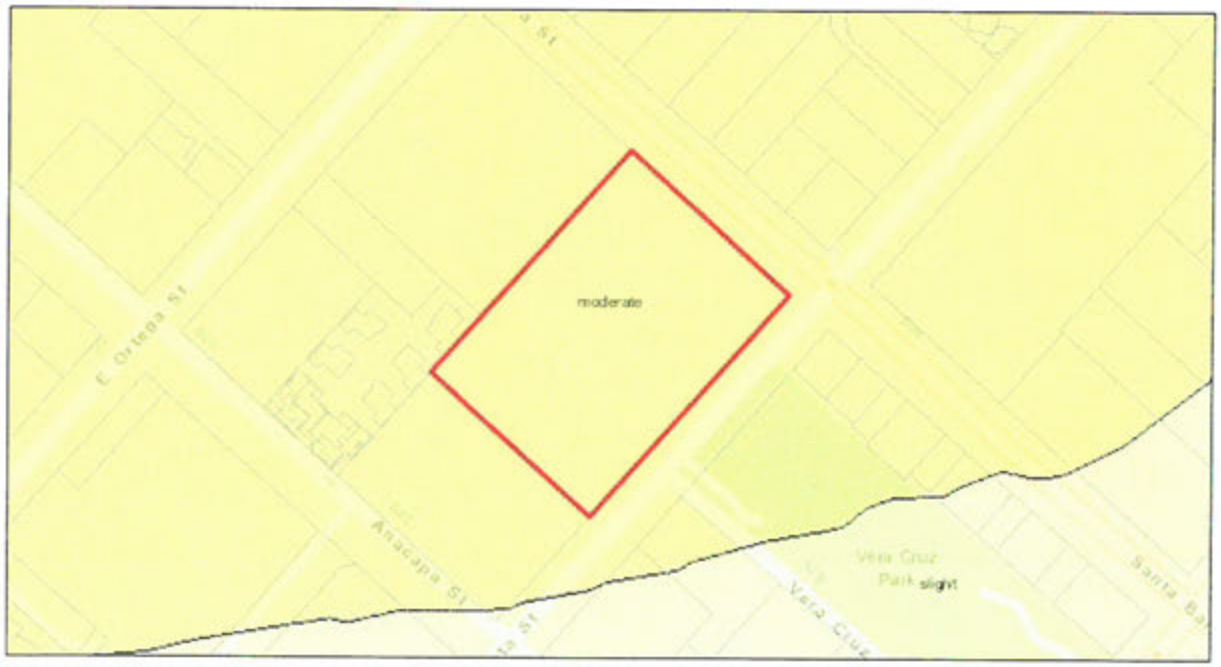
Geological: Expansive Soils



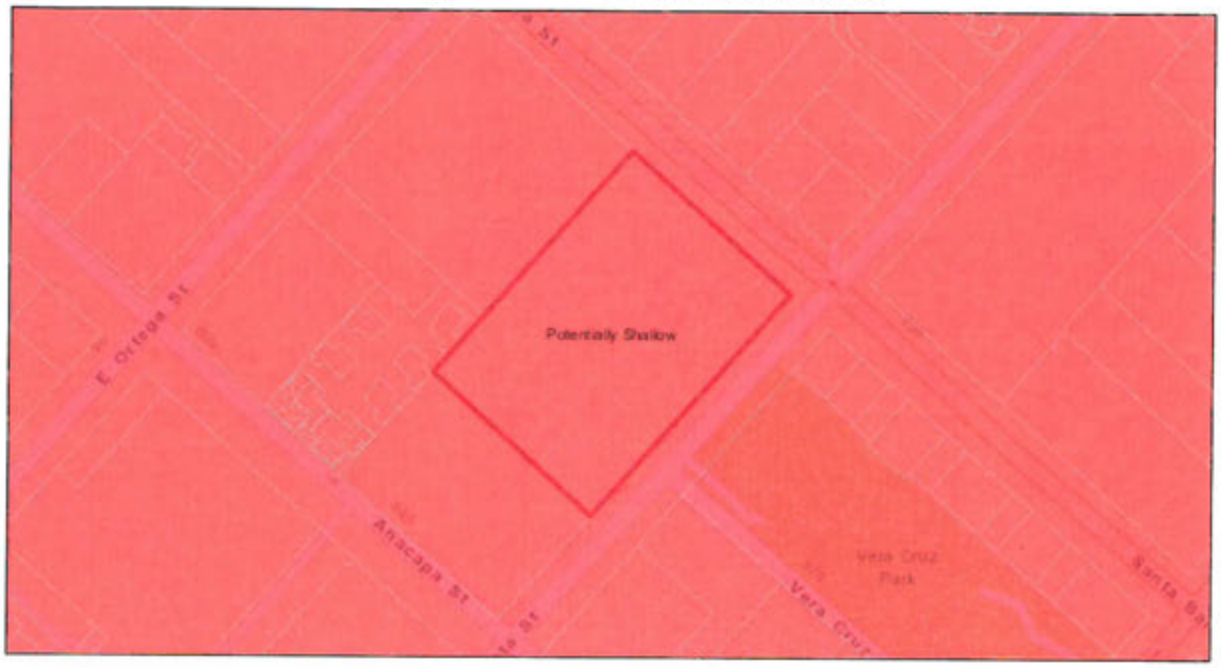
N

0 72 Feet

Geological: Erosion Potential

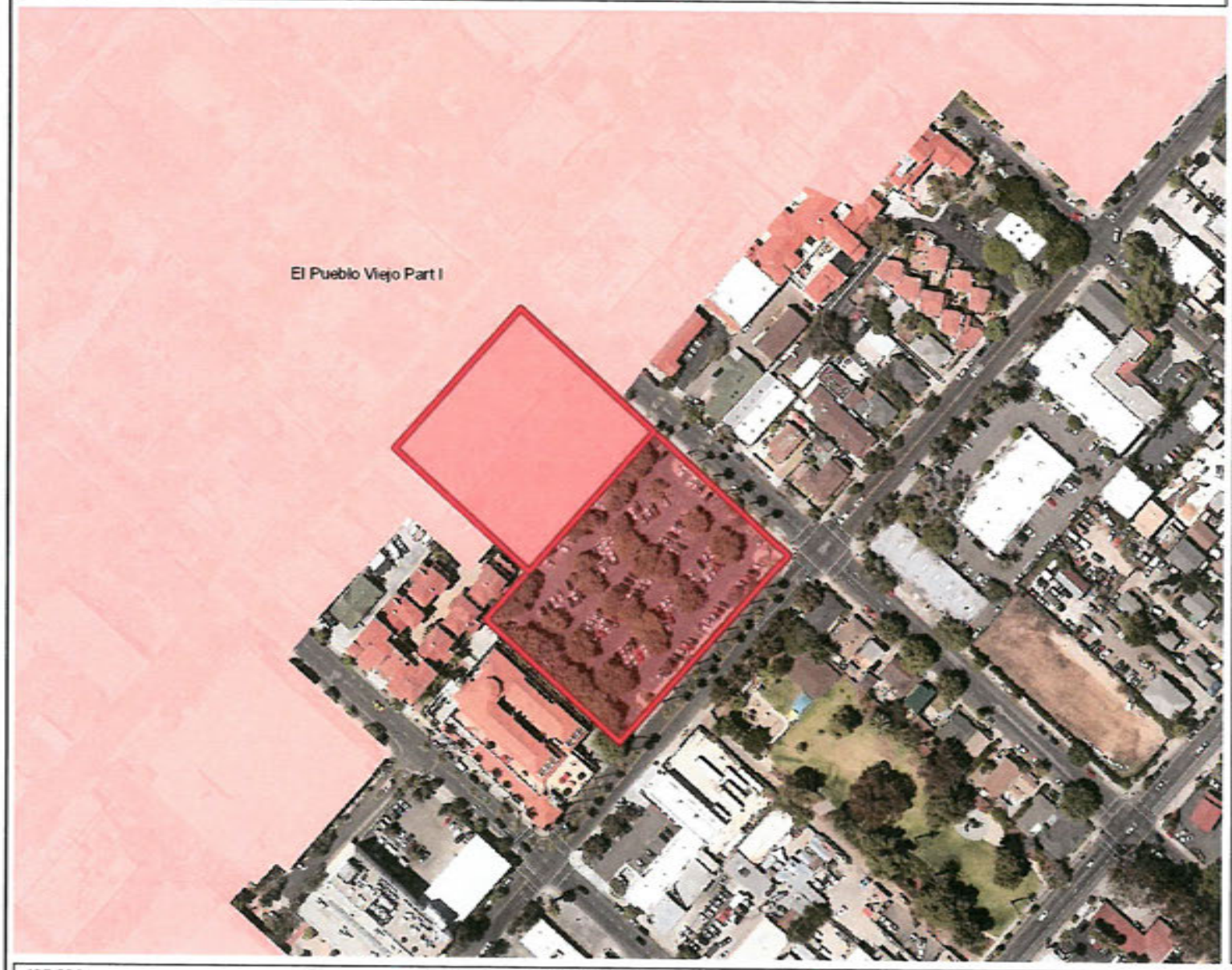


Geological: Shallow Groundwater Potential



END OF REPORT

Cota Commuter Lot and EDD Parking Lot



Legend

- City Limits
- Assessor's Parcels - City
- El Pueblo Viejo District
- 2015 Aerial Imagery
  - Red: Band_1
  - Green: Band_2
  - Blue: Band_3
- World Street Map

1:2,611

435.204 0 217.602 435.204 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

Reported on 08/09/2019 10:52 AM

MAP DISCLAIMER

This service has been provided to allow a visual display of City information. Every effort has been made to ensure the accuracy of the map and data. The City of Santa Barbara assumes no responsibility arising from the use of this information. THE MAPS AND ASSOCIATED DATA ARE PROVIDED WITHOUT A WARRANTY OF ANY KIND. This map was created using the City of Santa Barbara Mapping Analysis and Printing System application.

Notes

119 E. Cota St. APN 031-151-018
130 E. Cota St. APN 031-151-012

Cota Commuter Lot and EDD Parking Lot

Legend

- City Limits
- Assessor's Parcels - City
- Designated City Landmarks
  - Designated City Landmark as of 09 parcels / 0.4% of City);
  - Designated City Landmark Tree parcels / 0.0% of City)
- Designated Structures Of Meri
- Designated City Landmarks Se
- Designated Structures Of Meri
- Potential Historic Resources
- Potential Historic Districts
  - Bungalow Haven Historic District
  - East Cabrillo Blvd. Historic Parkway
  - Mission Gardens Historic District
  - Plaza Bonita Historic District
  - Waterfront Navel Row Historic Distr
  - West Beach Tourist & Residential H
  - West Downtown Historic District
- World Street Map

1: 5,222

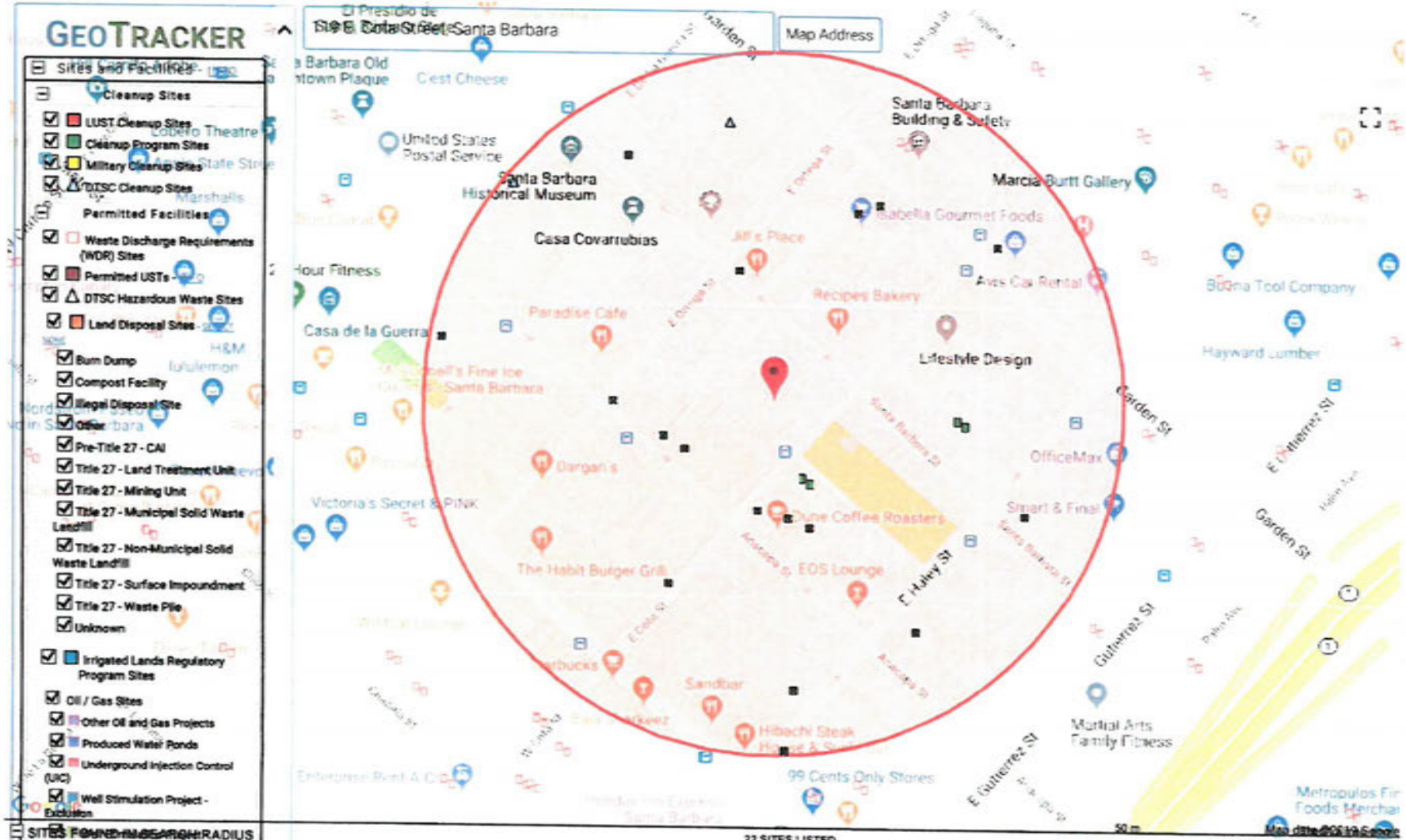
870.407 0 435.204 870.407 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

Reported on 08/07/2019 11:34 AM

Notes

119 E. Cota St (APN 031-151-018)
EDD (APN 031-151-012)

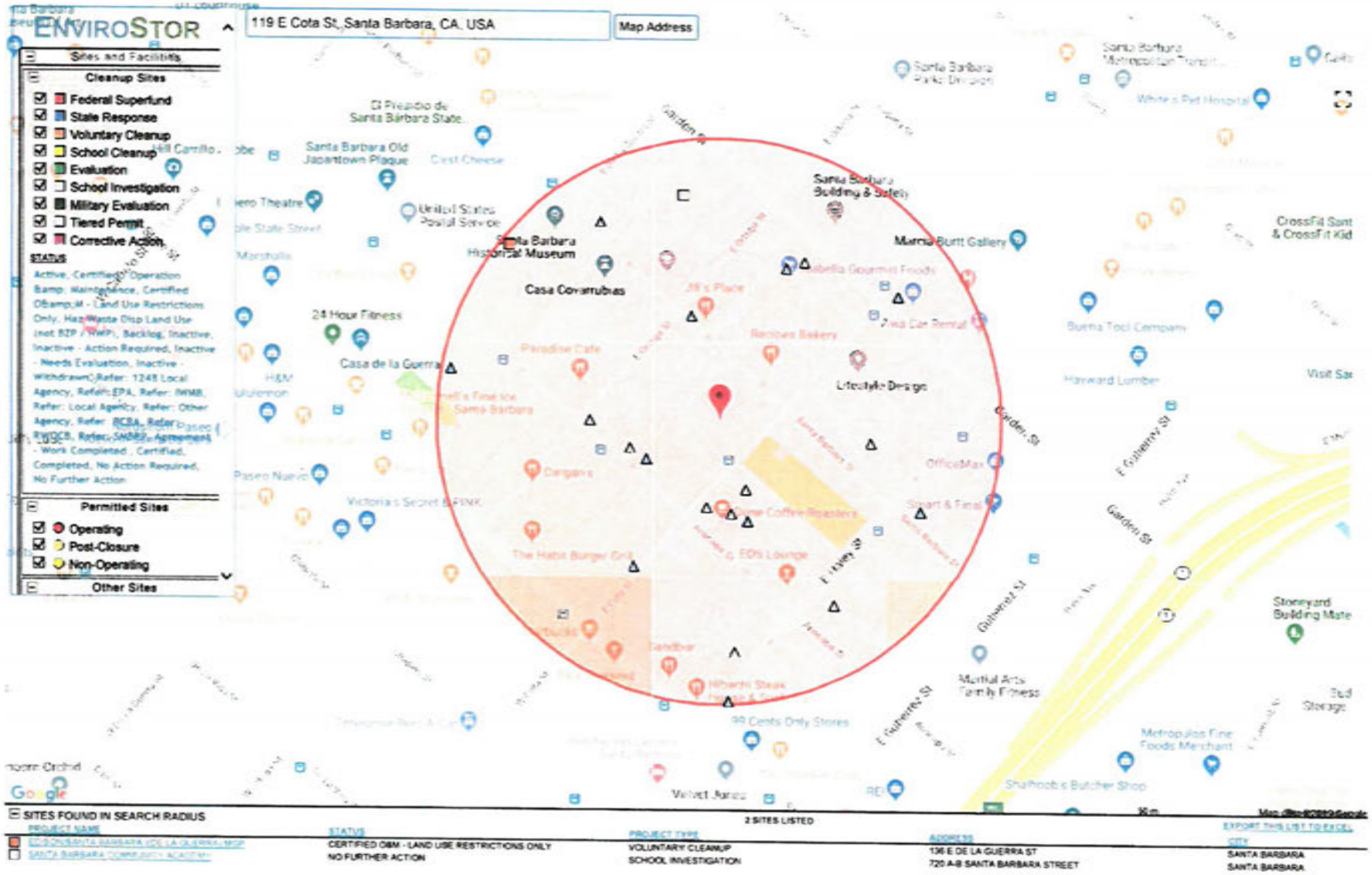


SITES FOUND WITHIN RADIUS

22 SITES LISTED

EXPORT THIS LIST TO EXCEL

GLOBAL ID	FAC ID	STATUS	ADDRESS	CITY
T0608300068		COMPLETED - CASE CLOSED	202 HALEY ST E	SANTA BARBARA
SLT3S1691330		COMPLETED - CASE CLOSED	19 HALEY ST E	SANTA BARBARA
WDR100035654		HISTORICAL - WDR	630 GARDEN STREET	SANTA BARBARA
T10000009113		OPEN - SITE ASSESSMENT	110-116 COTA STREET E	SANTA BARBARA
42490037	42490037	CERTIFIED O&M - LAND USE RESTRICTIONS ONLY	136 E DE LA GUERRA ST	SANTA BARBARA
T10000006147		COMPLETED - CASE CLOSED	528 ANACAPA STREET	SANTA BARBARA
T0608330380		COMPLETED - CASE CLOSED	636 SANTA BARBARA ST	SANTA BARBARA
T10000010494		COMPLETED - CASE CLOSED	634 ANACAPA	SANTA BARBARA
T0608336799		COMPLETED - CASE CLOSED	436 STATE ST	SANTA BARBARA


ENVIROSTOR
119 E Cota St, Santa Barbara, CA, USA
Map Address
Sites and Facilities
Cleanup Sites
Federal Superfund
State Response
Voluntary Cleanup
School Cleanup
Evaluation
School Investigation
Military Evaluation
Tiered Permit
Corrective Action
STATUS
Permitted Sites
Operating
Post-Closure
Non-Operating
Other Sites
Casa Covarrubias
Lifestyle Design
Murrin Burtt Gallery
Santa Barbara Historical Museum
Santa Barbara Building & Safety
24 Hour Fitness
Casa de la Guerra
Paradise Cafe
Recipes Bakery
Dargans
Victoria's Secret PINK
The Habit Burger Grill
Hibachi Steak
99 Cents Only Stores
Velvet Jones
Martial Arts Family Fitness
Metropolitan Fine Foods Merchant
Shalhoob's Butcher Shop
Stonyard Building Mate
Buena Tool Company
Harward Lumber
CrossFit Sant & CrossFit Kid
Garden St
F Gutierrez St
Google
SITES FOUND IN SEARCH RADIUS
2 SITES LISTED
PROJECT NAME
STATUS
PROJECT TYPE
ADDRESS
CITY
CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
NO FURTHER ACTION
VOLUNTARY CLEANUP
SCHOOL INVESTIGATION
136 E DE LA GUERRA ST
720 A-B SANTA BARBARA STREET
SANTA BARBARA
SANTA BARBARA

cota - Santa Barbara County APCD Air District, Annual

Santa Barbara County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	70.85	1000sqft	1.63	70,850.00	252
Enclosed Parking with Elevator	166.50	1000sqft	3.82	166,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.9	**Precipitation Freq (Days)**	37
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

:ota · , · Santa Barbara County APCD Air District, Annual

Project Characteristics -

Land Use - Number of employees

Off-road Equipment - defaults

Demolition -

Construction Phase - No demolition on site
Assumed site prep: grading is 1:2
Assumed Building Construction:Paving:Arch Coating is 10:1:1

Grading - Assume 4.39 acres prepped and graded
Assume grading + site prep adds upto 20,000

Trips and VMT - Changed demolition No. trips worker (/day) to zero

On-road Fugitive Dust - Zeroed out demolition

Vehicle Trips - Use default

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	28.00
tblConstructionPhase	NumDays	20.00	56.00
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tblConstructionPhase	NumDays	20.00	42.00
tblConstructionPhase	NumDays	20.00	42.00
tblConstructionPhase	PhaseEndDate	1/28/2020	12/31/2019
tblConstructionPhase	PhaseEndDate	2/11/2020	3/6/2020
tblConstructionPhase	PhaseEndDate	3/10/2020	4/29/2020
tblConstructionPhase	PhaseEndDate	1/26/2021	10/19/2021
tblConstructionPhase	PhaseEndDate	2/23/2021	3/25/2021
tblConstructionPhase	PhaseEndDate	3/23/2021	4/22/2021
tblGrading	AcresOfGrading	28.00	4.39
tblGrading	AcresOfGrading	0.00	4.39
tblGrading	MaterialExported	0.00	10,000.00
tblGrading	MaterialExported	0.00	10,000.00
tblLandUse	Population	0.00	252.00
tblOnRoadDust	AverageVehicleWeight	2.40	0.00
tblOnRoadDust	HaulingPercentPave	100.00	0.00
tblOnRoadDust	MaterialMoistureContent	0.50	0.00
tblOnRoadDust	MaterialSiltContent	8.50	0.00
tblOnRoadDust	MeanVehicleSpeed	40.00	0.00
tblOnRoadDust	RoadSiltLoading	0.10	0.00
tblOnRoadDust	VendorPercentPave	100.00	0.00
tblOnRoadDust	WorkerPercentPave	100.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.4083	4.1565	3.0348	6.5500e-003	0.5321	0.1890	0.7211	0.2611	0.1764	0.4374	0.0000	592.2257	592.2257	0.1148	0.0000	595.0964
2021	1.1519	2.5540	2.4329	4.8500e-003	0.0877	0.1175	0.2053	0.0239	0.1104	0.1342	0.0000	432.7541	432.7541	0.0808	0.0000	434.7744
Maximum	**1.1519**	**4.1565**	**3.0348**	**6.5500e-003**	**0.5321**	**0.1890**	**0.7211**	**0.2611**	**0.1764**	**0.4374**	**0.0000**	**592.2257**	**592.2257**	**0.1148**	**0.0000**	**595.0964**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.4083	4.1565	3.0348	6.5500e-003	0.5321	0.1889	0.7211	0.2611	0.1764	0.4374	0.0000	592.2252	592.2252	0.1148	0.0000	595.0959
2021	1.1519	2.5540	2.4329	4.8500e-003	0.0877	0.1175	0.2053	0.0239	0.1104	0.1342	0.0000	432.7538	432.7538	0.0808	0.0000	434.7740
Maximum	**1.1519**	**4.1565**	**3.0348**	**6.5500e-003**	**0.5321**	**0.1889**	**0.7211**	**0.2611**	**0.1764**	**0.4374**	**0.0000**	**592.2252**	**592.2252**	**0.1148**	**0.0000**	**595.0959**

cota - Santa Barbara County APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2020	3-31-2020	1.5799	1.5799
2	4-1-2020	6-30-2020	1.2086	1.2086
3	7-1-2020	9-30-2020	0.8625	0.8625
4	10-1-2020	12-31-2020	0.8646	0.8646
5	1-1-2021	3-31-2021	1.6258	1.6258
6	4-1-2021	6-30-2021	1.1185	1.1185
7	7-1-2021	9-30-2021	0.7837	0.7837
		Highest	1.6258	1.6258

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3756	2.0000e-005	2.1800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.2400e-003	4.2400e-003	1.0000e-005	0.0000	4.5200e-003
Energy	3.4900e-003	0.0317	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003	0.0000	661.2473	661.2473	0.0265	5.9900e-003	663.6947
Mobile	0.9363	3.1574	8.2660	0.0189	1.6725	0.0194	1.6919	0.4492	0.0182	0.4674	0.0000	1,734.9228	1,734.9228	0.0960	0.0000	1,737.3237
Waste						0.0000	0.0000		0.0000	0.0000	13.6829	0.0000	13.6829	0.6785	0.0000	30.6453
Water						0.0000	0.0000		0.0000	0.0000	4.9798	33.8864	38.8662	0.0185	0.0111	42.6431
Total	**1.3153**	**3.1892**	**8.2949**	**0.0190**	**1.6725**	**0.0218**	**1.6943**	**0.4492**	**0.0206**	**0.4698**	**18.6627**	**2,430.0608**	**2,448.7235**	**0.8196**	**0.0171**	**2,474.3112**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3756	2.0000e-005	2.1800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.2400e-003	4.2400e-003	1.0000e-005	0.0000	4.5200e-003
Energy	3.4900e-003	0.0317	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003	0.0000	661.2473	661.2473	0.0265	5.9900e-003	663.6947
Mobile	0.9363	3.1574	8.2660	0.0189	1.6725	0.0194	1.6919	0.4492	0.0182	0.4674	0.0000	1,734.9228	1,734.9228	0.0960	0.0000	1,737.3237
Waste						0.0000	0.0000		0.0000	0.0000	13.6829	0.0000	13.6829	0.6785	0.0000	30.6453
Water						0.0000	0.0000		0.0000	0.0000	4.9798	33.8864	38.8662	0.0185	0.0111	42.6431
Total	**1.3153**	**3.1892**	**8.2949**	**0.0190**	**1.6725**	**0.0218**	**1.6943**	**0.4492**	**0.0206**	**0.4698**	**18.6627**	**2,430.0608**	**2,448.7235**	**0.8196**	**0.0171**	**2,474.3112**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	12/31/2019	5	0	
2	Site Preparation	Site Preparation	1/29/2020	3/6/2020	5	28	
3	Grading	Grading	2/12/2020	4/29/2020	5	56	
4	Building Construction	Building Construction	3/11/2020	10/19/2021	5	420	
5	Paving	Paving	1/27/2021	3/25/2021	5	42	
6	Architectural Coating	Architectural Coating	2/24/2021	4/22/2021	5	42	

Acres of Grading (Site Preparation Phase): 4.39

Acres of Grading (Grading Phase): 4.39

Acres of Paving: 3.82

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 106,275; Non-Residential Outdoor: 35,425; Striped Parking Area: 9,990 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	0.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	989.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	989.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	93.00	39.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2553	0.0000	0.2553	0.1393	0.0000	0.1393	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0571	0.5938	0.3012	5.3000e-004		0.0308	0.0308		0.0283	0.0283	0.0000	46.8030	46.8030	0.0151	0.0000	47.1814
Total	**0.0571**	**0.5938**	**0.3012**	**5.3000e-004**	**0.2553**	**0.0308**	**0.2860**	**0.1393**	**0.0283**	**0.1676**	**0.0000**	**46.8030**	**46.8030**	**0.0151**	**0.0000**	**47.1814**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0600e-003	0.1514	0.0441	3.8000e-004	8.4300e-003	6.1000e-004	9.0400e-003	2.3100e-003	5.9000e-004	2.9000e-003	0.0000	38.7040	38.7040	3.5500e-003	0.0000	38.7928
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	6.8000e-004	5.9800e-003	1.0000e-005	1.5600e-003	1.0000e-005	1.5700e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.2712	1.2712	4.0000e-005	0.0000	1.2723
Total	**4.8700e-003**	**0.1520**	**0.0500**	**3.9000e-004**	**9.9900e-003**	**6.2000e-004**	**0.0106**	**2.7200e-003**	**6.0000e-004**	**3.3200e-003**	**0.0000**	**39.9752**	**39.9752**	**3.5900e-003**	**0.0000**	**40.0651**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2553	0.0000	0.2553	0.1393	0.0000	0.1393	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0571	0.5938	0.3012	5.3000e-004		0.0308	0.0308		0.0283	0.0283	0.0000	46.8029	46.8029	0.0151	0.0000	47.1813
Total	**0.0571**	**0.5938**	**0.3012**	**5.3000e-004**	**0.2553**	**0.0308**	**0.2860**	**0.1393**	**0.0283**	**0.1676**	**0.0000**	**46.8029**	**46.8029**	**0.0151**	**0.0000**	**47.1813**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0600e-003	0.1514	0.0441	3.8000e-004	8.4300e-003	6.1000e-004	9.0400e-003	2.3100e-003	5.9000e-004	2.9000e-003	0.0000	38.7040	38.7040	3.5500e-003	0.0000	38.7928
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	6.8000e-004	5.9800e-003	1.0000e-005	1.5600e-003	1.0000e-005	1.5700e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.2712	1.2712	4.0000e-005	0.0000	1.2723
Total	**4.8700e-003**	**0.1520**	**0.0500**	**3.9000e-004**	**9.9900e-003**	**6.2000e-004**	**0.0106**	**2.7200e-003**	**6.0000e-004**	**3.3200e-003**	**0.0000**	**39.9752**	**39.9752**	**3.5900e-003**	**0.0000**	**40.0651**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1710	0.0000	0.1710	0.0929	0.0000	0.0929	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0680	0.7388	0.4495	8.3000e-004		0.0357	0.0357		0.0328	0.0328	0.0000	72.9645	72.9645	0.0236	0.0000	73.5545
Total	**0.0680**	**0.7388**	**0.4495**	**8.3000e-004**	**0.1710**	**0.0357**	**0.2066**	**0.0929**	**0.0328**	**0.1257**	**0.0000**	**72.9645**	**72.9645**	**0.0236**	**0.0000**	**73.5545**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0600e-003	0.1514	0.0441	3.8000e-004	8.4300e-003	6.1000e-004	9.0400e-003	2.3100e-003	5.9000e-004	2.9000e-003	0.0000	38.7040	38.7040	3.5500e-003	0.0000	38.7928
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3500e-003	1.1400e-003	9.9700e-003	2.0000e-005	2.5900e-003	2.0000e-005	2.6100e-003	6.9000e-004	2.0000e-005	7.0000e-004	0.0000	2.1186	2.1186	7.0000e-005	0.0000	2.1205
Total	**5.4100e-003**	**0.1525**	**0.0540**	**4.0000e-004**	**0.0110**	**6.3000e-004**	**0.0117**	**3.0000e-003**	**6.1000e-004**	**3.6000e-003**	**0.0000**	**40.8227**	**40.8227**	**3.6200e-003**	**0.0000**	**40.9133**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1710	0.0000	0.1710	0.0929	0.0000	0.0929	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0680	0.7388	0.4495	8.3000e-004		0.0357	0.0357		0.0328	0.0328	0.0000	72.9644	72.9644	0.0236	0.0000	73.5544
Total	**0.0680**	**0.7388**	**0.4495**	**8.3000e-004**	**0.1710**	**0.0357**	**0.2066**	**0.0929**	**0.0328**	**0.1257**	**0.0000**	**72.9644**	**72.9644**	**0.0236**	**0.0000**	**73.5544**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0600e-003	0.1514	0.0441	3.8000e-004	8.4300e-003	6.1000e-004	9.0400e-003	2.3100e-003	5.9000e-004	2.9000e-003	0.0000	38.7040	38.7040	3.5500e-003	0.0000	38.7928
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3500e-003	1.1400e-003	9.9700e-003	2.0000e-005	2.5900e-003	2.0000e-005	2.6100e-003	6.9000e-004	2.0000e-005	7.0000e-004	0.0000	2.1186	2.1186	7.0000e-005	0.0000	2.1205
Total	**5.4100e-003**	**0.1525**	**0.0540**	**4.0000e-004**	**0.0110**	**6.3000e-004**	**0.0117**	**3.0000e-003**	**6.1000e-004**	**3.6000e-003**	**0.0000**	**40.8227**	**40.8227**	**3.6200e-003**	**0.0000**	**40.9133**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2247	2.0337	1.7859	2.8500e-003		0.1184	0.1184		0.1113	0.1113	0.0000	245.5066	245.5066	0.0599	0.0000	247.0040
Total	**0.2247**	**2.0337**	**1.7859**	**2.8500e-003**		**0.1184**	**0.1184**		**0.1113**	**0.1113**	**0.0000**	**245.5066**	**245.5066**	**0.0599**	**0.0000**	**247.0040**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0166	0.4588	0.1602	9.8000e-004	0.0240	2.4700e-003	0.0265	6.9400e-003	2.3600e-003	9.3000e-003	0.0000	96.4263	96.4263	7.2800e-003	0.0000	96.6084
Worker	0.0317	0.0267	0.2339	5.5000e-004	0.0609	4.0000e-004	0.0613	0.0162	3.7000e-004	0.0166	0.0000	49.7275	49.7275	1.7000e-003	0.0000	49.7699
Total	**0.0483**	**0.4856**	**0.3941**	**1.5300e-003**	**0.0849**	**2.8700e-003**	**0.0878**	**0.0231**	**2.7300e-003**	**0.0259**	**0.0000**	**146.1538**	**146.1538**	**8.9800e-003**	**0.0000**	**146.3782**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2247	2.0337	1.7859	2.8500e-003		0.1184	0.1184		0.1113	0.1113	0.0000	245.5063	245.5063	0.0599	0.0000	247.0037
Total	**0.2247**	**2.0337**	**1.7859**	**2.8500e-003**		**0.1184**	**0.1184**		**0.1113**	**0.1113**	**0.0000**	**245.5063**	**245.5063**	**0.0599**	**0.0000**	**247.0037**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0166	0.4588	0.1602	9.8000e-004	0.0240	2.4700e-003	0.0265	6.9400e-003	2.3600e-003	9.3000e-003	0.0000	96.4263	96.4263	7.2800e-003	0.0000	96.6084
Worker	0.0317	0.0267	0.2339	5.5000e-004	0.0609	4.0000e-004	0.0613	0.0162	3.7000e-004	0.0166	0.0000	49.7275	49.7275	1.7000e-003	0.0000	49.7699
Total	**0.0483**	**0.4856**	**0.3941**	**1.5300e-003**	**0.0849**	**2.8700e-003**	**0.0878**	**0.0231**	**2.7300e-003**	**0.0259**	**0.0000**	**146.1538**	**146.1538**	**8.9800e-003**	**0.0000**	**146.3782**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1977	1.8129	1.7238	2.8000e-003		0.0997	0.0997		0.0937	0.0937	0.0000	240.9028	240.9028	0.0581	0.0000	242.3558
Total	**0.1977**	**1.8129**	**1.7238**	**2.8000e-003**		**0.0997**	**0.0997**		**0.0937**	**0.0937**	**0.0000**	**240.9028**	**240.9028**	**0.0581**	**0.0000**	**242.3558**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0135	0.4126	0.1401	9.5000e-004	0.0236	1.2200e-003	0.0248	6.8000e-003	1.1700e-003	7.9800e-003	0.0000	93.8285	93.8285	7.1400e-003	0.0000	94.0070
Worker	0.0288	0.0234	0.2077	5.2000e-004	0.0597	3.8000e-004	0.0601	0.0159	3.5000e-004	0.0162	0.0000	47.1324	47.1324	1.4700e-003	0.0000	47.1692
Total	**0.0423**	**0.4360**	**0.3478**	**1.4700e-003**	**0.0833**	**1.6000e-003**	**0.0849**	**0.0227**	**1.5200e-003**	**0.0242**	**0.0000**	**140.9608**	**140.9608**	**8.6100e-003**	**0.0000**	**141.1762**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1977	1.8129	1.7238	2.8000e-003		0.0997	0.0997		0.0937	0.0937	0.0000	240.9025	240.9025	0.0581	0.0000	242.3555
Total	**0.1977**	**1.8129**	**1.7238**	**2.8000e-003**		**0.0997**	**0.0997**		**0.0937**	**0.0937**	**0.0000**	**240.9025**	**240.9025**	**0.0581**	**0.0000**	**242.3555**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0135	0.4126	0.1401	9.5000e-004	0.0236	1.2200e-003	0.0248	6.8000e-003	1.1700e-003	7.9800e-003	0.0000	93.8285	93.8285	7.1400e-003	0.0000	94.0070
Worker	0.0288	0.0234	0.2077	5.2000e-004	0.0597	3.8000e-004	0.0601	0.0159	3.5000e-004	0.0162	0.0000	47.1324	47.1324	1.4700e-003	0.0000	47.1692
Total	**0.0423**	**0.4360**	**0.3478**	**1.4700e-003**	**0.0833**	**1.6000e-003**	**0.0849**	**0.0227**	**1.5200e-003**	**0.0242**	**0.0000**	**140.9608**	**140.9608**	**8.6100e-003**	**0.0000**	**141.1762**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2713	0.3077	4.8000e-004		0.0142	0.0142		0.0131	0.0131	0.0000	42.0493	42.0493	0.0136	0.0000	42.3893
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0264**	**0.2713**	**0.3077**	**4.8000e-004**		**0.0142**	**0.0142**		**0.0131**	**0.0131**	**0.0000**	**42.0493**	**42.0493**	**0.0136**	**0.0000**	**42.3893**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.4000e-004	7.6000e-004	6.7600e-003	2.0000e-005	1.9500e-003	1.0000e-005	1.9600e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.5350	1.5350	5.0000e-005	0.0000	1.5362
Total	**9.4000e-004**	**7.6000e-004**	**6.7600e-003**	**2.0000e-005**	**1.9500e-003**	**1.0000e-005**	**1.9600e-003**	**5.2000e-004**	**1.0000e-005**	**5.3000e-004**	**0.0000**	**1.5350**	**1.5350**	**5.0000e-005**	**0.0000**	**1.5362**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2713	0.3077	4.8000e-004		0.0142	0.0142		0.0131	0.0131	0.0000	42.0493	42.0493	0.0136	0.0000	42.3893
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0264**	**0.2713**	**0.3077**	**4.8000e-004**		**0.0142**	**0.0142**		**0.0131**	**0.0131**	**0.0000**	**42.0493**	**42.0493**	**0.0136**	**0.0000**	**42.3893**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.4000e-004	7.6000e-004	6.7600e-003	2.0000e-005	1.9500e-003	1.0000e-005	1.9600e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.5350	1.5350	5.0000e-005	0.0000	1.5362
Total	**9.4000e-004**	**7.6000e-004**	**6.7600e-003**	**2.0000e-005**	**1.9500e-003**	**1.0000e-005**	**1.9600e-003**	**5.2000e-004**	**1.0000e-005**	**5.3000e-004**	**0.0000**	**1.5350**	**1.5350**	**5.0000e-005**	**0.0000**	**1.5362**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8789					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6000e-003	0.0321	0.0382	6.0000e-005		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003	0.0000	5.3618	5.3618	3.7000e-004	0.0000	5.3710
Total	**0.8835**	**0.0321**	**0.0382**	**6.0000e-005**		**1.9800e-003**	**1.9800e-003**		**1.9800e-003**	**1.9800e-003**	**0.0000**	**5.3618**	**5.3618**	**3.7000e-004**	**0.0000**	**5.3710**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1900e-003	9.6000e-004	8.5700e-003	2.0000e-005	2.4600e-003	2.0000e-005	2.4800e-003	6.5000e-004	1.0000e-005	6.7000e-004	0.0000	1.9444	1.9444	6.0000e-005	0.0000	1.9459
Total	**1.1900e-003**	**9.6000e-004**	**8.5700e-003**	**2.0000e-005**	**2.4600e-003**	**2.0000e-005**	**2.4800e-003**	**6.5000e-004**	**1.0000e-005**	**6.7000e-004**	**0.0000**	**1.9444**	**1.9444**	**6.0000e-005**	**0.0000**	**1.9459**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8789					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6000e-003	0.0321	0.0382	6.0000e-005		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003	0.0000	5.3618	5.3618	3.7000e-004	0.0000	5.3710
Total	**0.8835**	**0.0321**	**0.0382**	**6.0000e-005**		**1.9800e-003**	**1.9800e-003**		**1.9800e-003**	**1.9800e-003**	**0.0000**	**5.3618**	**5.3618**	**3.7000e-004**	**0.0000**	**5.3710**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1900e-003	9.6000e-004	8.5700e-003	2.0000e-005	2.4600e-003	2.0000e-005	2.4800e-003	6.5000e-004	1.0000e-005	6.7000e-004	0.0000	1.9444	1.9444	6.0000e-005	0.0000	1.9459
Total	**1.1900e-003**	**9.6000e-004**	**8.5700e-003**	**2.0000e-005**	**2.4600e-003**	**2.0000e-005**	**2.4800e-003**	**6.5000e-004**	**1.0000e-005**	**6.7000e-004**	**0.0000**	**1.9444**	**1.9444**	**6.0000e-005**	**0.0000**	**1.9459**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9363	3.1574	8.2660	0.0189	1.6725	0.0194	1.6919	0.4492	0.0182	0.4674	0.0000	1,734.9228	1,734.9228	0.0960	0.0000	1,737.3237
Unmitigated	0.9363	3.1574	8.2660	0.0189	1.6725	0.0194	1.6919	0.4492	0.0182	0.4674	0.0000	1,734.9228	1,734.9228	0.0960	0.0000	1,737.3237

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Government Office Building	4,883.69	0.00	0.00	4,408,834	4,408,834
Total	4,883.69	0.00	0.00	4,408,834	4,408,834

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Government Office Building	6.60	5.50	6.40	33.00	62.00	5.00	50	34	16

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Government Office Building	0.563532	0.028682	0.205515	0.123285	0.020921	0.005572	0.017481	0.019425	0.002786	0.002265	0.006886	0.002647	0.001003
Enclosed Parking with Elevator	0.563532	0.028682	0.205515	0.123285	0.020921	0.005572	0.017481	0.019425	0.002786	0.002265	0.006886	0.002647	0.001003

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	626.6906	626.6906	0.0259	5.3500e-003	628.9326
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	626.6906	626.6906	0.0259	5.3500e-003	628.9326
NaturalGas Mitigated	3.4900e-003	0.0317	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003	0.0000	34.5568	34.5568	6.6000e-004	6.3000e-004	34.7621
NaturalGas Unmitigated	3.4900e-003	0.0317	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003	0.0000	34.5568	34.5568	6.6000e-004	6.3000e-004	34.7621

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	647569	3.4900e-003	0.0317	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003	0.0000	34.5568	34.5568	6.6000e-004	6.3000e-004	34.7621
Total		**3.4900e-003**	**0.0317**	**0.0267**	**1.9000e-004**		**2.4100e-003**	**2.4100e-003**		**2.4100e-003**	**2.4100e-003**	**0.0000**	**34.5568**	**34.5568**	**6.6000e-004**	**6.3000e-004**	**34.7621**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	647569	3.4900e-003	0.0317	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003	0.0000	34.5568	34.5568	6.6000e-004	6.3000e-004	34.7621
Total		**3.4900e-003**	**0.0317**	**0.0267**	**1.9000e-004**		**2.4100e-003**	**2.4100e-003**		**2.4100e-003**	**2.4100e-003**	**0.0000**	**34.5568**	**34.5568**	**6.6000e-004**	**6.3000e-004**	**34.7621**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	975690	310.8757	0.0128	2.6600e-003	311.9879
Government Office Building	991192	315.8149	0.0130	2.7000e-003	316.9447
Total		**626.6906**	**0.0259**	**5.3600e-003**	**628.9326**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	975690	310.8757	0.0128	2.6600e-003	311.9879
Government Office Building	991192	315.8149	0.0130	2.7000e-003	316.9447
Total		**626.6906**	**0.0259**	**5.3600e-003**	**628.9326**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3756	2.0000e-005	2.1800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.2400e-003	4.2400e-003	1.0000e-005	0.0000	4.5200e-003
Unmitigated	0.3756	2.0000e-005	2.1800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.2400e-003	4.2400e-003	1.0000e-005	0.0000	4.5200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0879					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-004	2.0000e-005	2.1800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.2400e-003	4.2400e-003	1.0000e-005	0.0000	4.5200e-003
Total	**0.3756**	**2.0000e-005**	**2.1800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.2400e-003**	**4.2400e-003**	**1.0000e-005**	**0.0000**	**4.5200e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0879					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-004	2.0000e-005	2.1800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.2400e-003	4.2400e-003	1.0000e-005	0.0000	4.5200e-003
Total	**0.3756**	**2.0000e-005**	**2.1800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.2400e-003**	**4.2400e-003**	**1.0000e-005**	**0.0000**	**4.5200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	38.8662	0.0185	0.0111	42.6431
Unmitigated	38.8662	0.0185	0.0111	42.6431

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Government Office Building	14.075 / 8.62664	38.8662	0.0185	0.0111	42.6431
Total		**38.8662**	**0.0185**	**0.0111**	**42.6431**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Government Office Building	14.075 / 8.62664	38.8662	0.0185	0.0111	42.6431
Total		**38.8662**	**0.0185**	**0.0111**	**42.6431**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	13.6829	0.6785	0.0000	30.6453
Unmitigated	13.6829	0.6785	0.0000	30.6453

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	65.89	13.6829	0.6785	0.0000	30.6453
Total		**13.6829**	**0.6785**	**0.0000**	**30.6453**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	65.89	13.6829	0.6785	0.0000	30.6453
Total		**13.6829**	**0.6785**	**0.0000**	**30.6453**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

cota + louis lowry

Santa Barbara County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	70.85	1000sqft	1.63	70,850.00	252
Enclosed Parking with Elevator	166.50	1000sqft	3.82	166,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.9	**Precipitation Freq (Days)**	37
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

cota - Santa Barbara County APCD Air District, Summer

Project Characteristics -

Land Use - Number of employees

Off-road Equipment - defaults

Demolition -

Construction Phase - No demolition on site
Assumed site prep: grading is 1:2
Assumed Building Construction:Paving:Arch Coating is 10:1:1

Grading - Assume 4.39 acres prepped and graded
Assume grading + site prep adds upto 20,000

Trips and VMT - Changed demolition No. trips worker (/day) to zero

On-road Fugitive Dust - Zeroed out demolition

Vehicle Trips - Use default

cota - Santa Barbara County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	28.00
tblConstructionPhase	NumDays	20.00	56.00
tblConstructionPhase	NumDays	230.00	420.00
tblConstructionPhase	NumDays	20.00	42.00
tblConstructionPhase	NumDays	20.00	42.00
tblConstructionPhase	PhaseEndDate	1/28/2020	12/31/2019
tblConstructionPhase	PhaseEndDate	2/11/2020	3/6/2020
tblConstructionPhase	PhaseEndDate	3/10/2020	4/29/2020
tblConstructionPhase	PhaseEndDate	1/26/2021	10/19/2021
tblConstructionPhase	PhaseEndDate	2/23/2021	3/25/2021
tblConstructionPhase	PhaseEndDate	3/23/2021	4/22/2021
tblGrading	AcresOfGrading	28.00	4.39
tblGrading	AcresOfGrading	0.00	4.39
tblGrading	MaterialExported	0.00	10,000.00
tblGrading	MaterialExported	0.00	10,000.00
tblLandUse	Population	0.00	252.00
tblOnRoadDust	AverageVehicleWeight	2.40	0.00
tblOnRoadDust	HaulingPercentPave	100.00	0.00
tblOnRoadDust	MaterialMoistureContent	0.50	0.00
tblOnRoadDust	MaterialSiltContent	8.50	0.00
tblOnRoadDust	MeanVehicleSpeed	40.00	0.00
tblOnRoadDust	RoadSiltLoading	0.10	0.00
tblOnRoadDust	VendorPercentPave	100.00	0.00
tblOnRoadDust	WorkerPercentPave	100.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	7.0389	84.7426	42.9691	0.1108	25.4666	3.5372	29.0038	13.5749	3.2566	16.8316	0.0000	11,342.2745	11,342.2745	2.5429	0.0000	11,405.8476
2021	45.7198	36.0751	37.0241	0.0689	1.0330	1.7469	2.7799	0.2792	1.6345	1.9137	0.0000	6,743.8820	6,743.8820	1.4447	0.0000	6,780.0006
Maximum	**45.7198**	**84.7426**	**42.9691**	**0.1108**	**25.4666**	**3.5372**	**29.0038**	**13.5749**	**3.2566**	**16.8316**	**0.0000**	**11,342.2745**	**11,342.2745**	**2.5429**	**0.0000**	**11,405.8476**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	7.0389	84.7426	42.9691	0.1108	25.4666	3.5372	29.0038	13.5749	3.2566	16.8316	0.0000	11,342.2745	11,342.2745	2.5429	0.0000	11,405.8476
2021	45.7198	36.0751	37.0241	0.0689	1.0330	1.7469	2.7799	0.2792	1.6345	1.9137	0.0000	6,743.8820	6,743.8820	1.4447	0.0000	6,780.0005
Maximum	**45.7198**	**84.7426**	**42.9691**	**0.1108**	**25.4666**	**3.5372**	**29.0038**	**13.5749**	**3.2566**	**16.8316**	**0.0000**	**11,342.2745**	**11,342.2745**	**2.5429**	**0.0000**	**11,405.8476**

cota - Santa Barbara County APCD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0590	2.2000e-004	0.0243	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0519	0.0519	1.4000e-004		0.0554
Energy	0.0191	0.1739	0.1461	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.7249	208.7249	4.0000e-003	3.8300e-003	209.9653
Mobile	7.4529	23.5541	60.3900	0.1478	13.1497	0.1481	13.2979	3.5253	0.1387	3.6640		15,004.6759	15,004.6759	0.7959		15,024.5743
Total	**9.5311**	**23.7283**	**60.5604**	**0.1488**	**13.1497**	**0.1615**	**13.3112**	**3.5253**	**0.1521**	**3.6773**		**15,213.4527**	**15,213.4527**	**0.8001**	**3.8300e-003**	**15,234.5950**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0590	2.2000e-004	0.0243	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0519	0.0519	1.4000e-004		0.0554
Energy	0.0191	0.1739	0.1461	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.7249	208.7249	4.0000e-003	3.8300e-003	209.9653
Mobile	7.4529	23.5541	60.3900	0.1478	13.1497	0.1481	13.2979	3.5253	0.1387	3.6640		15,004.6759	15,004.6759	0.7959		15,024.5743
Total	**9.5311**	**23.7283**	**60.5604**	**0.1488**	**13.1497**	**0.1615**	**13.3112**	**3.5253**	**0.1521**	**3.6773**		**15,213.4527**	**15,213.4527**	**0.8001**	**3.8300e-003**	**15,234.5950**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	12/31/2019	5	0	
2	Site Preparation	Site Preparation	1/29/2020	3/6/2020	5	28	
3	Grading	Grading	2/12/2020	4/29/2020	5	56	
4	Building Construction	Building Construction	3/11/2020	10/19/2021	5	420	
5	Paving	Paving	1/27/2021	3/25/2021	5	42	
6	Architectural Coating	Architectural Coating	2/24/2021	4/22/2021	5	42	

Acres of Grading (Site Preparation Phase): 4.39

Acres of Grading (Grading Phase): 4.39

Acres of Paving: 3.82

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 106,275; Non-Residential Outdoor: 35,425; Striped Parking Area: 9,990 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

cota y - Santa Barbara County APCD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	0.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	989.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	989.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	93.00	39.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.2325	0.0000	18.2325	9.9486	0.0000	9.9486			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.2325**	**2.1974**	**20.4299**	**9.9486**	**2.0216**	**11.9703**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2870	10.5729	3.0861	0.0275	0.6136	0.0434	0.6570	0.1679	0.0415	0.2094		3,064.7375	3,064.7375	0.2772		3,071.6673
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0563	0.0436	0.4218	1.0300e-003	0.1137	7.2000e-004	0.1144	0.0302	6.7000e-004	0.0308		102.3172	102.3172	3.4200e-003		102.4028
Total	**0.3433**	**10.6165**	**3.5079**	**0.0285**	**0.7273**	**0.0441**	**0.7714**	**0.1980**	**0.0422**	**0.2402**		**3,167.0547**	**3,167.0547**	**0.2806**		**3,174.0701**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.2325	0.0000	18.2325	9.9486	0.0000	9.9486			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.2325**	**2.1974**	**20.4299**	**9.9486**	**2.0216**	**11.9703**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2870	10.5729	3.0861	0.0275	0.6136	0.0434	0.6570	0.1679	0.0415	0.2094		3,064.7375	3,064.7375	0.2772		3,071.6673
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0563	0.0436	0.4218	1.0300e-003	0.1137	7.2000e-004	0.1144	0.0302	6.7000e-004	0.0308		102.3172	102.3172	3.4200e-003		102.4028
Total	**0.3433**	**10.6165**	**3.5079**	**0.0285**	**0.7273**	**0.0441**	**0.7714**	**0.1980**	**0.0422**	**0.2402**		**3,167.0547**	**3,167.0547**	**0.2806**		**3,174.0701**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1052	0.0000	6.1052	3.3192	0.0000	3.3192			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**6.1052**	**1.2734**	**7.3787**	**3.3192**	**1.1716**	**4.4908**		**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1435	5.2865	1.5431	0.0138	0.3068	0.0217	0.3285	0.0839	0.0207	0.1047		1,532.3687	1,532.3687	0.1386		1,535.8336
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0364	0.3515	8.6000e-004	0.0947	6.0000e-004	0.0953	0.0251	5.6000e-004	0.0257		85.2644	85.2644	2.8500e-003		85.3357
Total	**0.1904**	**5.3228**	**1.8946**	**0.0146**	**0.4016**	**0.0223**	**0.4238**	**0.1091**	**0.0213**	**0.1304**		**1,617.6331**	**1,617.6331**	**0.1415**		**1,621.1693**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1052	0.0000	6.1052	3.3192	0.0000	3.3192			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716	0.0000	2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**6.1052**	**1.2734**	**7.3787**	**3.3192**	**1.1716**	**4.4908**	**0.0000**	**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1435	5.2865	1.5431	0.0138	0.3068	0.0217	0.3285	0.0839	0.0207	0.1047		1,532.3687	1,532.3687	0.1386		1,535.8336
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0364	0.3515	8.6000e-004	0.0947	6.0000e-004	0.0953	0.0251	5.6000e-004	0.0257		85.2644	85.2644	2.8500e-003		85.3357
Total	**0.1904**	**5.3228**	**1.8946**	**0.0146**	**0.4016**	**0.0223**	**0.4238**	**0.1091**	**0.0213**	**0.1304**		**1,617.6331**	**1,617.6331**	**0.1415**		**1,621.1693**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1529	4.2738	1.4386	9.3200e-003	0.2310	0.0230	0.2540	0.0665	0.0220	0.0885		1,012.6853	1,012.6853	0.0742		1,014.5391
Worker	0.2907	0.2254	2.1793	5.3100e-003	0.5873	3.7400e-003	0.5911	0.1558	3.4500e-003	0.1593		528.6390	528.6390	0.0177		529.0813
Total	**0.4436**	**4.4991**	**3.6179**	**0.0146**	**0.8183**	**0.0268**	**0.8450**	**0.2223**	**0.0255**	**0.2477**		**1,541.3243**	**1,541.3243**	**0.0918**		**1,543.6204**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1529	4.2738	1.4386	9.3200e-003	0.2310	0.0230	0.2540	0.0665	0.0220	0.0885		1,012.6853	1,012.6853	0.0742		1,014.5391
Worker	0.2907	0.2254	2.1793	5.3100e-003	0.5873	3.7400e-003	0.5911	0.1558	3.4500e-003	0.1593		528.6390	528.6390	0.0177		529.0813
Total	**0.4436**	**4.4991**	**3.6179**	**0.0146**	**0.8183**	**0.0268**	**0.8450**	**0.2223**	**0.0255**	**0.2477**		**1,541.3243**	**1,541.3243**	**0.0918**		**1,543.6204**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1263	3.9229	1.2811	9.2200e-003	0.2310	0.0115	0.2425	0.0665	0.0110	0.0775		1,004.4717	1,004.4717	0.0741		1,006.3247
Worker	0.2695	0.2007	1.9749	5.1300e-003	0.5873	3.6200e-003	0.5910	0.1558	3.3400e-003	0.1592		510.6853	510.6853	0.0157		511.0778
Total	**0.3957**	**4.1237**	**3.2561**	**0.0144**	**0.8183**	**0.0152**	**0.8334**	**0.2223**	**0.0144**	**0.2366**		**1,515.1570**	**1,515.1570**	**0.0898**		**1,517.4025**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1263	3.9229	1.2811	9.2200e-003	0.2310	0.0115	0.2425	0.0665	0.0110	0.0775		1,004.4717	1,004.4717	0.0741		1,006.3247
Worker	0.2695	0.2007	1.9749	5.1300e-003	0.5873	3.6200e-003	0.5910	0.1558	3.3400e-003	0.1592		510.6853	510.6853	0.0157		511.0778
Total	**0.3957**	**4.1237**	**3.2561**	**0.0144**	**0.8183**	**0.0152**	**0.8334**	**0.2223**	**0.0144**	**0.2366**		**1,515.1570**	**1,515.1570**	**0.0898**		**1,517.4025**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2556**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**		**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0435	0.0324	0.3185	8.3000e-004	0.0947	5.8000e-004	0.0953	0.0251	5.4000e-004	0.0257		82.3686	82.3686	2.5300e-003		82.4319
Total	**0.0435**	**0.0324**	**0.3185**	**8.3000e-004**	**0.0947**	**5.8000e-004**	**0.0953**	**0.0251**	**5.4000e-004**	**0.0257**		**82.3686**	**82.3686**	**2.5300e-003**		**82.4319**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2556**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**	**0.0000**	**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0435	0.0324	0.3185	8.3000e-004	0.0947	5.8000e-004	0.0953	0.0251	5.4000e-004	0.0257		82.3686	82.3686	2.5300e-003		82.4319
Total	**0.0435**	**0.0324**	**0.3185**	**8.3000e-004**	**0.0947**	**5.8000e-004**	**0.0953**	**0.0251**	**5.4000e-004**	**0.0257**		**82.3686**	**82.3686**	**2.5300e-003**		**82.4319**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	41.8502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**42.0691**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0551	0.0410	0.4035	1.0500e-003	0.1200	7.4000e-004	0.1207	0.0318	6.8000e-004	0.0325		104.3336	104.3336	3.2100e-003		104.4137
Total	**0.0551**	**0.0410**	**0.4035**	**1.0500e-003**	**0.1200**	**7.4000e-004**	**0.1207**	**0.0318**	**6.8000e-004**	**0.0325**		**104.3336**	**104.3336**	**3.2100e-003**		**104.4137**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	41.8502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**42.0691**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0551	0.0410	0.4035	1.0500e-003	0.1200	7.4000e-004	0.1207	0.0318	6.8000e-004	0.0325		104.3336	104.3336	3.2100e-003		104.4137
Total	**0.0551**	**0.0410**	**0.4035**	**1.0500e-003**	**0.1200**	**7.4000e-004**	**0.1207**	**0.0318**	**6.8000e-004**	**0.0325**		**104.3336**	**104.3336**	**3.2100e-003**		**104.4137**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.4529	23.5541	60.3900	0.1478	13.1497	0.1481	13.2979	3.5253	0.1387	3.6640		15,004.6759	15,004.6759	0.7959		15,024.5743
Unmitigated	7.4529	23.5541	60.3900	0.1478	13.1497	0.1481	13.2979	3.5253	0.1387	3.6640		15,004.6759	15,004.6759	0.7959		15,024.5743

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Government Office Building	4,883.69	0.00	0.00	4,408,834	4,408,834
Total	4,883.69	0.00	0.00	4,408,834	4,408,834

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Government Office Building	6.60	5.50	6.40	33.00	62.00	5.00	50	34	16

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Government Office Building	0.563532	0.028682	0.205515	0.123285	0.020921	0.005572	0.017481	0.019425	0.002786	0.002265	0.006886	0.002647	0.001003
Enclosed Parking with Elevator	0.563532	0.028682	0.205515	0.123285	0.020921	0.005572	0.017481	0.019425	0.002786	0.002265	0.006886	0.002647	0.001003

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0191	0.1739	0.1461	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.7249	208.7249	4.0000e-003	3.8300e-003	209.9653
NaturalGas Unmitigated	0.0191	0.1739	0.1461	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.7249	208.7249	4.0000e-003	3.8300e-003	209.9653

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	1774.16	0.0191	0.1739	0.1461	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.7249	208.7249	4.0000e-003	3.8300e-003	209.9653
Total		**0.0191**	**0.1739**	**0.1461**	**1.0400e-003**		**0.0132**	**0.0132**		**0.0132**	**0.0132**		**208.7249**	**208.7249**	**4.0000e-003**	**3.8300e-003**	**209.9653**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	1.77416	0.0191	0.1739	0.1461	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.7249	208.7249	4.0000e-003	3.8300e-003	209.9653
Total		**0.0191**	**0.1739**	**0.1461**	**1.0400e-003**		**0.0132**	**0.0132**		**0.0132**	**0.0132**		**208.7249**	**208.7249**	**4.0000e-003**	**3.8300e-003**	**209.9653**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0590	2.2000e-004	0.0243	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0519	0.0519	1.4000e-004		0.0554
Unmitigated	2.0590	2.2000e-004	0.0243	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0519	0.0519	1.4000e-004		0.0554

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4816					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.2600e-003	2.2000e-004	0.0243	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0519	0.0519	1.4000e-004		0.0554
Total	**2.0590**	**2.2000e-004**	**0.0243**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**		**0.0519**	**0.0519**	**1.4000e-004**		**0.0554**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4816					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.2600e-003	2.2000e-004	0.0243	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0519	0.0519	1.4000e-004		0.0554
Total	**2.0590**	**2.2000e-004**	**0.0243**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**		**0.0519**	**0.0519**	**1.4000e-004**		**0.0554**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation