

Summary of Preliminary Environmental Review

EARL WARREN SHOWGROUNDS SITE ALTERNATIVE

Project: Remove existing development; discontinue 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; 12,000 cy grading.

Earl Warren Showgrounds Site (portion): Location: 3400 Calle Real; APN 051-230-017; west of intersection of Las Positas Rd/Calle Real. Size: 4.16 acres. Ownership: State of CA. Existing Land Use: Auditorium, Stadium, Equestrian, Convention Ctr.

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.
	Highway Exhaust (proximity to Highway 101)	Less than Significant Impact Measures to minimize effects identified with design.
	Greenhouse Gas (CO ₂ e – mobile, stationary sources)	Less the Significant Impact Project design and CEQA review to refine measures Incorporated in project to reduce effects.
BIOLOGICAL RESOURCES	Mature Trees Lost (26 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 zone 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 SWMP; Construction BMPs)	Less than Significant Impacts With standard measures determined with design.
LAND USE	Policy Consistency (County plans, zoning)	Potentially Significant Impact
	No Growth-Inducing Effect	Less than Significant Impact
NOISE	Long-Term Operations Noise	Less than Significant Impact
	Temporary Construction Noise (sensitive receptors not in close proximity)	Less than Significant Impact Standard measures would minimize effect.
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 (Loss of recreation area) (Fire, Police, Schools services demand)	Potentially Significant Park Impact Identify impact as part of CEQA environmental review Less than Significant Impact Fire/Police/Schools
PUBLIC UTILITIES	Water, Wastewater, Solid Waste Demand	Less than Significant impacts
TRANSPORTATION	Long-term Operations - Traffic Congestion (peak-hour intersection traffic)	Potentially Significant Impact Impact to be determined with CEQA review.
	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
Earl Warren Showgrounds Site Alternative
PRELIMINARY ENVIRONMENTAL REVIEW

August 2019

Site Alternative

This site alternative would entail a 4.16-acre portion of the Earl Warren Showgrounds (Assessor's Parcel Number 051-230-017) located at 3400 Calle Real, a 33.9 acre property located at the corner of Las Positas Road and Calle Real. The property is owned by the State of California, and is within unincorporated Santa Barbara County jurisdiction. The property is bordered to the west and north by the Santa Barbara Community Golf Course and Adams Elementary School, to the east by Las Positas Street, and to the south by Highway 101, with residences along Calle Real and Los Positas Road.

Earl Warren Showgrounds is a multi-use community event center including an auditorium, stadium, equestrian facility, and convention center. It is used during weekdays, evenings, and weekends, including for the Santa Barbara Fair & Expo, Santa Barbara National Horse Show, the Haunt at the Showgrounds and many other events, conferences, concerts, and activities. The showgrounds has the largest parking lot and indoor facilities in the County. It also functions as a local community support center providing emergency management staging and evacuation sites for people and animals.

A 4.16-acre (181,209.6 square feet) portion of the site is currently available for a long-term ground lease from the State of California. This portion of the site is located at the western end of the parcel and is currently occupied by a horse arena, hockey arena, three cell towers, various temporary structures, and a parking lot. The site is paved, with ornamental trees and landscaping across the site.

Project Description

The project would include removal of all existing structures, including the horse arena, hockey arena, and various temporary structures, and either removal or relocation of the cell towers.

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 consolidated at the new project site.

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 up to three aboveground stories, with an overall maximum height of approximately 60 feet.

The Police operations would remain the same as presently exist at the current 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 and 25 months for the construction phase.

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: Police station operations would generate incremental air pollution emissions associated daily vehicle traffic exhaust 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 25 lbs/day project-specific impact significance threshold for reactive organic gases (ROG) or nitrogen oxides (NOx) (precursors for smog) associated with mobile emission, 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 and increased use of electric vehicles, 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 analysis with the CalEEMod model (v. 2016.3.2) identifies total long-term and construction emissions (table below), showing that emissions are below the 240 lbs/day project-specific impact significance threshold for any criteria pollutant from combined mobile and stationary sources, and below the 25 lbs per day thresholds for ROG or NOx from mobile emissions.

The estimate for building emissions used CalEEMod energy defaults used for government office buildings and parking lot categories. The building is expected to achieve LEED Silver certification, and the emissions may decrease 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 estimates will be identified 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	86.4		240
PM10	37.6		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 SBCAPCD rules that require offsets for substantial emissions when 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 SBCAPCD 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. 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 the CalEEMod model based on default five days/week work schedules, is shown in the table below. Less than significant impact from short-term construction-related air pollutant and dust emissions.

	Construction emissions (tons/yr)	Impact Significance Guideline (tons/yr)
ROG	1.152	25 (combined)
CO	2.56	
NOx	3.19	
PM10	0.457	
PM2.5	0.285	
SUM TOTAL	7.65	

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 use of electric vehicles, with associated vehicle emissions reductions, more energy-efficient facility under green building code provisions, and use of alternative energy sources.

An initial CalEEMod analysis identifies project GHG generation, including both operational and amortized construction emission, as 2,477 tons/year of carbon dioxide equivalents (CO₂e). This is less than the SBCAPCD project-specific impact significance threshold of 10,000 tons CO₂e/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. 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. Consistent with City policy, the project design will build in elements that minimize GHG emissions.

Less than significant project-specific effect and contribution to cumulative greenhouse gas generation affecting climate change.

Highway Exhaust Emissions: The southern portion of the project site is located within the identified 250-foot area adjacent to Highway 101 that is subject to higher levels of highway exhaust emissions. The initial

conceptual design indicates that the project would be outside of the 250-foot area. The project would not exacerbate the existing pollution level in the area. Office and institutional land uses are not considered sensitive land uses involving extensive exposure over many years per the City ordinance governing the area adjacent to Highway 101. Siting of the police facility would therefore not be considered to result in a significant environmental impact associated with highway exhaust and health risk. As feasible, the project should incorporate design measures to minimize freeway exhaust effects on project occupants, such as inclusion of walls structures and/or thick vegetative plantings between the freeway and office structure; and indoor air filtering (see SBMC 22.65 for potential design measures). Less than significant highway exhaust-related impact.

BIOLOGICAL RESOURCES

The project site is largely paved with existing development, and is located within an urbanized setting. The property has 26 mature trees, with the majority of vegetation on the western perimeter of the property.. Tree species include Coast live oak, Mexican fan palm, various Eucalyptus, Shamel Ash, various Palm trees, and a California pepper tree. Other plants and shrubs include Sugar Bush, Tree Tobacco, Castor bean, various Mustards and Wild cucumber.

The onsite vegetation has some limited biological value for urban-adapted wildlife species such as birds and small mammals, rodents, and reptiles. Bird species observed during the site visit include Song sparrows, Red-tailed hawks, and American Crows.

The City Master Environmental Assessment (MEA) identifies the site as urban, 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 existing on-site trees is anticipated in order to accommodate redevelopment with the police station. The loss of up to 26 existing specimen trees would represent a potentially significant long-term biological resources impact, due to 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 biological resources impacts/ likely feasibly mitigable to 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 any 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 kilowatt-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. Project energy use would be further minimized with specific 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 that the site is 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 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 overexcavation 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 subject to high soil erosion, expansive soils, and moderately 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.

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.

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.

HAZARDS

Hazardous Materials: The State *Geotracker* and *EnviroStor* websites identified two prior cleanup sites on the project site. One site involved a 1997 voluntary cleanup of soil contaminated with the chemical Malathion. The other prior site, located in the northwest corner of the project site and within the proposed footprint of the proposed parking structure, involved soil contaminated with lead due to a Leaking Underground Storage Tank (LUST). That site was remediated and closed in 1995. No other cleanup sites were identified within 1000 feet of the project site. Due to the remediation status, 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 in 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. 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 resources from the Prehistoric era.

The project site is expected to be developed on grade. As such, there expected to be little disturbance of the site past a six-inch depth. However, because of the potential for encountering archaeological relics, per 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. Potentially significant archaeological resources impacts, likely mitigable to a less than significant level with implementation of standard measures.

Historical Resources: The site is not located within City historic districts. The site and adjacent properties and existing structures are not identified or designated as historically important by City, State, or National historic registers. (Consultation with City Historian N. Hernandez) 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 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 06083C1386H, effective November 4, 2015. 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. The project site is not located in a Special Flood Hazard Risk Zone. 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 drainage and water quality impact.

LAND USE

Earl Warren Showgrounds is located in Santa Barbara County jurisdiction and is owned by the State of California. The project site is located within the City's Sphere of Influence. The Santa Barbara County General Plan land use designation is Recreation / Open Space.

The project site is located north of Highway 101, bounded on the north and west by the Santa Barbara Gold Club; on the south by Calle Real; and on the east by Las Positas Road. The neighborhood includes a mix of low density residential multi-family development, parks and recreation, and an institutional facility.

The Santa Barbara County zoning designation is Recreational.

On May 10, 2019, the State of California, Department of General Services (DGS) on behalf of the 19th District Agricultural Association Earl Warren Showgrounds issued a *Request For Proposals* for a potential long-term ground lease and facility construction at Earl Warren Showgrounds for the 4.15-acre portion of the property. The solicitation closed on July 10, 2019.

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: A determination would be needed in consultation with the County of Santa Barbara as to whether the police station use is allowed under the County General Plan and Zoning recreation land use designations, and whether Plan or Zoning amendments would be required in order to establish the police station development and operations. *Potentially 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. *Less than significant agricultural resources impact.*

NOISE

The City Master Environmental Assessment (MEA) identifies the Earl Warren Showgrounds site as being subject to average ambient noise levels of 60-70 decibels dBA (Ldn or CNEL scales), with the higher noise levels located closer to Highway 101 and Calle Real Street. 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) 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 nearby, including a school facility with an outdoor play area (2701 Las Positas Rd), residential units across Highway 101, additional residential units exist off of Calle Real. A golf course is located immediately north and west of the site.

**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.*

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 Earl Warren Showgrounds is less than 75 dBA, and 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 lot and horse arena uses at the property involve some vehicle and parking noise and outdoor activity 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 (332 parking spaces, 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 such 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 could potentially affect surrounding land uses during a construction period estimated at up to 28 months. Estimated phasing of the process includes demolition/grading/site preparation – 3 months; construction 19 months; and interior finishing – 6 months. Equipment and vehicle staging is expected to initially occur within adjacent road rights-of-way, and then onsite.

Surrounding area residences off Calle Real are located approximately 600 feet from the site, residences across Highway 101 are approximately 450 feet from the site, and the school is located approximately 1,000 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 db at fifty feet would be reduced to 14 db at the property line of the residences off Calle Real, 32 db at the property line of the residences across Highway 101, and 0 db at the property line of the school 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 Less than significant, short-term construction noise impact.

OPEN SPACE AND VISUAL RESOURCES

Open Space and Visual Resources: The Earl Warren Showgrounds is partially paved, and the MEA identifies the site as urban and not containing any important open space onsite, such as a unique visual resource, or shoreline or hillside resources. As a surface parking lot and outdoor horse area with a few structures, the site does function to provide some visual openness within the built-out urban community. No substantial change affecting important open space or natural visual resources would result. Less than significant open space and visual resources impacts.

The existing facility does include a public gathering area, and scenic mountain views are available from that location. Further analysis is required as part of project design and CEQA environmental review.. Potentially significant impact associated with loss of public scenic views.

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.

Lighting. The existing parking lot has 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 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 need for a new police station is based on space and seismic deficits of existing facilities, and the operational benefits expected from consolidating services currently at four locations.

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 but does include a recreation facility. The project would have an impact associated with loss or interference with a recreational facility, which would require further evaluation as

part of project design and CEQA environmental review. Potentially significant public facilities and services impacts associated with loss of park or recreational facility.

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 City water demand factor for institutional land use, the new station would generate an estimated 1.22 acre-feet per year of annual water demand for indoor/outdoor water use ($72,000 \text{ SF} \times 0.17 \text{ AFY}/1000 \text{ SF} = 1.22 \text{ AFY}$). The City and larger region has experienced a recent multiple-year drought, a periodic condition. 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.

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. The wastewater treatment plant has a design capacity of 11 million gallons per day (mgd) and can treat a maximum of 34 mgd. Currently the plant receives between 6 -8 mgd.

For general planning purposes, wastewater generation is estimated at roughly 83% of water use for office and institutional land uses. The Police station would use approximately 1,088 gallons per day based on 1.22 AFY cited above. Thus, the additional wastewater flow from the police station building into the system would be approximately 903 gallons per day.

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.

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 4 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 0.66 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 0.79 trips per 1,000 square feet of floor area. Given the 72,000 square foot police station, it is anticipated that there would be 47.52 AM peak hour trips and 56.88 PM peak hour trips.

The predominant existing land use on the larger property is not proposed to change and the project would occupy an underdeveloped portion of the property. Therefore, 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 commute trips because the 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 areas; 8% for Waterfront area; 10% for Westside and Mesa areas; and 25% for Upper State Street, Samarkand, San Roque areas and beyond.

An impacted 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 future 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.

Specific intersections of concern during the analysis would include the following in the nearby area, since they are either currently impacted or forecasted to be impacted by 2030: Las Positas and Highway 101 SB Ramps, Calle Real and Highway 101 NB Ramps, Las Positas and State, and Las Positas and Modoc. If a significant effect occurs, it would be inconsistent with City Policy.

Projected peak-hour traffic trips associated with the project were distributed based on the above approximate percentage demand areas to the intersections of concern. The project site location would require all trips to go through impacted intersections or intersections forecasted to become impacted in the future. It is estimated that more than 16 trips would be added to significant turning movements at each of the intersections of concern, exceeding the 1% threshold and indicating a potential project-specific significant traffic impact. Based on this preliminary analysis, it is expected that the project in this location would require a Traffic Model analysis to confirm whether or not the project would have a significant effect on traffic and circulation.

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. Grading is estimated for approximately four months. 12,000 cubic yards or 1,200 truck trips are anticipated. Temporary construction traffic is generally considered an adverse but not significant impact. 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.

Cumulative Traffic: 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. This project is not within the growth assumptions of the EIR analysis as a police station was not anticipated to be located outside of the City's Downtown. It is anticipated that the project could require an addendum to the Program EIR to analyze the project's cumulative effects to the overall transportation network.

Bicycle/Pedestrian/Public Transit: The closest MTD bus stops to the site are located at San Onofre and Las Positas and along Treasure Drive. These stops serve the "Oak Park" MTD bus route, connecting areas of Downtown, Oak Park, Upper State Street, and Highway 154/Foothill Road. The Clean Air Express, which provides access to and from the North County, has a stop approximately 1 mile away near Cottage Hospital. There are limited transit options, both locally and regionally, for this project site.

There are Class II bike lanes on both Las Positas and Calle Real fronting the project site, however, they are routes on roadways with traffic volumes and speeds that may make cycling a less attractive mode choice. The future Las Positas Multi-use path will create better connectivity to this area from neighborhoods located south of Highway 101. There are existing sidewalks along Las Positas Road that do not meet the City's recommendations for sidewalk corridor widths per the Pedestrian Master Plan. There is no sidewalk on the Calle Real project frontage. The Pedestrian Master Plan requires streets with a right of way that is 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.

Project impacts associated with pedestrian, bicycle or public transit facilities are anticipated to be potentially significant but can be mitigated to a less than significant level. The project would need to meet the Pedestrian Master Plan and the project would need to demonstrate a stronger bicycle and transit connection to the property.

Access/ Circulation/ Safety Hazards: According to the California Highway System Roadway Classification Map, Las Positas Road is a four-lane "Principal Arterial" and Calle Real is a two lane "Minor Arterial" street. With the exception of standard sidewalk improvements, both streets are fully improved along the project frontage. Given the preliminary project concept, it is unknown if any changes to the existing roadway alignment and lane configurations would be required to accommodate the project. The Las Positas frontage has one driveway curb cut and the Calle Real frontage has two 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 also be required to meet emergency and fire access.

Proposed project impacts associated with vehicular access, circulation and evacuation related to access to and from the police station are anticipated to be potentially significant but can be mitigated to a less than significant level.

References

Project description materials

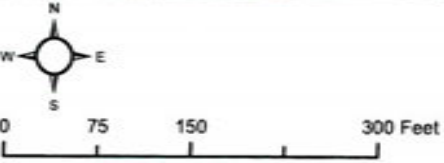
California Environmental Quality Act (CEQA), State CEQA Guidelines, and City of Santa Barbara CEQA Guidelines
California Department of Toxic Substances Control Envirostor web site
California Water Resources Control Board GeoTracker web site
California Water Resources Control Board NPDES general permit
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, 08-6-2019)
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

Community Development Department, Planning Division (B. Shelton, K. Kennedy)
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



Earl Warren Showgrounds Site Alternative





City of Santa Barbara
Environmental Assessment Mapping

Reported on 07/23/2019 02:46 PM

Parcel Number: 051-230-017

Project Address:

Case Number:

Project Description:

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: URBAN,
ORNAMENTAL TREES - LANDSCAPE

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: YES

Shoreline Hazards: N/A

Archaeological

Prehistoric Sites And
Watercourses: PREHISTORIC WATERCOURSE BUFFER

Mission Archaeological: N/A

Spanish Colonial & Mexican
(1782-1849): N/A

Hispanic Archaeological: N/A

American City Archaeological: N/A

Early 20th Century Archaeological: N/A

Noise



City of Santa Barbara Environmental Assessment Mapping

Reported on 07/23/2019 02:46 PM

Noise: <60 DBA LDN,
65-70 DBA LDN,
60-65 DBA LDN,
>70 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: LOW

Slope Failures Area: N/A

Slope Movement Classification: N/A

Soil Types: MILPITAS-POSITAS FINE SANDY LOAM, 9 TO 15 PERCENT SLOPES, ERODED

Fault Hazard Zones (200 Ft buffer): N/A

Liquefaction Potential: MODERATE

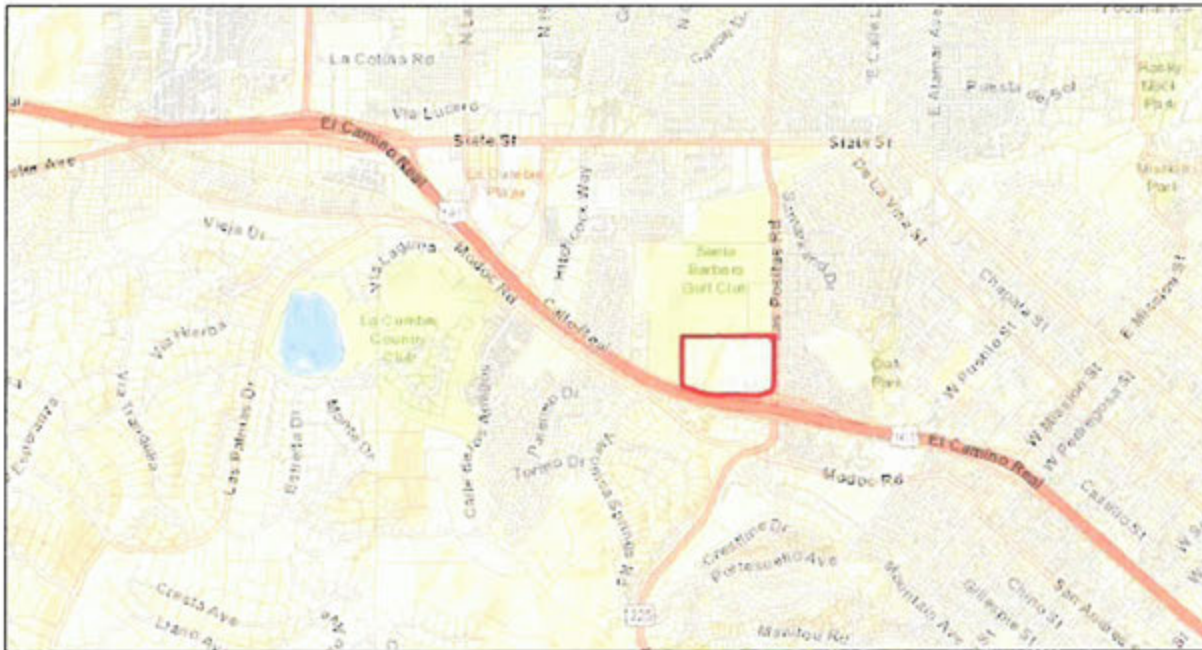
Expansive Soils: HIGH

Erosion Potential: HIGH

Shallow Groundwater: MODERATELY SHALLOW

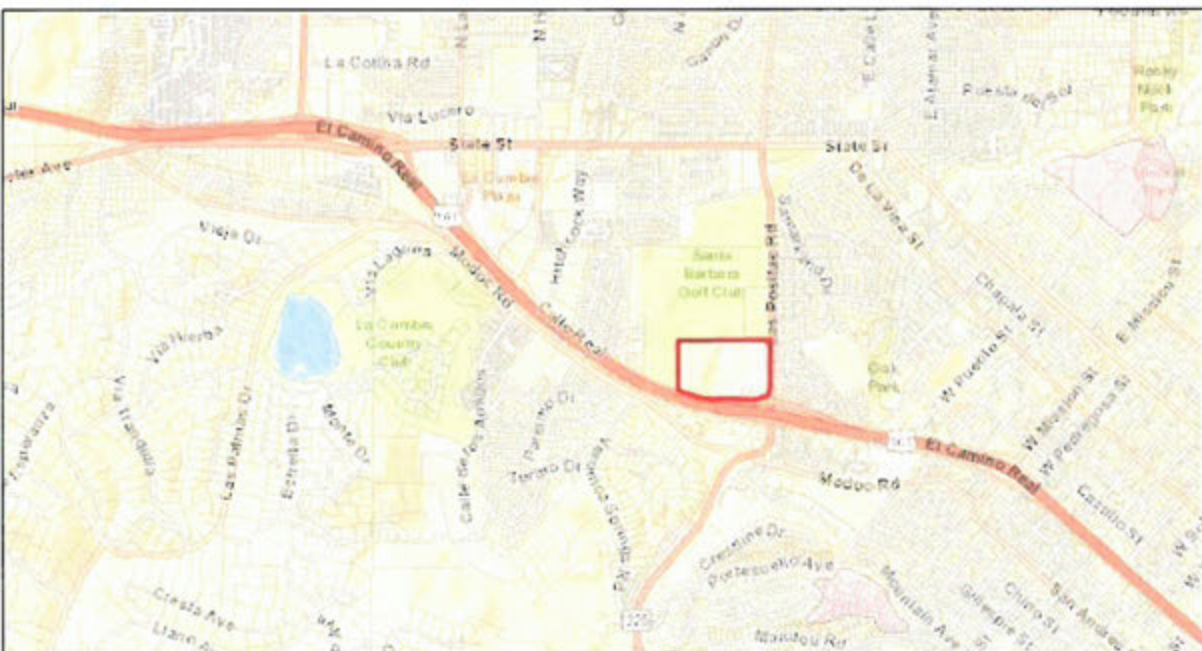


Vicinity Map



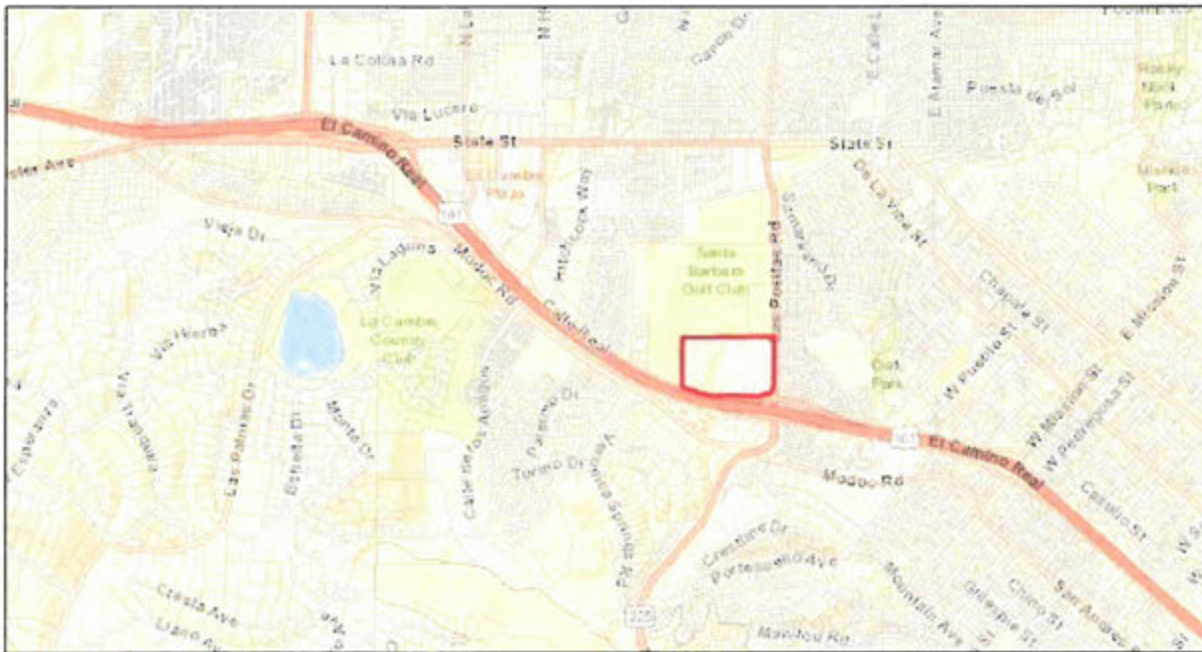
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Visual: Visual Unique



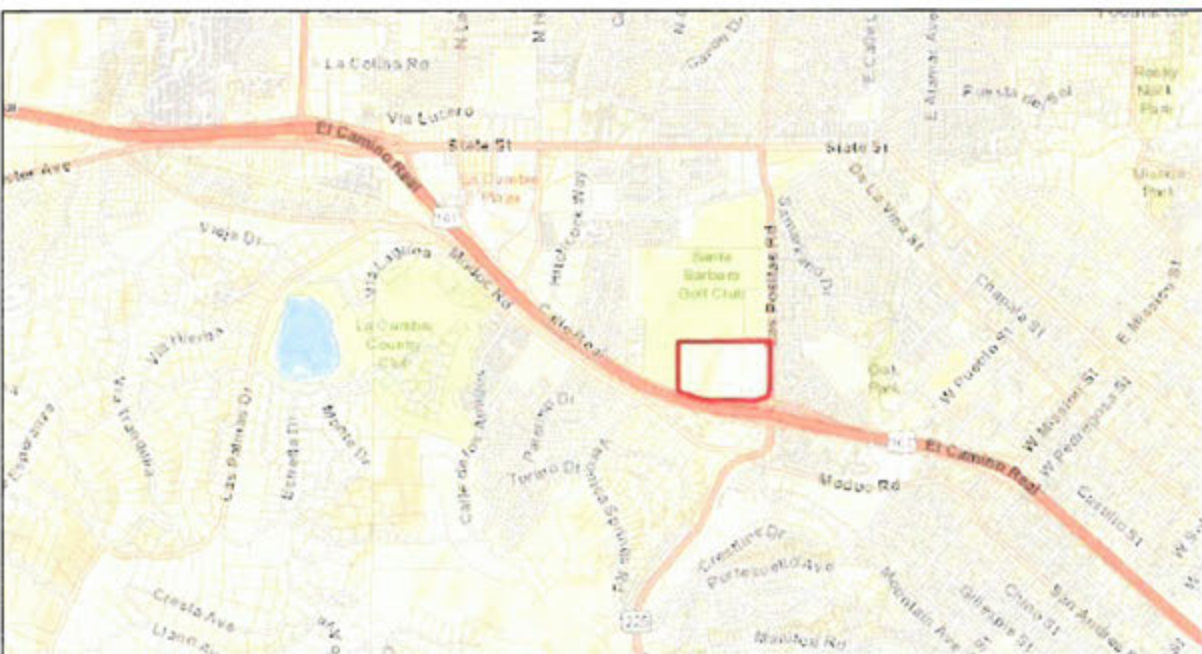


Visual: Visual Hillside



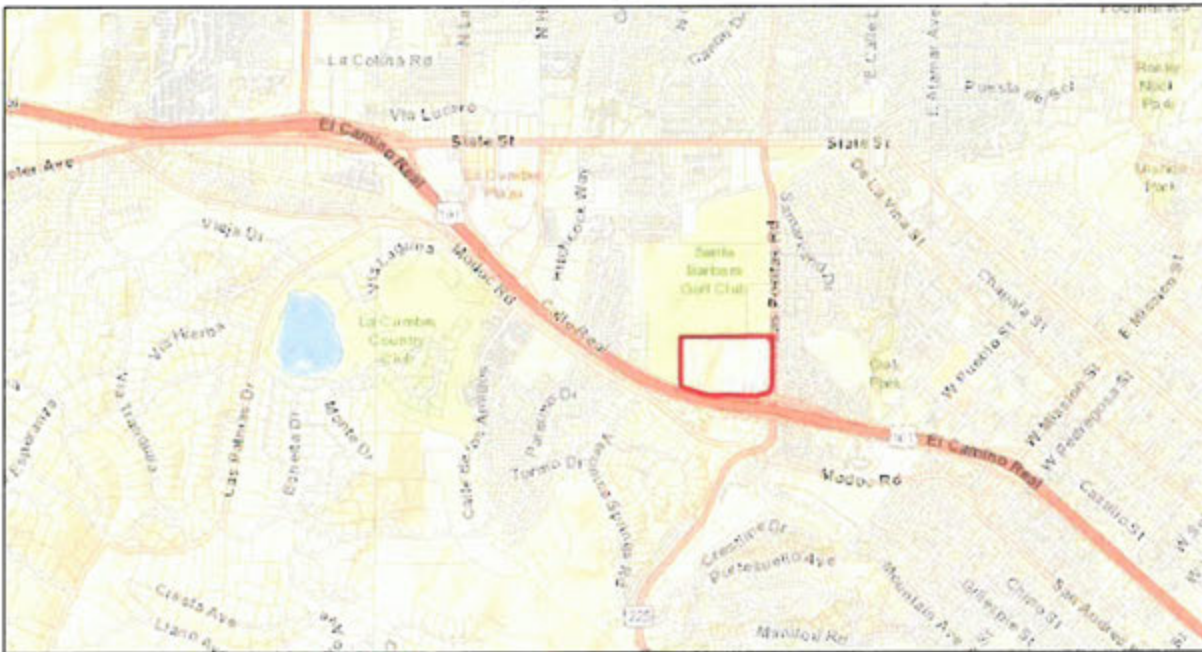
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Visual: Visual Shoreline

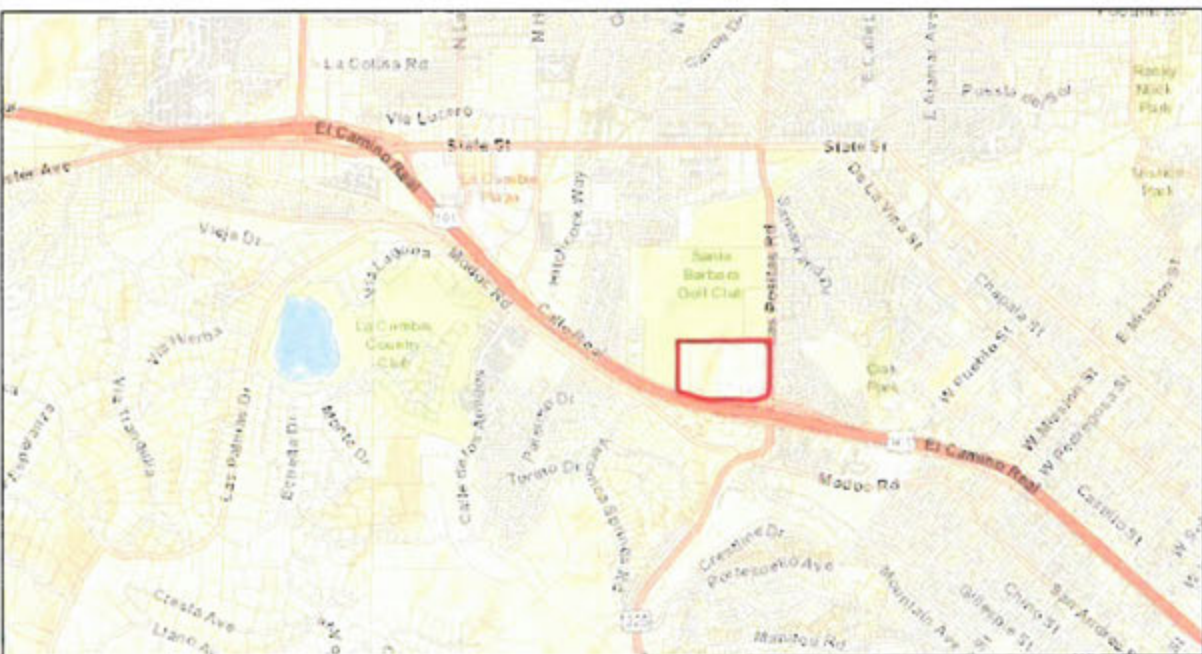




Biological: Airport Habitats

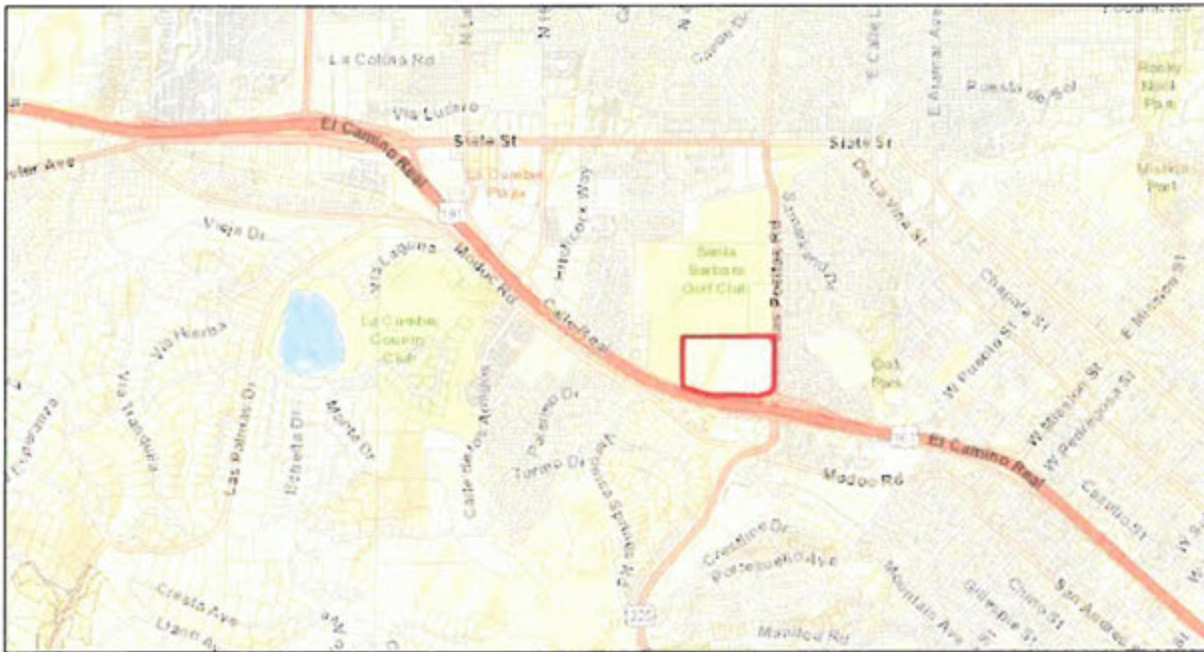


Biological: Airport Restoration Areas



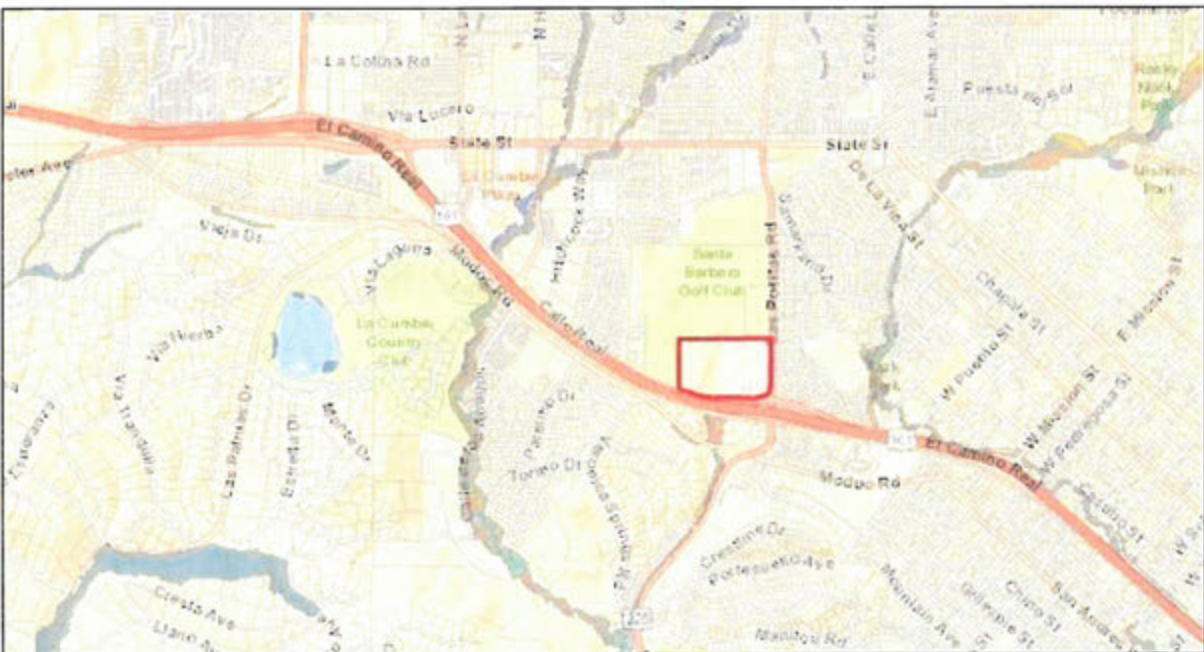


Biological: Coastal Zone Resources



0 1154 Feet

Biological: Creek And Wetland Habitats



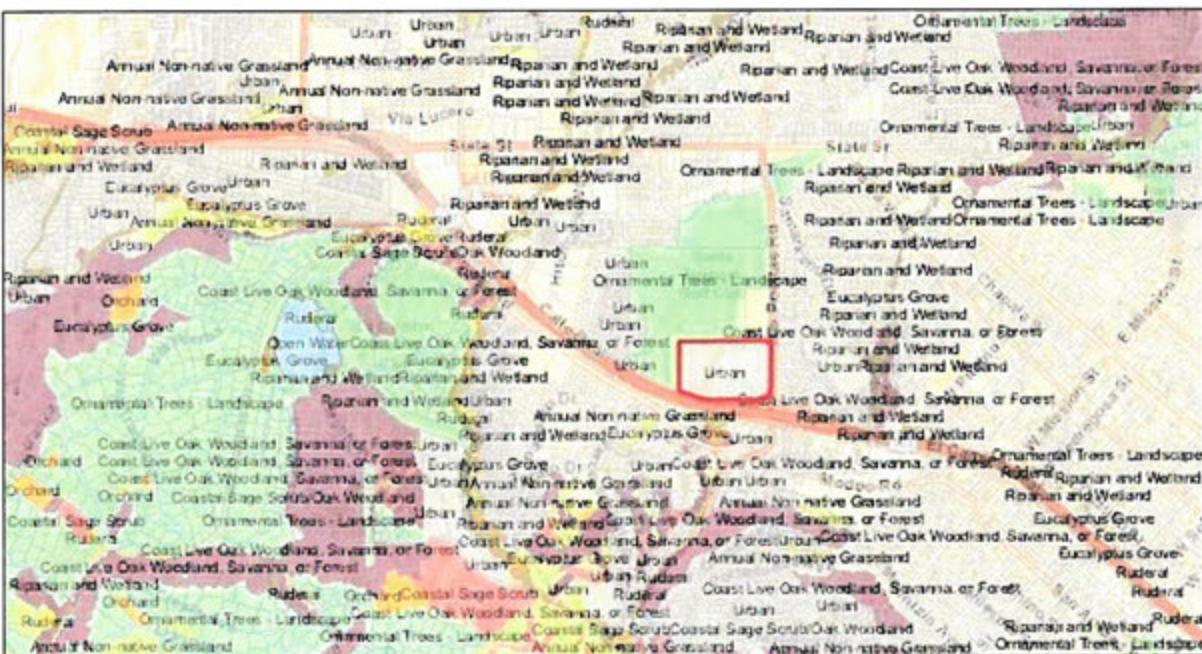


Biological: Special Wildlife Areas



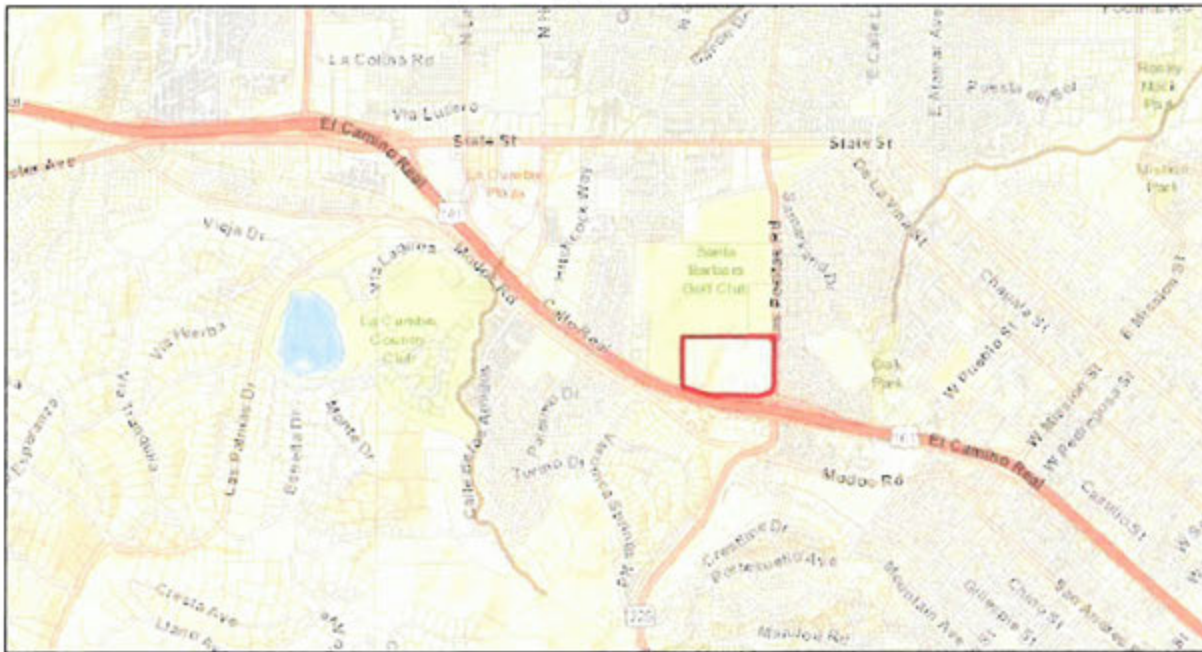
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Biological: Upland Habitats





Biological: Key Riparian Bird Habitats

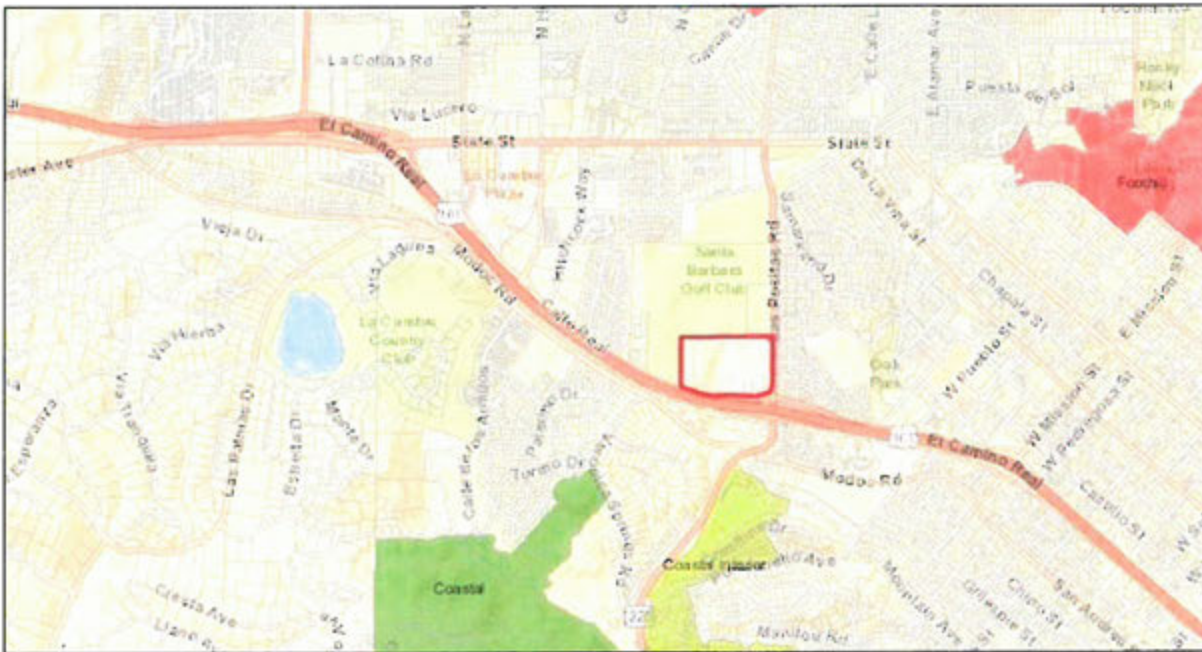


Biological: Sensitive Species



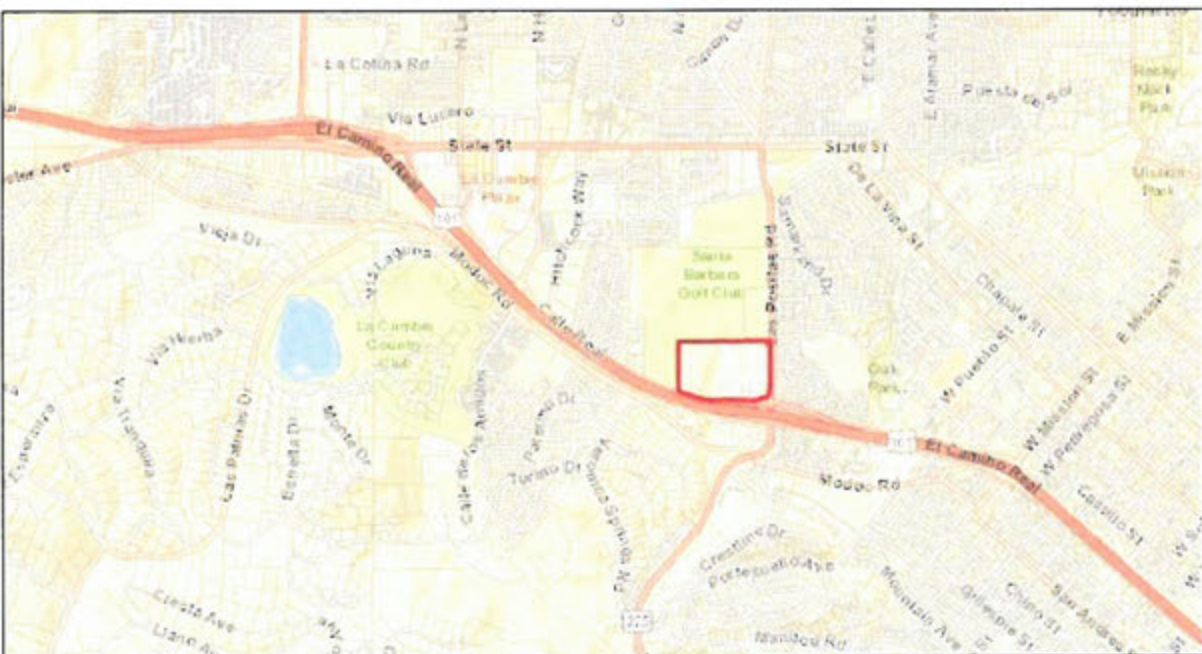


Environmental Hazards: High Fire Hazard



0 1154 Feet

Environmental Hazards: Tsunami Runup



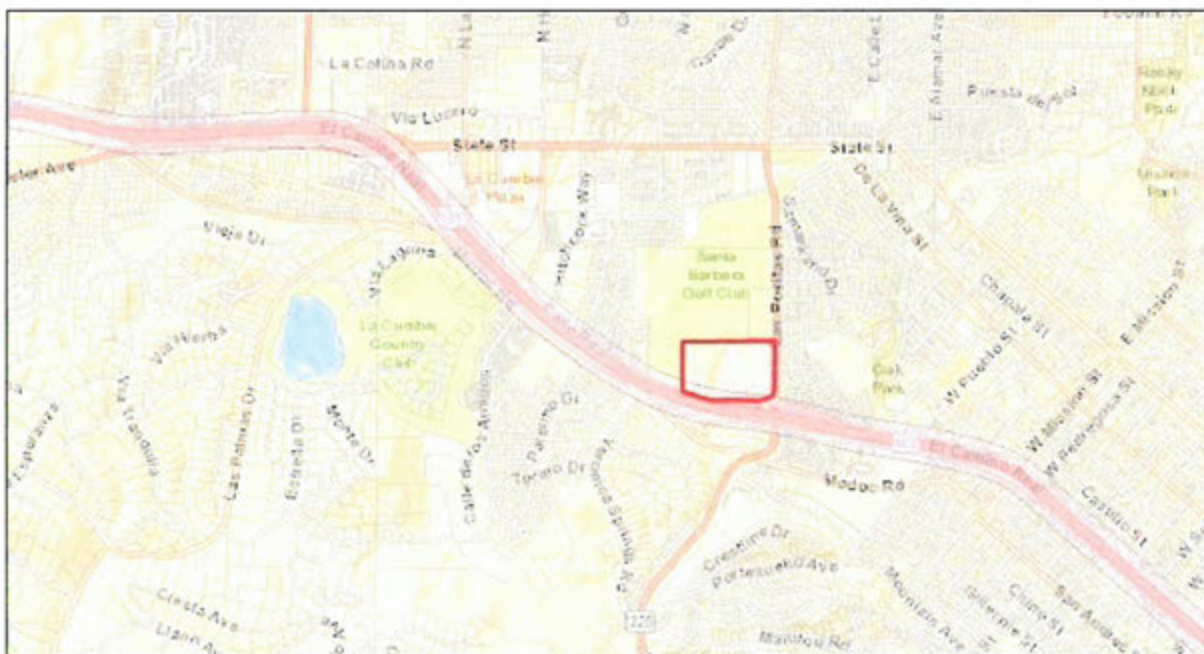


Environmental Hazards: Flood Zones 2018



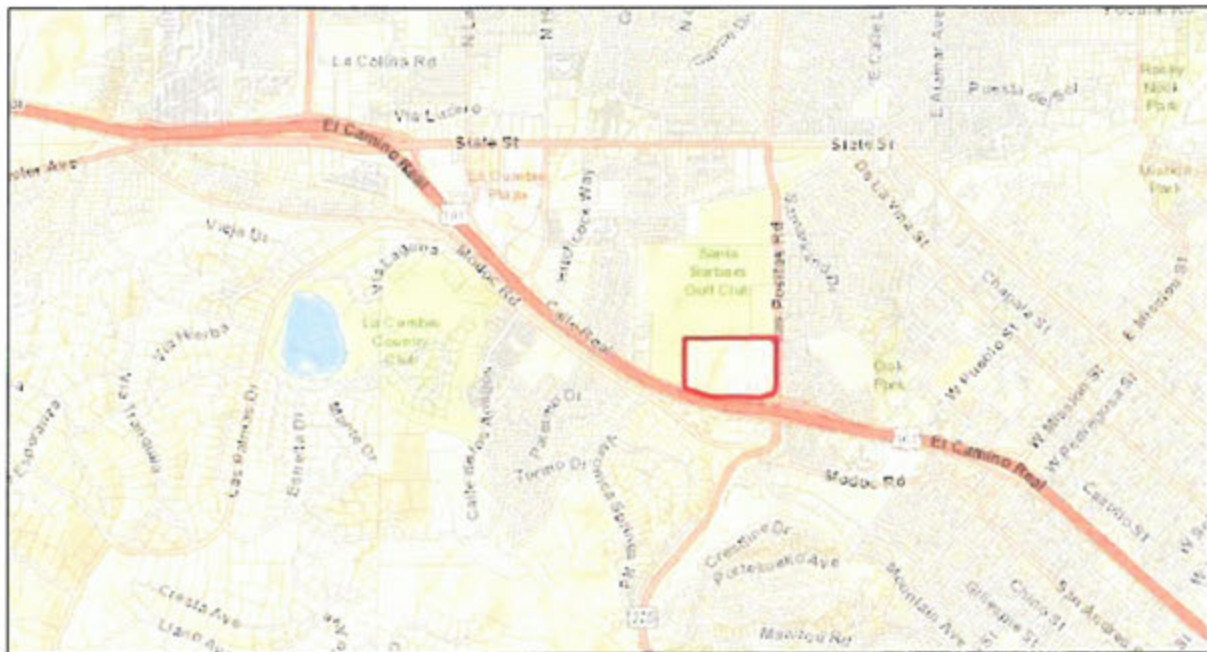
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Environmental Hazards: 250' Freeway Setback

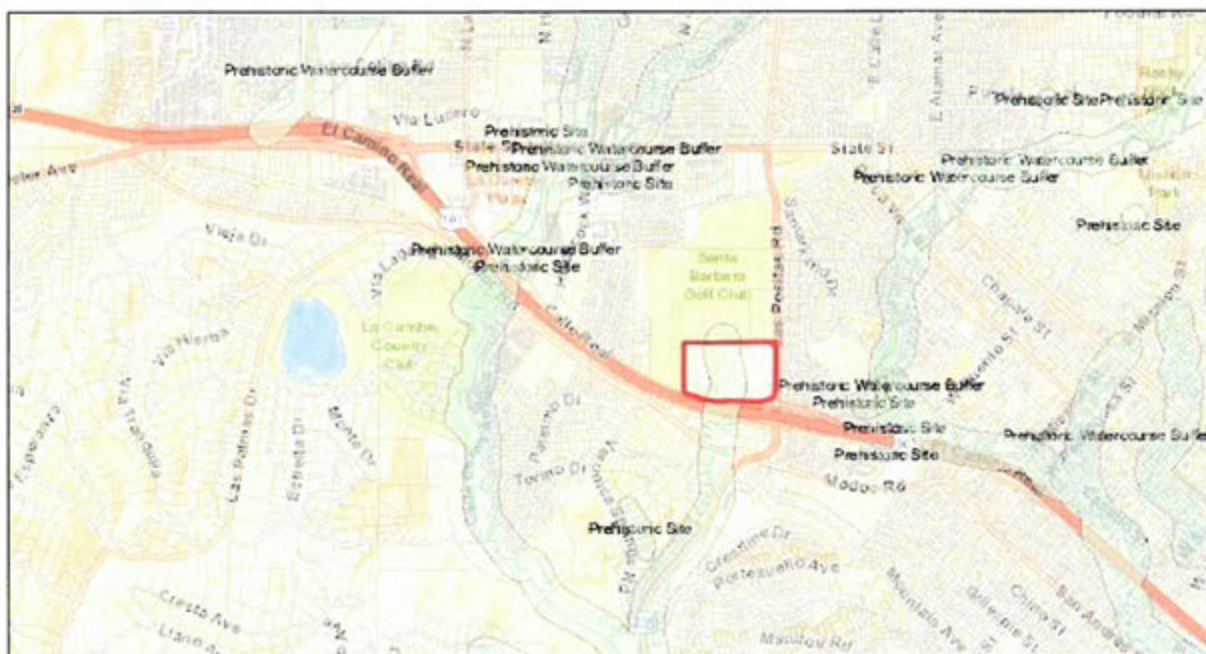




Environmental Hazards: Shoreline Hazards

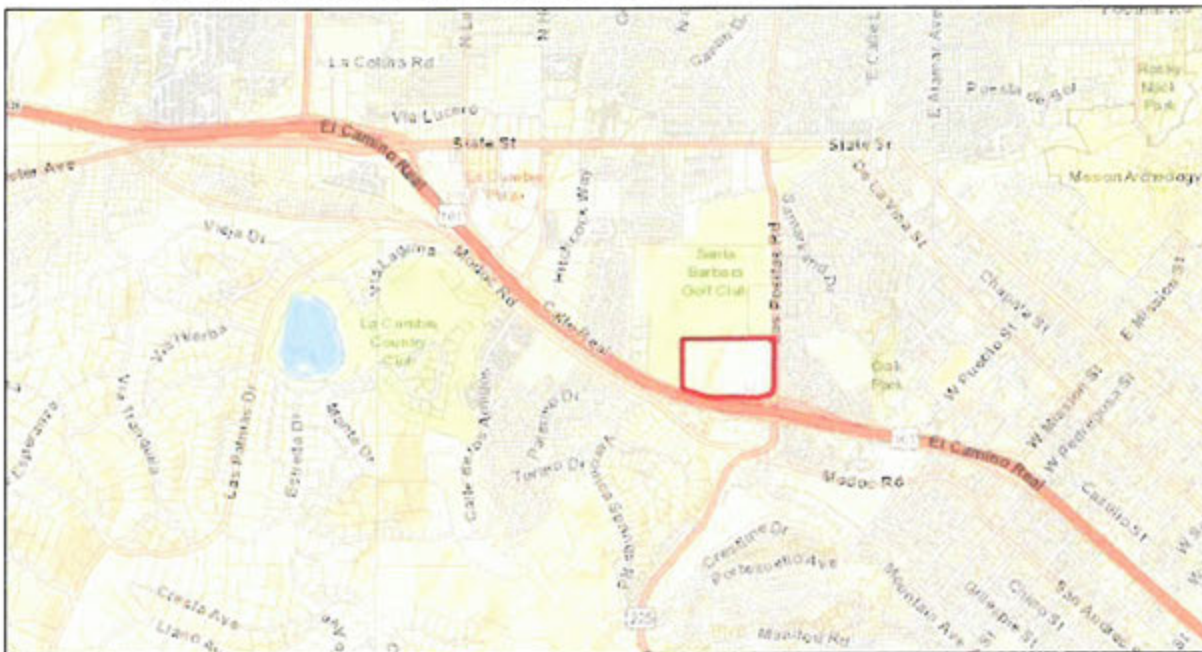


Archaeological: Prehistoric Sites And Watercourses



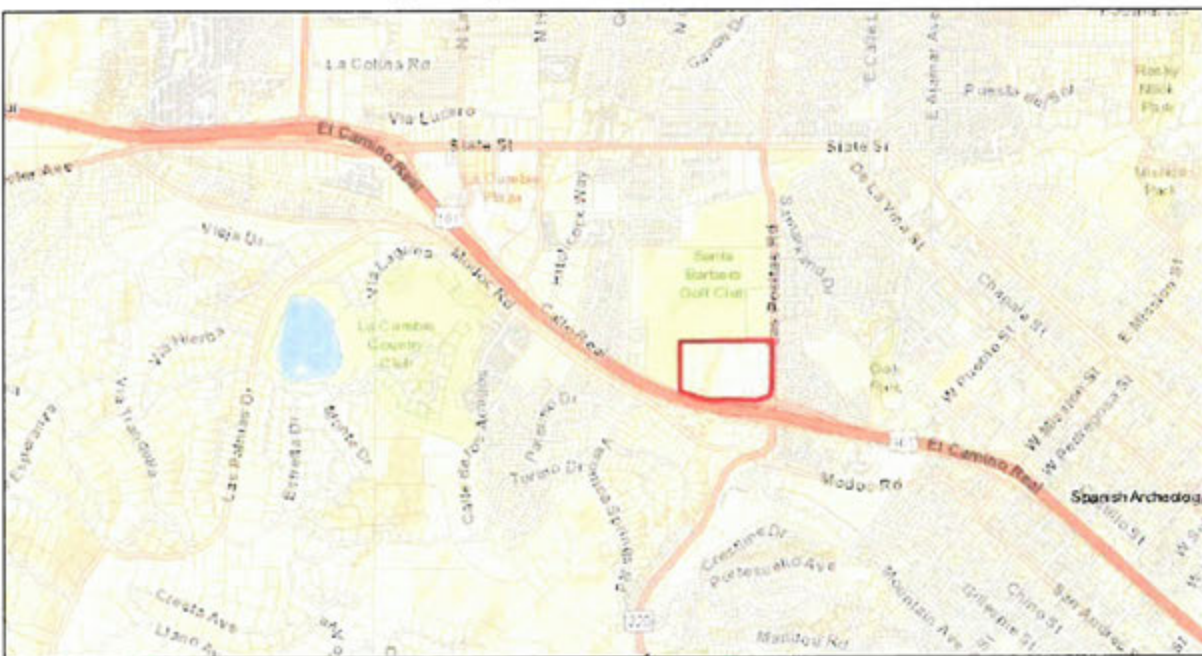


Archaeological: Archaeological: Mission Complex & Waterworks (1786-1835)



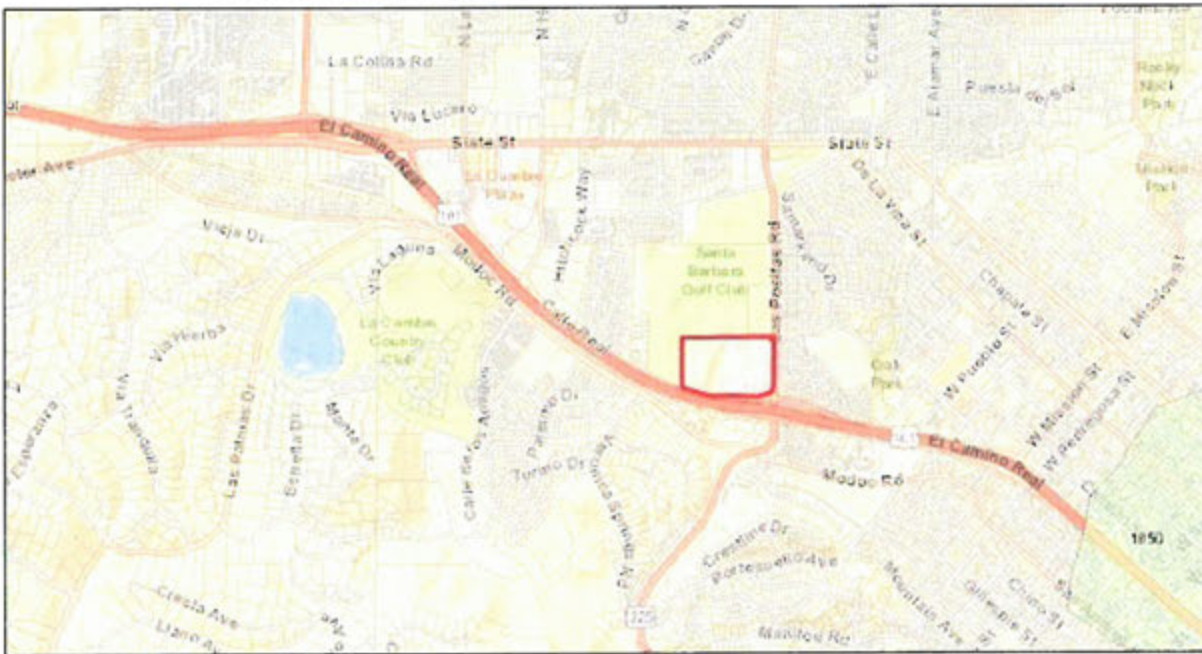
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Archaeological: Spanish Colonial & Mexican (1782-1849)





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

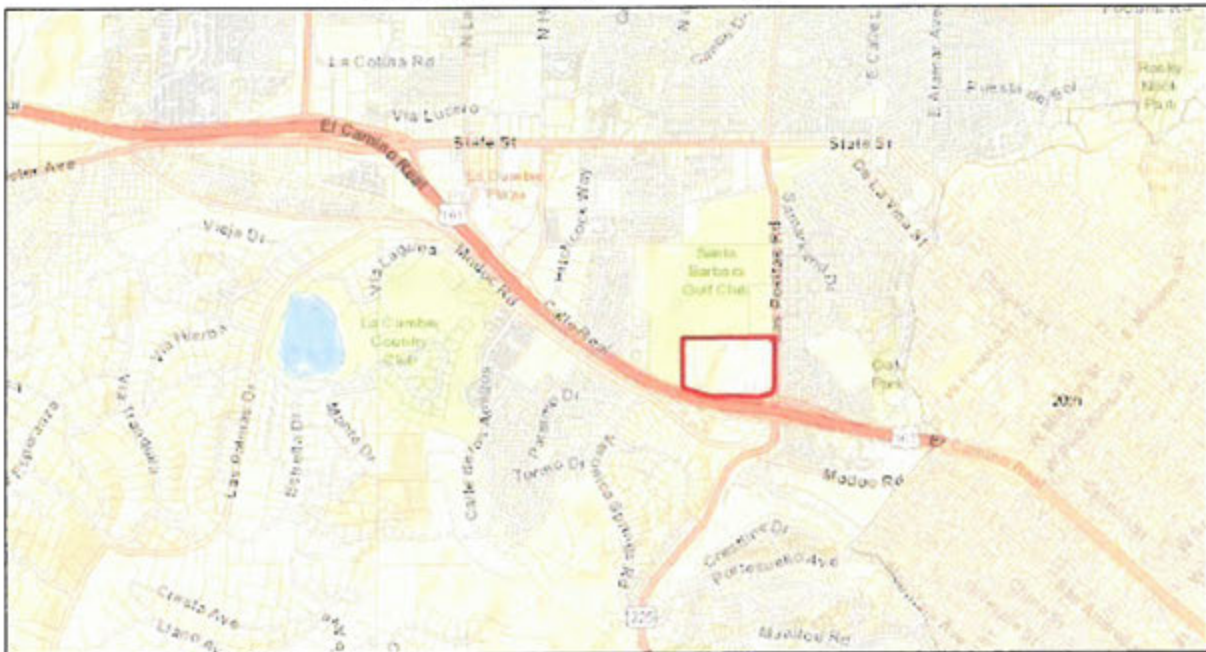


Archaeological: American Period (1870-1900)





Archaeological: Early 20th Century (1900-1925)



0 1154 Feet

Noise

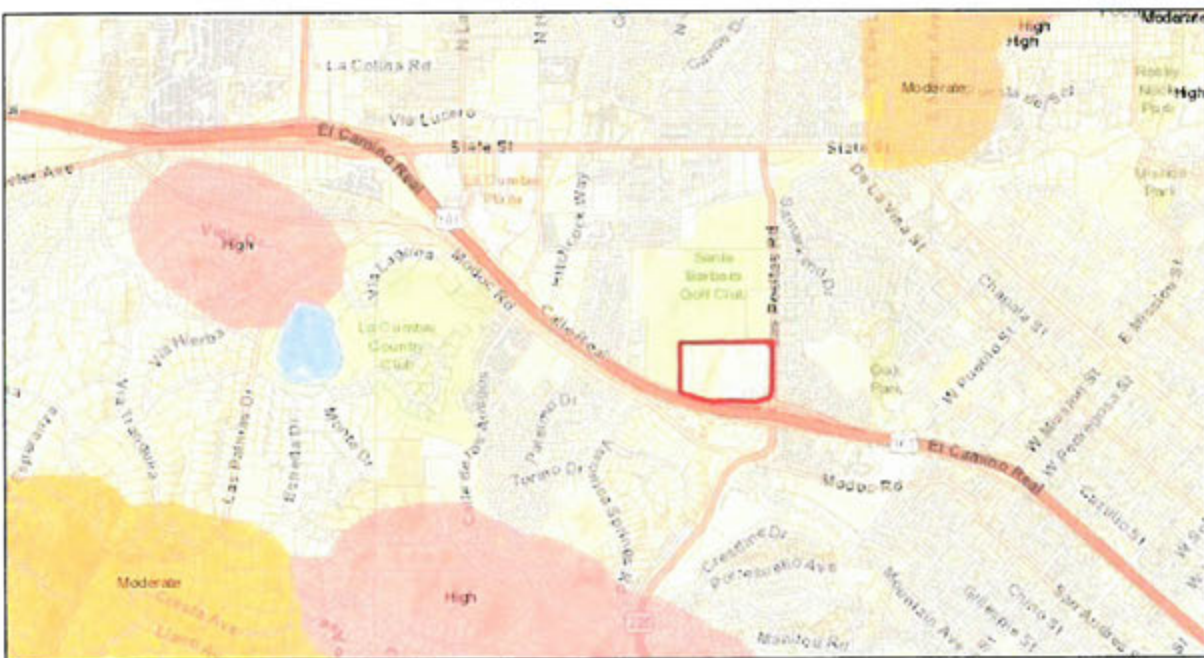




Geological: Geologic Units

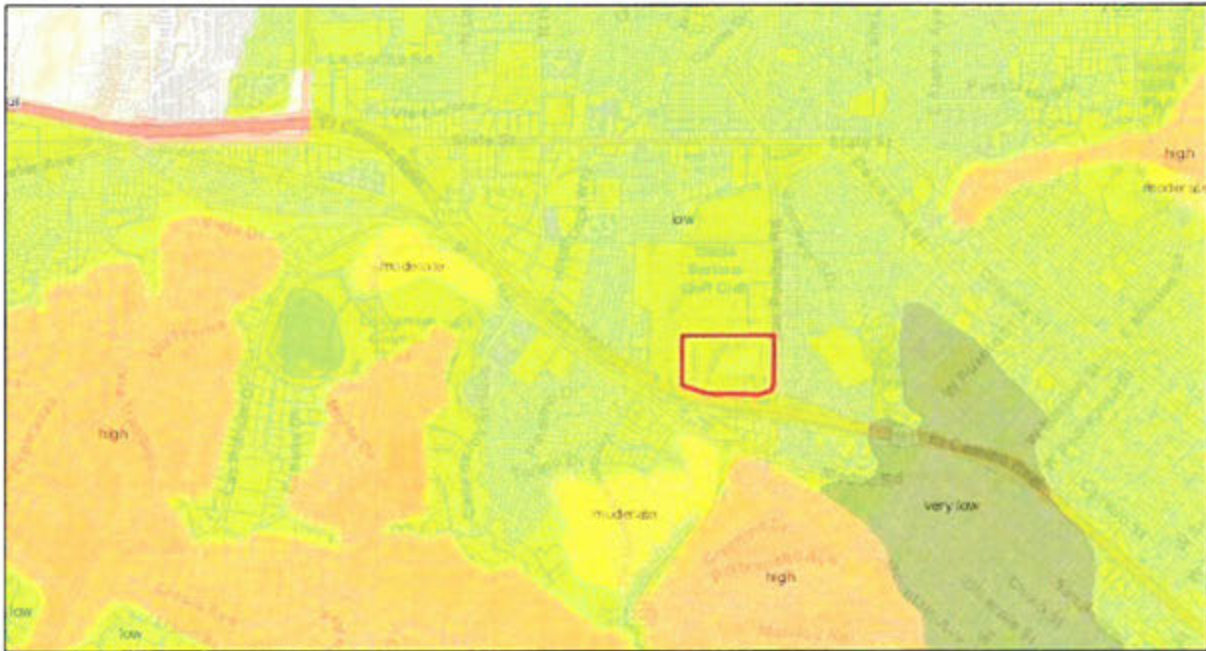


Geological: Radon Potential



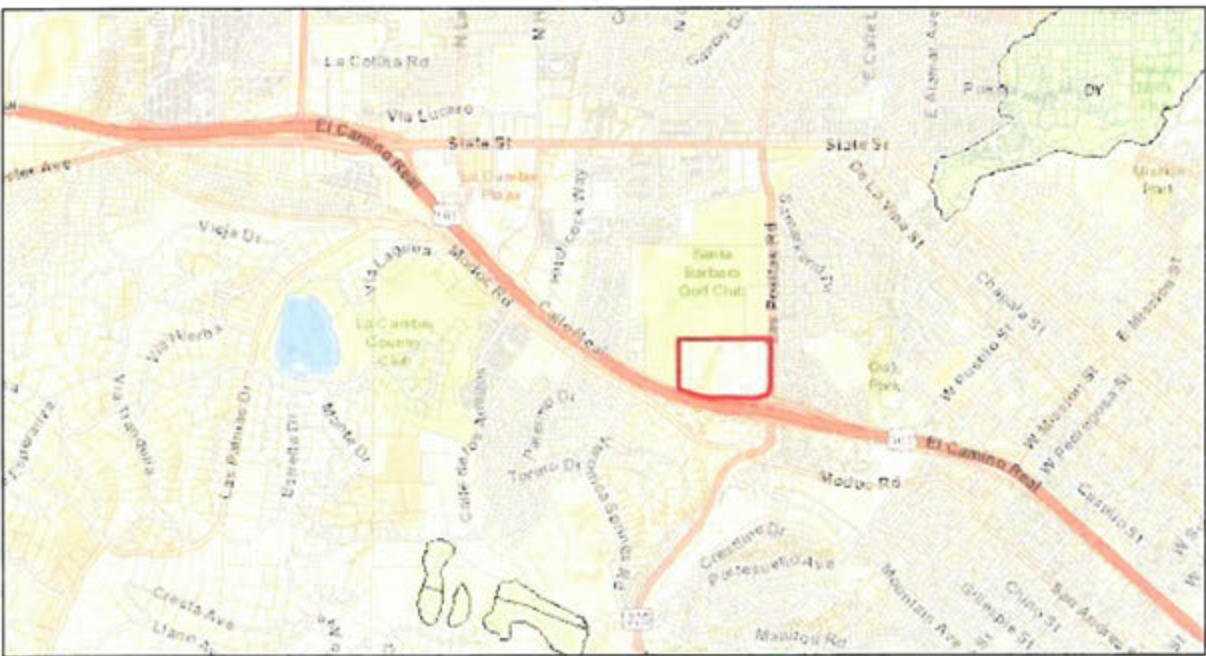


Geological: Landslide Potential



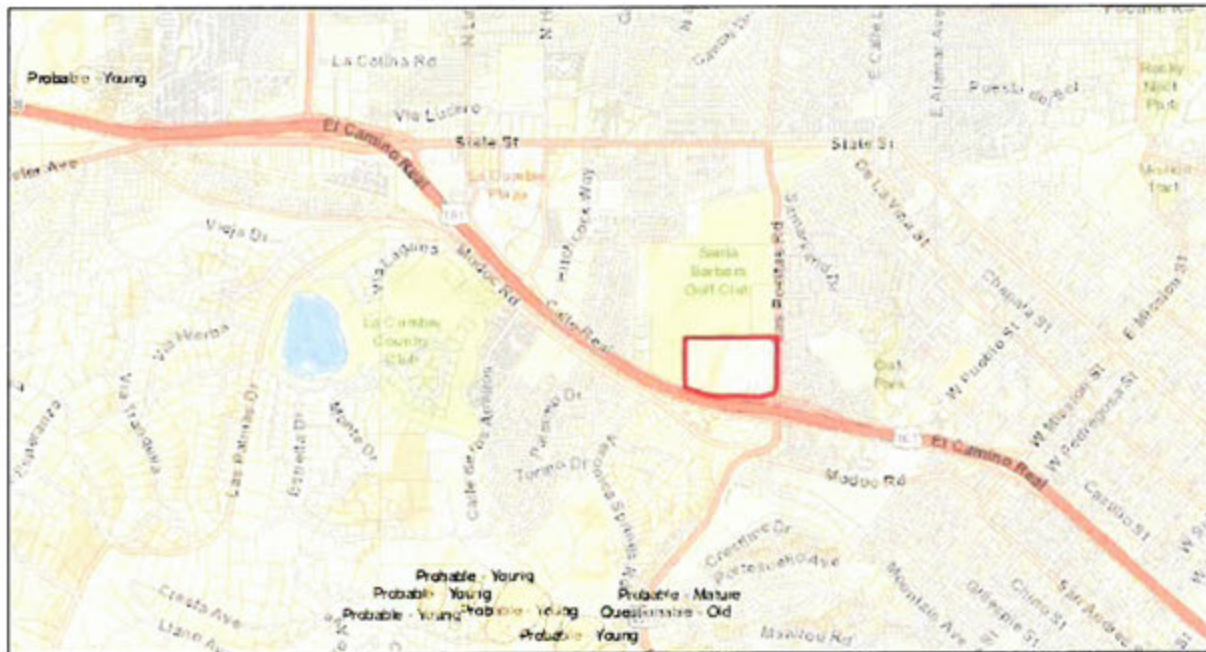
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Geological: Slope Failures [USGS (2006), Urban (2004)]



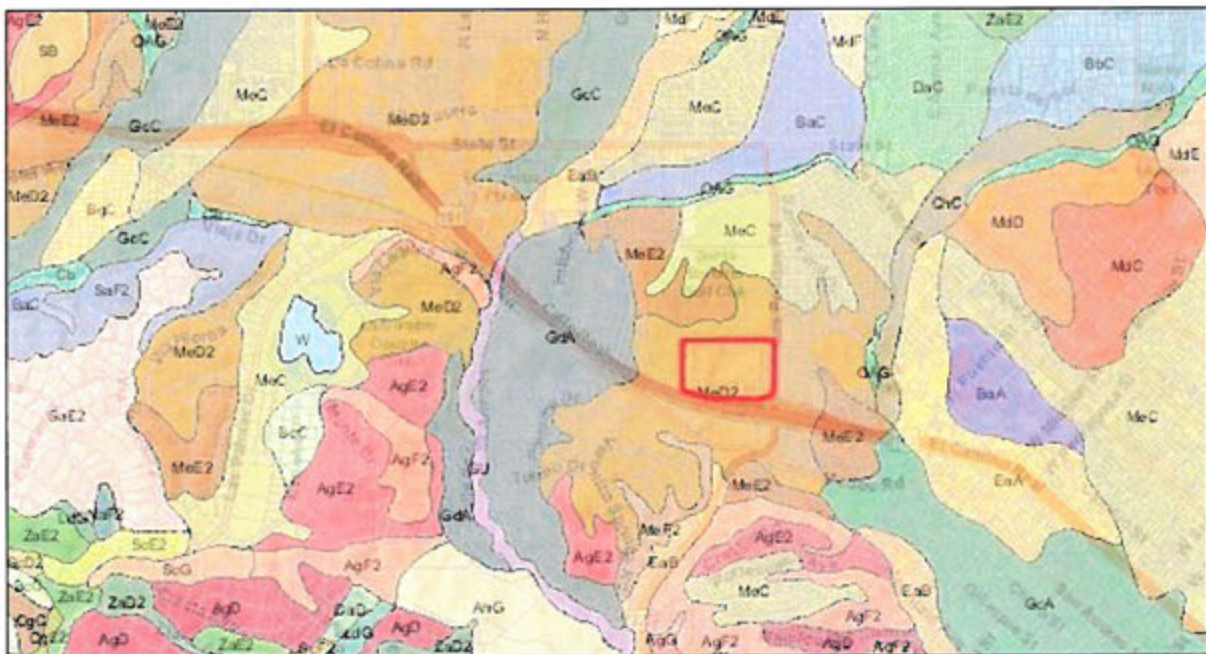


Geological: Slope Movement Classification



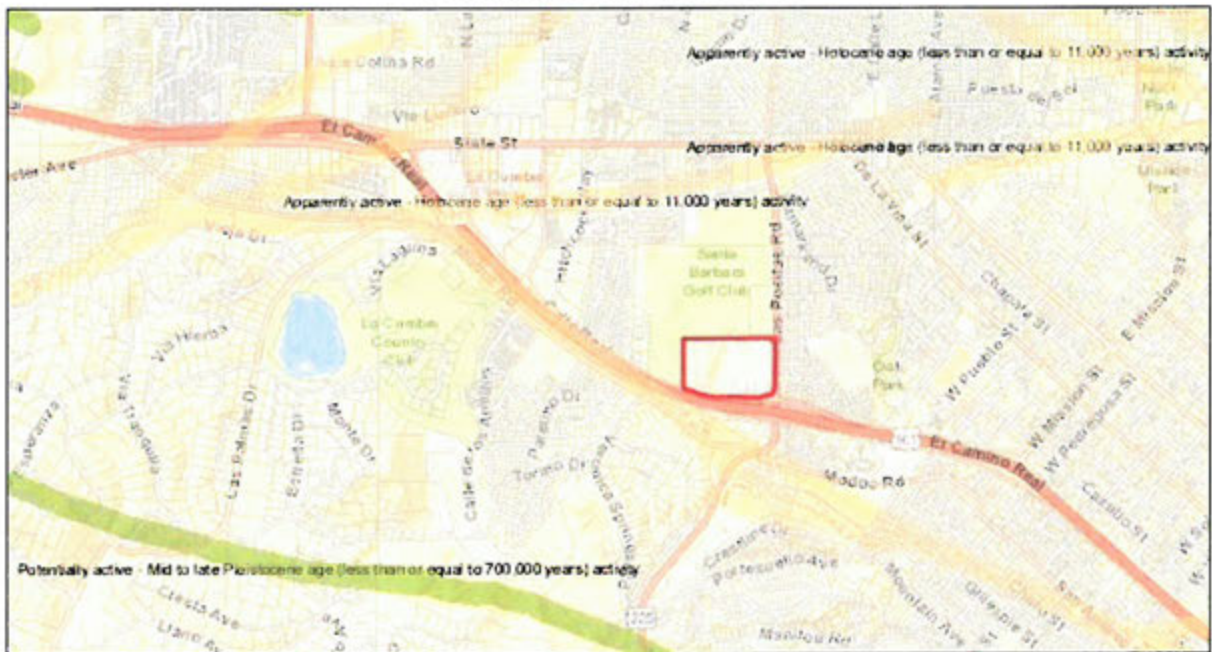
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Geological: Soil Types



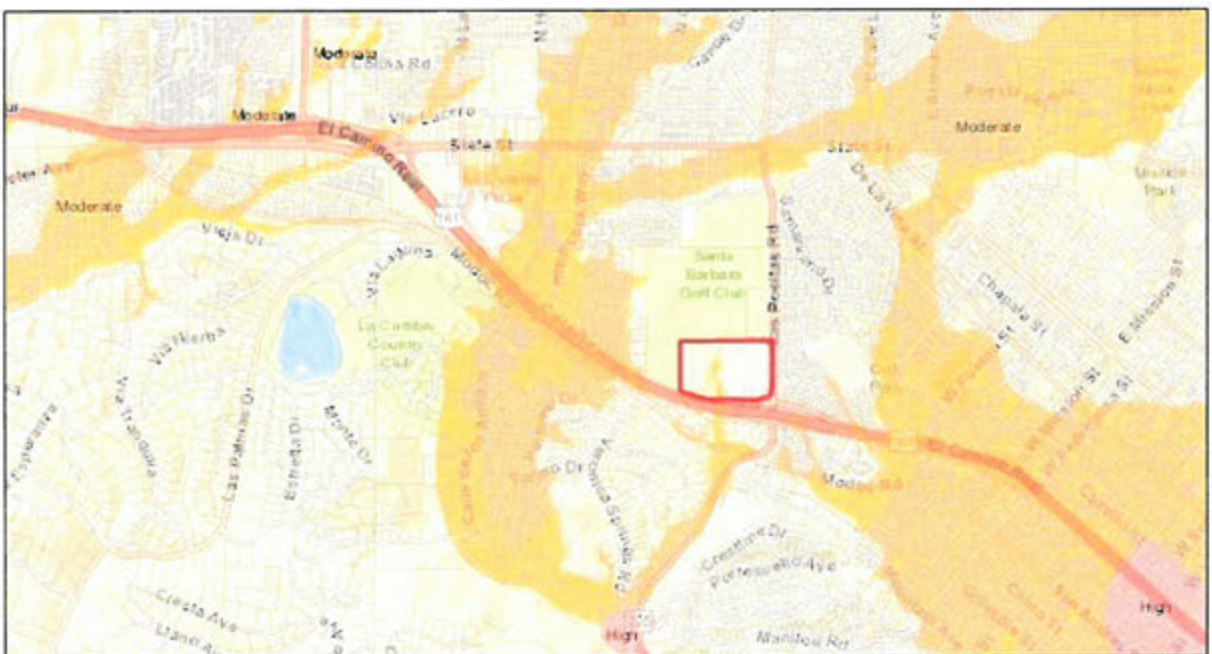


Geological: Fault Hazard Zones



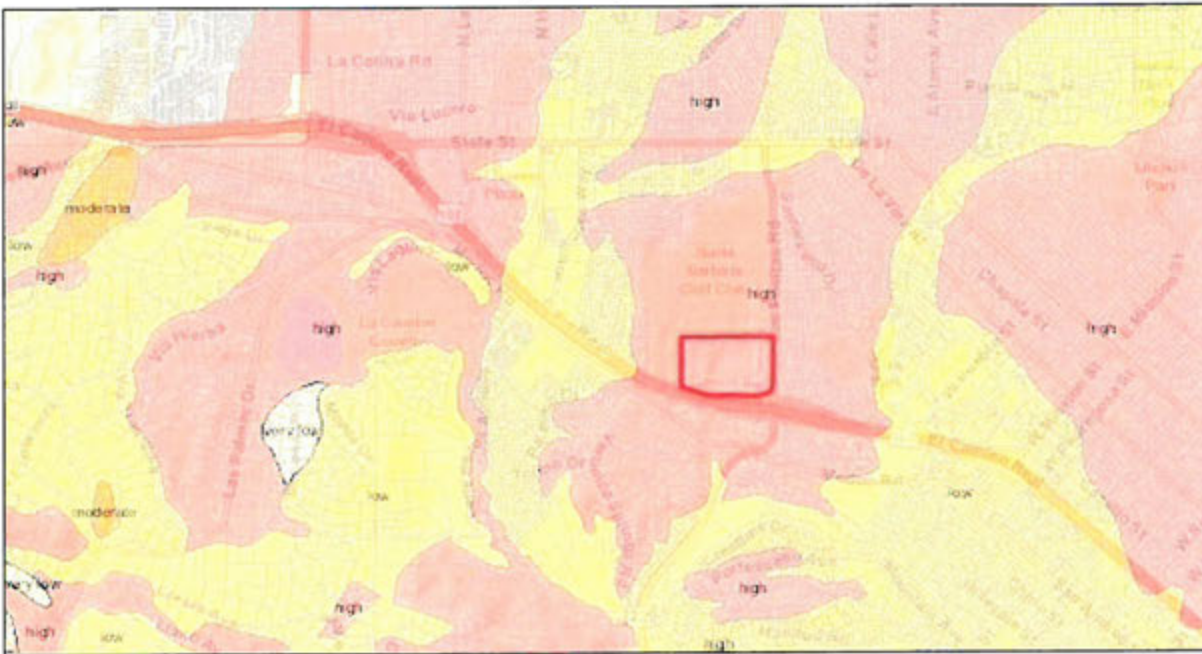
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Geological: Liquefaction Potential



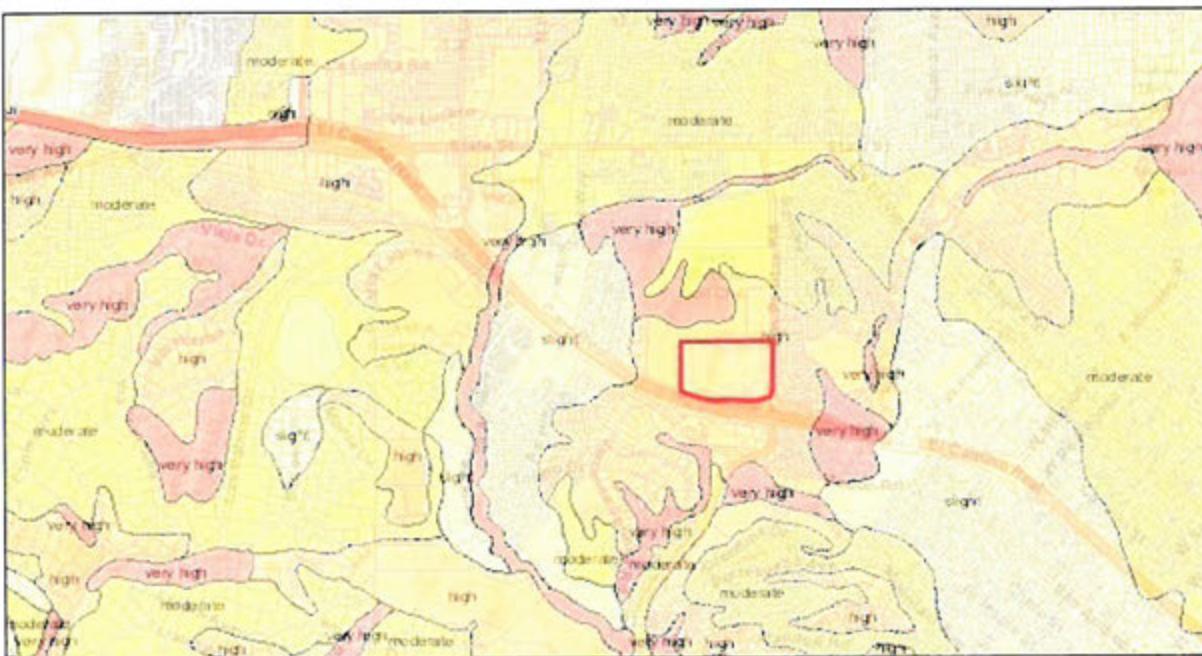


Geological: Expansive Soils



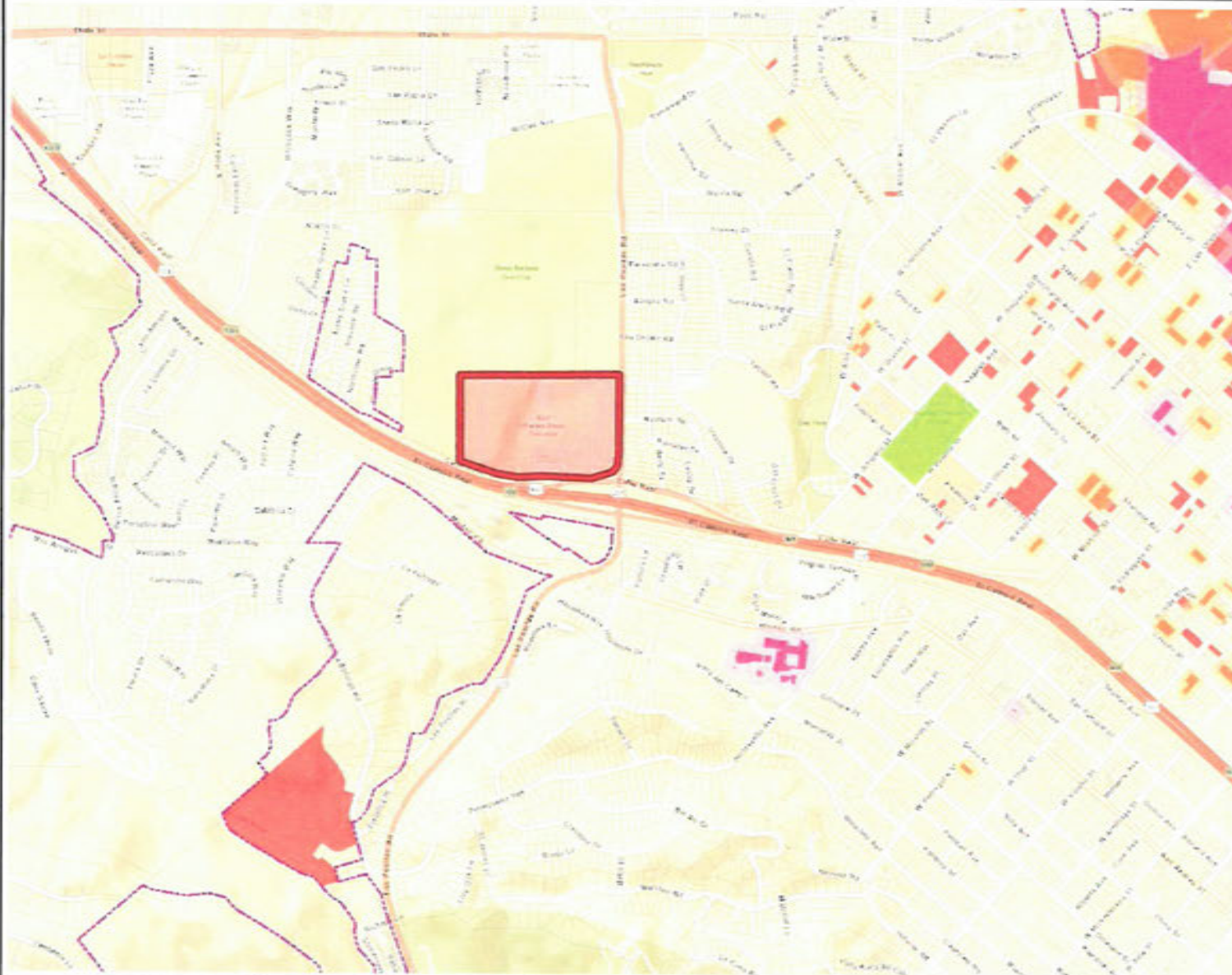
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Geological: Erosion Potential





Earl Warren Showgrounds



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 Merit
- Designated City Landmarks Set
- Designated Structures Of Merit
- 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 District
 - West Beach Tourist & Residential Historic District
 - West Downtown Historic District
- World Street Map

1: 20,890



3,481.629 0 1,740.815 3,481.629 Feet

MAP DISCLAIMER

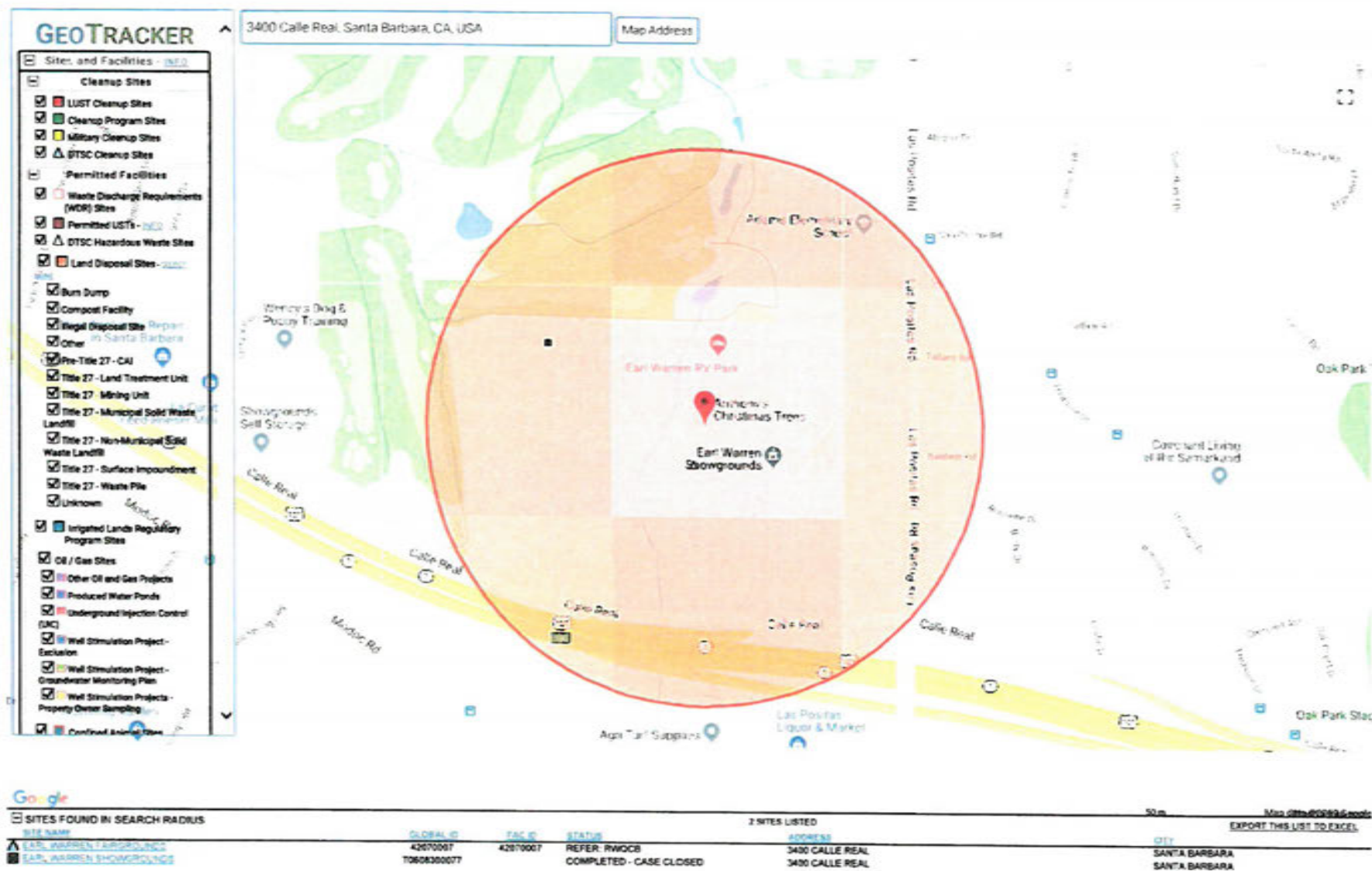
WGS_1984_Web_Mercator_Auxiliary_Sphere
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Reported on 08/06/2019 04:44 PM

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Notes

3400 Calle Real
APN 051-0230-017





STATE WATER RESOURCES CONTROL BOARD
GEOTRACKER



Tools

Reports

UST Case Closures

Information



EARL WARREN SHOWGROUNDS (T0608300077) - [\(MAP\)](#)

[SIGN UP FOR EMAIL ALERTS](#)

3400 CALLE REAL
SANTA BARBARA, CA 93105
SANTA BARBARA COUNTY
LUST CLEANUP SITE [\(INFO\)](#)

[PRINTABLE CASE SUMMARY / CSM REPORT](#)

CLEANUP OVERSIGHT AGENCIES

SANTA BARBARA COUNTY LOP [\(LEAD\)](#) - CASE #: 50262

CASEWORKER: [Closed Santa Barbara Co LOP Sites](#)

CENTRAL COAST RWQCB (REGION 3) - CASE #: 2028

[Summary](#) [Cleanup Action Report](#) [Regulatory Activities](#) [Environmental Data \(ES\)](#) [Site Maps / Documents](#) [Community Involvement](#) [Related Cases](#)

Regulatory Profile

[PRINTABLE CASE SUMMARY](#)

CLEANUP STATUS - [DEFINITIONS](#)

COMPLETED - CASE CLOSED AS OF 11/21/1995 - [CLEANUP STATUS HISTORY](#)

POTENTIAL CONTAMINANTS OF CONCERN

GASOLINE

POTENTIAL MEDIA OF CONCERN

SOIL

FILE LOCATION

ALL FILES ARE ON GEOTRACKER OR IN THE LOCAL AGENCY
DATABASE

DESIGNATED GROUNDWATER BENEFICIAL USE(S) - [DEFINITIONS](#)

MUN, AGR, IND, PROC

DWR GROUNDWATER SUB-BASIN NAME

Santa Barbara (3-017)

CALWATER WATERSHED NAME

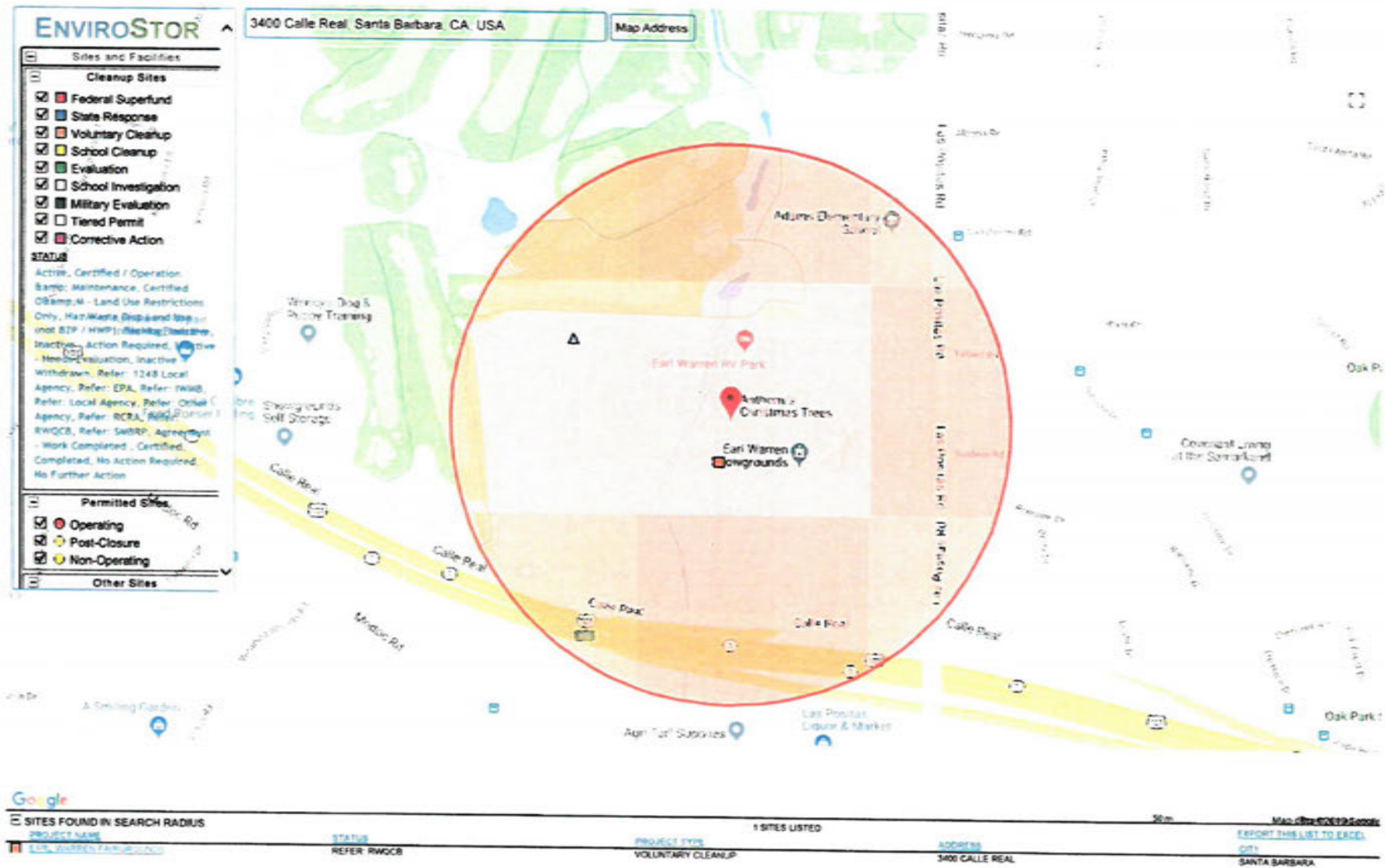
South Coast - South Coast - Santa Barbara (315.32)

Site History

COMPLETE LOP FILE HAS BEEN UPLOADED TO GEOTRACKER WEBSITE - HARD COPIES NO LONGER EXIST IN LOP FILES

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ENVIROSTOR

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[ESI](#)
[DTSC Web](#)

EARL WARREN FAIRGROUNDS (42070007)

[SIGN UP FOR EMAIL ALERTS](#)

3400 CALLE REAL
 SANTA BARBARA, CA 93105
 SANTA BARBARA COUNTY
SITE TYPE: VOLUNTARY CLEANUP

OFFICE: CLEANUP
 SACRAMENTO
CENSUS TRACT: 6083000200
CALENVIROSCREEN PERCENTILE SCORE: 16-20%

[Summary](#)
[Activities](#)
[Site/Facility Docs](#)
[Map](#)
[Related Sites](#)
[CalEnviroScreen](#)

Site Information

CLEANUP STATUS

REFER: RWQCB AS OF 6/30/1997

SITE TYPE: VOLUNTARY CLEANUP

NATIONAL PRIORITIES LIST: NO

ACRES: NONE SPECIFIED

APN: NONE SPECIFIED

CLEANUP OVERSIGHT AGENCIES:

RWQCB 3 - CENTRAL COAST - **LEAD AGENCY**

ENVIROSTOR ID:

42070007

SITE CODE:

300577

SPECIAL PROGRAM:

VOLUNTARY CLEANUP PROGRAM

FUNDING:

SITE PROPONENT

ASSEMBLY DISTRICT:

37

SENATE DISTRICT:

19

Regulatory Profile

PAST USE(S) THAT CAUSED CONTAMINATION

NONE SPECIFIED

POTENTIAL CONTAMINANTS OF CONCERN

NONE SPECIFIED

POTENTIAL MEDIA AFFECTED

NONE SPECIFIED

Site History

Fairgrounds. A former UST containing gasoline and storage shed containing malathion leaked into the subsurface soil. No possible contamination pathways and receptors are known because removal activities occurred. No Orders issued. Site is awaiting closure.

earl warren - Santa Barbara County APCD Air District, Annual

earl warren

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

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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

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

On-road Fugitive Dust - Zeroed out demolition

Vehicle Trips - Use default

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Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	14.00
tblConstructionPhase	NumDays	20.00	28.00
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	2/17/2020
tblConstructionPhase	PhaseEndDate	3/10/2020	3/20/2020
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	14.00	4.39
tblGrading	AcresOfGrading	0.00	4.39
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

[illegible]

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2020	3-31-2020	0.9226	0.9226
2	4-1-2020	6-30-2020	0.8531	0.8531
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

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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	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

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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	2/17/2020	5	14	
3	Grading	Grading	2/12/2020	3/20/2020	5	28	
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

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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

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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	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	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					0.1288	0.0000	0.1288	0.0698	0.0000	0.0698	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0285	0.2969	0.1506	2.7000e-004		0.0154	0.0154		0.0142	0.0142	0.0000	23.4015	23.4015	7.5700e-003	0.0000	23.5907
Total	0.0285	0.2969	0.1506	2.7000e-004	0.1288	0.0154	0.1442	0.0698	0.0142	0.0839	0.0000	23.4015	23.4015	7.5700e-003	0.0000	23.5907

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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	0.0000	0.0000	0.0000	0.0000	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	4.0000e-004	3.4000e-004	2.9900e-003	1.0000e-005	7.8000e-004	1.0000e-005	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6356	0.6356	2.0000e-005	0.0000	0.6361
Total	4.0000e-004	3.4000e-004	2.9900e-003	1.0000e-005	7.8000e-004	1.0000e-005	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6356	0.6356	2.0000e-005	0.0000	0.6361

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					0.1288	0.0000	0.1288	0.0698	0.0000	0.0698	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0285	0.2969	0.1506	2.7000e-004		0.0154	0.0154		0.0142	0.0142	0.0000	23.4015	23.4015	7.5700e-003	0.0000	23.5907
Total	0.0285	0.2969	0.1506	2.7000e-004	0.1288	0.0154	0.1442	0.0698	0.0142	0.0839	0.0000	23.4015	23.4015	7.5700e-003	0.0000	23.5907

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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	0.0000	0.0000	0.0000	0.0000	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	4.0000e-004	3.4000e-004	2.9900e-003	1.0000e-005	7.8000e-004	1.0000e-005	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6356	0.6356	2.0000e-005	0.0000	0.6361
Total	4.0000e-004	3.4000e-004	2.9900e-003	1.0000e-005	7.8000e-004	1.0000e-005	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6356	0.6356	2.0000e-005	0.0000	0.6361

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					0.0866	0.0000	0.0866	0.0466	0.0000	0.0466	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0340	0.3694	0.2247	4.2000e-004		0.0178	0.0178		0.0164	0.0164	0.0000	36.4823	36.4823	0.0118	0.0000	36.7772
Total	0.0340	0.3694	0.2247	4.2000e-004	0.0866	0.0178	0.1045	0.0466	0.0164	0.0630	0.0000	36.4823	36.4823	0.0118	0.0000	36.7772

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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	0.0000	0.0000	0.0000	0.0000	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	6.7000e-004	5.7000e-004	4.9800e-003	1.0000e-005	1.3000e-003	1.0000e-005	1.3100e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0593	1.0593	4.0000e-005	0.0000	1.0602
Total	6.7000e-004	5.7000e-004	4.9800e-003	1.0000e-005	1.3000e-003	1.0000e-005	1.3100e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0593	1.0593	4.0000e-005	0.0000	1.0602

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					0.0866	0.0000	0.0866	0.0466	0.0000	0.0466	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0340	0.3694	0.2247	4.2000e-004		0.0178	0.0178		0.0164	0.0164	0.0000	36.4822	36.4822	0.0118	0.0000	36.7772
Total	0.0340	0.3694	0.2247	4.2000e-004	0.0866	0.0178	0.1045	0.0466	0.0164	0.0630	0.0000	36.4822	36.4822	0.0118	0.0000	36.7772

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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	0.0000	0.0000	0.0000	0.0000	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	6.7000e-004	5.7000e-004	4.9800e-003	1.0000e-005	1.3000e-003	1.0000e-005	1.3100e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0593	1.0593	4.0000e-005	0.0000	1.0602
Total	6.7000e-004	5.7000e-004	4.9800e-003	1.0000e-005	1.3000e-003	1.0000e-005	1.3100e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0593	1.0593	4.0000e-005	0.0000	1.0602

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

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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

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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

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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

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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

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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

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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

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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

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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**

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	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	lbs/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

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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

Land Use	Miles			Trip %			Trip Purpose %		
	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

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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

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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

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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**

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	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

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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

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	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

earl warren - Santa Barbara County APCD Air District, Annual

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

earl warren - Santa Barbara County APCD Air District, Annual

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

earl warren - Santa Barbara County APCD Air District, Summer

earl warren**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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

earl warren - 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

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

On-road Fugitive Dust - Zeroed out demolition

Vehicle Trips - Use default

earl warren - 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	14.00
tblConstructionPhase	NumDays	20.00	28.00
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	2/17/2020
tblConstructionPhase	PhaseEndDate	3/10/2020	3/20/2020
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	14.00	4.39
tblGrading	AcresOfGrading	0.00	4.39
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

earl warren - Santa Barbara County APCD Air District, Summer

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	6.6084	68.8832	38.3399	0.0721	24.7956	3.4722	28.2677	13.3501	3.1944	16.5445	0.0000	7,052.1368	7,052.1368	2.1271	0.0000	7,093.3012
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	68.8832	38.3399	0.0721	24.7956	3.4722	28.2677	13.3501	3.1944	16.5445	0.0000	7,052.1368	7,052.1368	2.1271	0.0000	7,093.3012

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	6.6084	68.8832	38.3399	0.0721	24.7956	3.4722	28.2677	13.3501	3.1944	16.5445	0.0000	7,052.1368	7,052.1368	2.1271	0.0000	7,093.3012
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	68.8832	38.3399	0.0721	24.7956	3.4722	28.2677	13.3501	3.1944	16.5445	0.0000	7,052.1368	7,052.1368	2.1271	0.0000	7,093.3012

[illegible]

earl warren - Santa Barbara County APCD Air District, Summer

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

earl warren - 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	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	12/31/2019	5	0	
2	Site Preparation	Site Preparation	1/29/2020	2/17/2020	5	14	
3	Grading	Grading	2/12/2020	3/20/2020	5	28	
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

earl warren - Santa Barbara County APCD Air District, Summer

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

earl warren - 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	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	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					18.3988	0.0000	18.3988	9.9666	0.0000	9.9666			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	18.3988	2.1974	20.5962	9.9666	2.0216	11.9882		3,685.1016	3,685.1016	1.1918		3,714.8975

earl warren - Santa Barbara County APCD Air District, Summer

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	0.0000	0.0000	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	0.0563	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	0.0563	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

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					18.3988	0.0000	18.3988	9.9666	0.0000	9.9666			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	18.3988	2.1974	20.5962	9.9666	2.0216	11.9882	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975

earl warren - Santa Barbara County APCD Air District, Summer

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	0.0000	0.0000	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	0.0563	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	0.0563	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

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					6.1884	0.0000	6.1884	3.3282	0.0000	3.3282			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	6.1884	1.2734	7.4618	3.3282	1.1716	4.4997		2,872.4851	2,872.4851	0.9290		2,895.7106

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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	0.0000	0.0000	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	0.0469	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	0.0469	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

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					6.1884	0.0000	6.1884	3.3282	0.0000	3.3282			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	6.1884	1.2734	7.4618	3.3282	1.1716	4.4997	0.0000	2,872.4851	2,872.4851	0.9290		2,895.7106

earl warren - Santa Barbara County APCD Air District, Summer

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	0.0000	0.0000	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	0.0469	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	0.0469	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

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

earl warren - Santa Barbara County APCD Air District, Summer

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

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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

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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

earl warren - Santa Barbara County APCD Air District, Summer

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

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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

earl warren - Santa Barbara County APCD Air District, Summer

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

earl warren - Santa Barbara County APCD Air District, Summer

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

earl warren - Santa Barbara County APCD Air District, Summer

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**

earl warren - 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	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

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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

Land Use	Miles			Trip %			Trip Purpose %		
	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

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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					
Natural Gas 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
Natural Gas 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

earl warren - Santa Barbara County APCD Air District, Summer

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**

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	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

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

earl warren - Santa Barbara County APCD Air District, Summer

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

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

Equipment Type	Number
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11.0 Vegetation
