

Summary of Preliminary Environmental Review

FORMER SEARS SITE ALTERNATIVE

Project: Discontinue current land uses. Develop in empty parking lot a 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 or earthwork, no export.

Sears Street Site: Location: 3845 State Street, Santa Barbara, CA 93105; APN 051-010-008; east of the intersection of Calle Real and S. La Cumbre Road. Size: 9.45 Acres. Ownership: Riviera Dairy Products. Existing Land Use: Sears/Vacant - Parking Lot, part of La Cumbre Plaza.

ENVIRONMENTAL IMPACT		IMPACT SIGNIFICANCE LEVEL
AIR QUALITY	Criteria Air Pollutants (ozone precursors, particulates; proximity to Highway 101)	Less than Significant Impact Measures to minimize effects identified with design.
	Greenhouse Gas (CO ₂ e – mobile, stationary sources)	Less than Significant Impact Design/CEQA review to refine measures to minimize.
BIOLOGICAL RESOURCES	Mature Trees Lost (90 trees)	Potentially Significant Impact Feasible mitigation/residual impact 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 measures incorporated in project to minimize effects.
GEOPHYSICAL CONDITIONS	Seismic (earthquake fault zone)	Potentially Significant Fault Rupture Impact Requires further analysis with design/CEQA.
	Geologic, Soil Conditions (liquefaction, soils, shallow groundwater)	Less than Significant Impact Addressed with standard engineering & regulations.
HAZARDS	Soil Contamination, Hazardous Materials Risk of Upset, Fire Hazard	Less than Significant Impacts Addressed with standard regulatory provisions.
HERITAGE RESOURCES	Archaeological Resources (sensitivity zone for subsurface resources from prehistoric era)	Potentially Significant Impact Likely mitigable with further analysis/CEQA review.
	Historic Resources	Less than Significant Impact
	Tribal Cultural Resources	Less than Significant Impact
HYDROLOGY, WATER QUALITY	Flood Hazard (flood zone X minimal risk)	Less than Significant Impact
	Drainage/Water Quality (Tier 3 Storm Water Management; Construction Best Management Practices)	Less than Significant Impacts With standard measures determined with design.
LAND USE	Policy Consistency (plans, zoning)	Less than Significant Impacts
	Growth-Inducing Effect	Less than Significant Impact
NOISE	Long-Term Operations Noise	Less than Significant Impact
	Temporary Construction Noise (residential, day care uses in proximity)	Less than Significant Impact Standard measures would apply to minimize effect.
OPEN SPACE, VISUAL	Open Space/Visual Resources, Scenic Views, Visual Compatibility, Lighting	Less than Significant Impacts Addressed with Design Review approval.
PUBLIC FACILITIES & SERVICES	Fire, Police, Schools, Parks (Services demand)	Less than Significant Impacts
PUBLIC UTILITIES	Water, Wastewater, Solid Waste Demand	Less than Significant impacts Further analysis of construction waste with CEQA.
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 Project design review to identify applicable measures.
	Temporary Construction Traffic	Less than Significant Impact Addressed with standard measures to minimize effects

*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
Former Sears Building Site Alternative (La Cumbre Plaza)
PRELIMINARY ENVIRONMENTAL REVIEW

August 2019

Site Alternative

The site alternative at 3845 State Street (Assessor's Parcel Number 051-010-008) is located on the corner of Calle Real and South La Cumbre Road in the Upper State Street area. Up to four acres of a 9.45-acre parcel would be used for the police station development. This parcel is part of the 31-acre La Cumbre Plaza shopping center.

The site is currently developed with commercial buildings of approximately 150,000 square feet of floor area (former Sears buildings at La Cumbre Plaza shopping mall) and 639 surface parking lot spaces.

The property is bounded on the north by La Cumbre Plaza Lane; on the south by Calle Real; on the east by the Arroyo Burro Creek; and on the west by South La Cumbre Road. Surrounding land uses in the area include medium to high density residences, automobile dealerships, gas stations, and other commercial businesses.

Project Description

The police station project would be located on up to four acres on the western portion of the parcel, and would not necessitate the removal of the existing buildings. The project would entail removal of approximately 314 existing parking spaces and a majority of the existing onsite trees (estimated 90 trees) in order to accommodate development of the police facility project. The site could accommodate up to approximately 105 parking spaces that could remain as surface parking for public, non-secured parking at the Police Station.

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

The project consists of the development of a three-story police station structure of up to 72,000 square feet (approximate 36,000 SF footprint), a new 131,255 square foot secure parking structure (approximate 35,000 SF footprint) 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. The structure would have a maximum height of 45 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 at 28 months, including three months for demolition and earthwork for site preparation, and 25 months for the construction phase.

The project site, structures, and construction proves 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 with 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), 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 from 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 via CalEEMod (model v. 2016.3.2) identifies total long-term and construction emissions (table below), showing that emissions would be below the 240 lbs/day impact significance threshold for any pollutant from combined mobile and stationary sources, and below the 25 lbs per day threshold for ROG or NOx emissions from mobile source emissions.

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

measures for minimizing equipment emissions applied per City permitting procedures (e.g., use of alternative-powered equipment; equipment maintenance; and use of catalytic converters).

Dust generation during project demolition and earthwork would generate particulates and could potentially 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 APCD guidelines are considered to fully mitigate fugitive dust emission impacts (measures include sprinkling of work areas; treatment of exported and stockpiled soils; gravel pads at access points; treatment of graded areas; and dust control monitor).

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

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

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

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

An initial CalEEMod analysis estimates project GHG emissions generation, including amortized construction emissions at 2,477 tons per 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 citywide General Plan buildout.

Project greenhouse gas generation represents a less than significant project-specific greenhouse gas effect and contribution to cumulative climate change effects. The project will likely build in design elements that will continue to lower the emissions below the threshold.

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

portion of the property identified as an alternative for police station development 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 this area. 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 and located within an urbanized setting with vehicle parking lot use and the former Sears buildings on-site. The property currently has approximately 90 mature ornamental/horticultural trees. Tree species include various Eucalyptus, Tipuana tipu, various Willows, Southern Magnolia, and Palm Trees. Other plants and shrubs include a variety of roses, Sage, Jasmine, and various grasses which are spread throughout the site.

The onsite vegetation has some limited biological value as habitat for urban-adapted wildlife species. Bird species observed during a staff site visit (2019) were American Crows.

The City Master Environmental Assessment (MEA) biological resources mapping identifies the site as urban with ornamental trees and ruderal vegetation (disturbed area weedy vegetation). On the border of the larger parcel to the southeast of the development site area, there is a creek with areas of coastal sage scrub, Eucalyptus grove, riparian woodland, and wetland upland habitat. There are no identified supporting vegetation or known sightings of listed or protected wildlife or vegetation species on the portion of the property that is a site alternative for the police station project.

Long-Term Impact: The project redevelopment would be on the western, already paved and developed portion of the parcel, at sufficient distance that it would not affect the creekside habitat resources to the southeast. Following project design, as part of CEQA environmental review, this issue would be further evaluated, and as needed, any measures to protect creekside resources would be applied to the project.

Removal of a majority of the existing trees is anticipated in order to accommodate redevelopment with the police station. The loss of up to 90 existing specimen trees would represent a potentially significant long-term biological resources impact from loss of the biological value of the trees for wildlife habitat, air quality and shade, water quality, and visual aesthetics. Until the project is designed, it is unclear whether the impact due to tree loss would be partially mitigated or fully mitigated by onsite and/or offsite replacement tree plantings. At this time, the impact is identified as a 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) will move away during construction. Potential construction-related impacts associated with nesting birds would be addressed with standard measures to avoid effects to nesting birds until the young have fledged (measures such as survey, nest protections, redirection of work). Potential effects to any nearby specimen trees to be retained would be addressed with standard measures (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 City MEA maps also identify a portion of the site as located within a mapped earthquake fault hazard zone. The zone is a 200-foot buffer area on each side of an apparently active Holocene age seismic fault (activity less than or equal to 11,000 years ago) that crosses the project site alternative. As part of project design and CEQA environmental review, further technical analysis would be required to confirm fault location and hazard level on the project site, as well as project feasibility, and any project design parameters to feasibly address this issue.

The MEA identifies that the site is potentially subject to moderate liquefaction (loss of shear strength of saturated soil during earthquake shaking). Liquefaction is a common condition usually feasibly addressed with standard engineering methods for site preparation and foundation design, and which is required to be addressed to safety criteria per building code regulations.

The project site is not within hazard zones for tsunami or seiche (i.e., large earthquake-induced waves at the shoreline or within an enclosed water body).

Potentially significant seismic impact associated with earthquake fault rupture.

Geology and Soils: The MEA identifies the site as subject to low landslide potential; moderate to very high soil erosion hazard, moderate to very high expansive soil hazard; and moderately shallow to potentially shallow depth to groundwater. The project would not exacerbate existing geophysical hazards. 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. The project would not exacerbate existing geophysical hazards. The project would require further technical analysis of the site as part of design and CEQA environmental review to confirm seismic conditions and a feasible design meeting standards. The redevelopment of the site would also be subject to existing regulatory provisions for addressing geophysical conditions per safety criteria for essential facilities. Potentially 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 one prior soil contamination cleanup on the project site that involved lead contamination. The site was remediated and closed in 1996. Three prior cleanup sites, associated with gasoline stations, are within 1000 feet of the project site. All cleanup sites are shown to be remediated and closed. Due to the remediated status, localized nature of the incidents, and distances from the project site, these prior cases do not have the potential to affect the project development, occupants, or the surrounding area.

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

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

Aircraft: The site is not located close to an airport or within a designated runway safety or land use safety zone. There is no intention to include a helicopter pad 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 portions of the larger property as within an area potentially sensitive for subsurface prehistoric-era archaeological resources. The area identified as sensitive is along the watercourse to the southeast of the area potential project development site. No prior archeological investigations of the project development site have been identified.

The project is expected to be developed on grade at the site. As such, disturbance of the site is estimated at no more than a six-inch depth. If the project disturbance would only occur in areas previously disturbed from prior development of the site, the likelihood of intact subsurface resources is low.

Following conceptual project design, a determination will be made in accordance with the City MEA Guidelines as to the need for an archaeological investigation of the site in conjunction with environmental review of the project and prior to permit approval for the project. In this event, per provisions of CEQA and City resource protection policies, any feasible measures identified as needed to avoid or minimize potentially significant effects on archaeological resources (e.g., consultation with Chumash representatives; monitoring of earthwork; collection, documentation, analysis, curation of artifacts, etc.) 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, likely mitigable to a less than significant archaeological resources impact with required application of City MEA provisions.

Historical Resources: The site is not located within a City historic district or historic design district. 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 08-19.) Less than significant historical resources impact.

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

HYDROLOGY AND WATER QUALITY

Flood Hazard: The project site is designated in Zone X (unshaded) for area of minimal flood hazard. This is evidenced on the Federal Emergency Management Agency (FEMA) Flood Map number 06083C1386H, effective November 4, 2015. The project site is not located in a special flood hazard risk zone. The area southeast of the property along the creek is within a flood hazard zone.

Applicable design provisions of Federal and State flood regulations and the City Floodplain Ordinance would be required to ensure no significant flood-related impact would result. The project would not exacerbate any existing flood hazard. Less than significant flood hazard impact.

Drainage and Water Quality: The proposed project would result in changes to the drainage pattern on the project site. The project would be required to be designed to meet Tier 3 storm water runoff requirements of the City's Storm Water Management Plan and Ordinance (SBMC 22.87), 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 could include straw wattles, silt fences, and sediment filters/barriers. Less than significant short-term drainage and water quality impact.

LAND USE

The site is not located in the Central Business District. The General Plan land use designation for the majority of the site is Commercial/High Density Residential (28-36 du/ac). A small portion of the site closest to the freeway is Commercial/Medium High Density Residential (15-27 du/ac).

The site is located in the Upper State neighborhood of the General Plan. The Upper State Street Neighborhood is bounded on the north by a line mid-block behind the commercial properties on the north side of State Street and by Via Lucero; on the south by Highway 101, and the southern boundary of the commercial properties fronting on State Street and De la Vina Street; on the east by Mission Creek; and on the west by Highway 154. The Upper State Street neighborhood is mainly a commercial area anchored by La Cumbre Plaza, Five Points Shopping Center, and Loreto Plaza. Other nonresidential uses include auto dealerships, offices, motels, banks, restaurants and medical offices. A police station is consistent with the Commercial/High Density Residential and Commercial Industrial/ Medium High Density Residential land use designations of the area.

The project site zoning designation is C-G/USS (Commercial General/Upper State Street Area Overlay) Zone. The C-G Zone is intended to provide a wide range of commercial uses, serving as the City's major retail, professional, and service zone. A "Public Facility" is an allowed use in the C-G Zone. Public Facilities are described as "Facilities owned or operated by a governmental agency providing services such as clerical or public contact offices, police and fire protection including any indoor shooting range operated by and for a law enforcement agency, and emergency medical services".

The Upper State Street (USS) Overlay Zone was established to control nonresidential floor area and related traffic in the Upper State Street Area. State Street is the only major east-west surface street serving the Upper State Street Area and it is one of the most heavily traveled streets in the City. In the USS Overlay Zone, the maximum height of a structures is not to exceed the requirements of the base zone, or 45 feet, whichever is less. In this case, it would be 45 feet. The maximum floor area of the building is to be no more than the total floor area of a two-story building that could be constructed on the lot in compliance with all applicable zoning regulations for setbacks, open space, and parking. The police station would be designed to meet these specific requirements.

On May 7, 2019, the City Council received a staff report regarding potential options for redevelopment of the La Cumbre Plaza shopping center, including redevelopment of individual parcels, a Development

Agreement for the former Sears site; and initiation of a Specific Plan for the entire shopping center. No final determination was made and further study was directed.

Growth-Inducing Effect: The existing police service operations at four locations would be consolidated at the new facility and no substantial increase in service levels is proposed as part of the project. 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 development. The project would be built in an urbanized area that is currently served by all required infrastructure. No substantial extension or expansion of utilities that could support additional growth beyond the project is involved. *Less than significant growth-inducing impact.*

Consistency with Land Use Plans and Policies: A police station use is consistent with the C-G Zone as well as the General Plan land use designations of Commercial/High Density Residential and Commercial/Medium High Residential. Some General Plan policies and implementation actions applicable to the project which were adopted in part for the purpose of mitigating environmental impacts include:

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

Land Use Element Policy LG15 (Sustainable Neighborhood Planning). LG15.2 (La Cumbre Plaza Specific Plan)

Fiscal Health Policy EF27 (City Services and Facilities).

Environmental Resources Element Policy ER1 (Climate Change).

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

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

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

Conservation Element Policy 4.0 (Trees)

Conservation Element Policy 4.1 (Mature trees)

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

Less than significant environmental impact associated with 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 former Sears site as being subject to average ambient noise levels of 60-70 decibels dBA (Ldn or CNEL scales) or greater, with the higher noise levels located closer to Highway 101. 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 medium-high density residential, across South Hope Avenue, to the east.

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

Noise Compatibility of Proposed Land Use: The noise compatibility standards of the City General Plan noise policies identify a normally acceptable maximum average exterior ambient noise level for a professional office building as 75 dBA CNEL or Ldn. The existing average ambient noise level at the former Sears site is less than 75 dBA Ldn. 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 to standards of 50 dBA or less, the maximum average interior noise level for a professional office building.

Long-Term Operations Noise: The current parking lot use at the property involves some vehicle and parking noise, largely masked to the surrounding area due to distance and ambient background noise. The police station use would similarly involve some vehicle and parking noise (primarily within a 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 noise-sensitive land uses in the surrounding area. 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 uses during a construction period estimated at up to 28 months. Estimated phasing of the process includes demolitions and grading for site preparation – 3 months; construction and interior building finishing – 25 months. Equipment and vehicle staging is expected to occur onsite and within adjacent rights-of-way areas as needed.

Surrounding area residences are located approximately 550 feet from the site. Noise generally diminishes by six decibels for every doubling of the distance from the source, and may be further moderated if there

are intervening structures or other noise. Construction equipment noise of 80 dbA Leq (noise level at the time it is occurring) at fifty feet would be reduced to 20 dbA Leq at the property line of the residence, a less than audible level. 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 Sears site is partially paved with two buildings, and the MEA identifies the site as urban and not containing any important open space such as a unique visual resource, or shoreline or hillside resources. Public scenic views of the hillsides are primarily attained through the street corridors. Parking areas of the site and other properties along the south side of upper State Street provide some openness and views of hillsides, however the site does not have a specified public gathering area, and does not represent an important public viewing location for scenic views. No substantial change affecting important open space, natural visual resources, or loss of scenic public views would result. Less than significant open space and visual resources impacts.

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

Lighting. The existing parking 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 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 an existing park or recreation facility and the project would not have an impact associated with loss or interference with a park or recreational facility.

The project is within the scope of analysis and growth assumptions of the City General Plan and associated Program environmental impact report (EIR) (2011). The EIR analysis concluded that fire, police, schools, and parks services will be 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. Less than significant public facilities and services impacts.

PUBLIC UTILITIES (Water, Wastewater, Solid Waste)

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

Water Supply: Based on City water demand factor for institutional/office land uses, 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.

The project is part of the forecasted citywide growth to year 2030 evaluated in the Program EIR for the General Plan. The analysis concluded that a sufficient long-term water supply would support existing and forecasted growth.

More detailed analysis of the police station would be done as part of project design and CEQA environmental review to confirm adequacy of mains and distribution system in the vicinity of the project, and as needed to require any upgrades as part of the project. The project water use would constitute a less than significant water supply impact.

Wastewater: The City 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. Thus, the additional wastewater flow from the police station building into the City collection and treatment 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 collection system in the vicinity of the project, and as needed any upgrades would be required as part of the project. The estimated project wastewater generation is considered incremental and therefore would represent a less than significant impacts to the wastewater system.

Solid Waste: **Solid Waste:** Long-term operational solid waste generation by the police station is estimated at up to 93.6 tons/year annually, based on the institutional/office waste generation rate ($72,000 \text{ SF} \times .0013 \text{ tons/year}$). With recycling services in place, more than 50% of solid waste is expected to be recycled and would not utilize limited landfill disposal capacity, reducing the estimated impact to 46.8 tons/year or less. The project waste generation would not exceed the project-specific impact significance threshold (196 tons/year), and the project long-term solid waste impact would be less than significant.

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

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

TRANSPORTATION

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

Project Specific Traffic: 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 existing retail land use is not proposed to change and the police station project would occupy an existing parking lot area. 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.

An impacted roadway intersection is defined by Santa Barbara policy as operation at a vehicle traffic volume-to-intersection capacity ratio exceeding 77% during peak hours, which represents a high "C" level of service (LOS) within the A to F range of operating conditions. The 2011 General Plan EIR identified up to 27 intersections where significant 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.

It is anticipated the project will require a Traffic Model analysis to confirm whether or not the proposed project would have a significant effect on traffic and circulation. The traffic assessment will look at trip generation rates estimated for the project during peak hours of the weekday morning and evening commutes (7-9 a.m. and 4-6 p.m.), and the trip distribution patterns. 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: Hope and Calle Real, Calle Real and Highway 101 NB

Ramps, La Cumbre and State, Hope and State, and Hitchcock and State. If a significant effect occurs, it would be inconsistent with City traffic management policy. Potentially significant traffic impact.

Cumulative Traffic: A considerable project contribution to cumulative traffic effects is identified when a project's net peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable projects would cause a roadway intersection to exceed 0.77 V/C; or when the project would contribute peak-hour traffic to an intersection already exceeding 0.77 V/C.

The Program EIR for the 2011 General Plan provided a citywide cumulative traffic analysis to the year 2030 using this threshold, identifying numerous intersections with existing or forecasted significant traffic congestion impacts. In adopting the General Plan, the City Council made findings of overriding consideration that the benefits of the Plan overrode the significant traffic impacts, thereby deeming the cumulative traffic impacts as acceptable. This project would contribute to the significant cumulative traffic impacts identified in the Program EIR. The project is within the overall growth assumptions for the EIR analysis but not within the growth distribution assumptions of the EIR traffic analysis, as a police station was not anticipated to be located outside of the City's Downtown. It is anticipated that the project would require an addendum or supplement to the Program EIR to analyze the project's traffic effects to the overall transportation network. Potentially considerable contribution to significant citywide cumulative traffic impacts.

Short-Term Construction Traffic: The project would generate construction-related traffic that would occur over the 28 month construction period and would vary depending on the stage of construction. The duration of demolition and earthwork for site preparation is estimated at approximately three months, and facility construction estimated at one year. Truck trips would be associated with removal of demolition materials, transport of construction equipment, construction materials, and workers. Most construction-related transport occurs outside of peak hours. The Transportation Division's initial assessment is that, given traffic levels in the area and the duration of the construction process, short-term construction-related traffic would constitute a less than significant impact. Standard measures to minimize effects would be applied, including restrictions on the hours permitted for construction trips outside of peak traffic hours, approval of routes for construction traffic, and designation of specific construction staging and parking areas. Less than significant construction traffic impact with standard measures.

Bicycle/Pedestrian/Public Transit: The closest MTD bus stops to the site are located along Calle Real, adjacent to the site, and along Plaza Ave within the La Cumbre Plaza shopping center. These stops serve the "Oak Park" MTD bus route, connecting areas of Downtown, Oak Park, Upper State Street, and Highway 154/Foothill Road and the Mesa/La Cumbre route, connecting the Downtown, Mesa, and La Cumbre Plaza areas. There are no regional services close to this site.

There are Class II bike lanes on both Las Cumbre 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. There are existing sidewalks along Las Cumbre Road that do not meet the City's recommendations for sidewalk corridor widths per the Pedestrian Master Plan. There is approximately 175' of sidewalk on the Calle Real project frontage, with the majority of the frontage having no sidewalk. The Pedestrian Master Plan requires streets with a right of way that is 80 feet or greater to have an eight foot wide sidewalk, four foot parkway or furnishing zone, six inch curb and two foot, six inch frontage zone. Significant pedestrian improvements are anticipated to meet the Pedestrian Master Plan.

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

Access/ Circulation/ Safety Hazards: Based on the California Highway System Roadway Classification Map Las Cumbre Road is a four-lane "Minor 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 whether any changes to the existing roadway alignment and lane configurations would be required to accommodate the project. The La Cumbre frontage has one main driveway closest to the site and the Calle Real frontage has another large driveway at the rear of the site. The driveways are larger than typical driveways, likely because the driveways were designed to accommodate large trucks. The driveways would likely need to be upgraded to meet current American Disability Act (ADA) and Pedestrian Master Plan standards. To comply with the City Traffic Management Strategy, the project would be evaluated to ensure there is appropriate connection to the transportation system, and improvements to the design or its interface with the public right-of-way could be required in order to ensure safe access and minimize any project disruption to the traffic flow of adjacent streets. The project would also be required to meet emergency and fire access standards.

Proposed project impacts associated with vehicular access, circulation, and evacuation related to access to and from the police station are identified as potentially significant but mitigable 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, 08-06-2019)
City of Santa Barbara Police Station Needs Assessment Study (Leach Mounce Architects, 2012)
City of Santa Barbara Storm Water Management Plan, Ordinance, and Guidelines
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 (SBC Air Pollution Control District, 2017)

City Staff Preparers

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Public Works Department, Engineering Division (S. Iza, B. Hess, A. Spryka, R. Rajbanshi, Consultant T. Hughes, MEC)

Public Works Department, Transportation Division (R. Dayton, J. Grant, C. Swanson, K. Mamulski)

Attachments

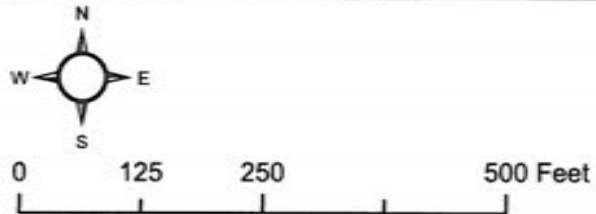
1 Aerial Photograph – Project Location and Concept Layout

2 Master Environmental Assessment

3 Historic Resources

4 Soil Contamination Information

5 CalEEMod Air Emissions Calculations



Sears Site Alternative





City of Santa Barbara
Environmental Assessment Mapping

Reported on 07/23/2019 02:57 PM

Parcel Number: 051-010-008

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: RIPARIAN WOODLAND OR FOREST,
COASTAL SAGE SCRUB,
EUCALYPTUS GROVE,
ORNAMENTAL TREE - LANDSCAPE,
RUDERAL

Special Wildlife Areas: MOVEMENT CORRIDOR

Upland Habitats - Vegetation: URBAN,
COASTAL SAGE SCRUB,
EUCALYPTUS GROVE,
ORNAMENTAL TREES - LANDSCAPE,
RIPARIAN AND WETLAND,
RUDERAL

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,
AE

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



City of Santa Barbara Environmental Assessment Mapping

Reported on 07/23/2019 02:57 PM

American City Archaeological: **N/A**

Early 20th Century Archaeological: **N/A**

Noise

Noise: **65-70 DBA LDN,
60-65 DBA LDN,
>70 DBA LDN**

Geological

Geologic Units: **OLDER ALLUVIAL DEPOSITS (UPPER AND MIDDLE PLEISTOCENE),
ALLUVIUM AND COLLUVIUM (HOLOCENE AND UPPER PLEISTOCENE)**

Radon Potential: **N/A**

Relative Landslide Potential Areas: **LOW**

Slope Failures Area: **N/A**

Slope Movement Classification: **N/A**

Soil Types: **ELDER SANDY LOAM, 2 TO 9 PERCENT SLOPES,
GULLIED LAND,
MILPITAS-POSITAS FINE SANDY LOAM, 9 TO 15 PERCENT SLOPES, ERODED**

Fault Hazard Zones (200 Ft buffer): **APPARENTLY ACTIVE - HOLOCENE AGE (LESS THAN OR EQUAL TO 11,000 YEARS) ACTIVITY**

Liquefaction Potential: **MODERATE**

Expansive Soils: **HIGH,
LOW**

Erosion Potential: **HIGH,
MODERATE,
VERY HIGH**

Shallow Groundwater: **MODERATELY SHALLOW,
POTENTIALLY SHALLOW**



Vicinity Map



0 288 Feet

Visual: Visual Unique





Visual: Visual Hillside



Visual: Visual Shoreline





Biological: Airport Habitats



0 288 Feet

Biological: Airport Restoration Areas





Biological: Coastal Zone Resources



0 288 Feet

Biological: Creek And Wetland Habitats





Biological: Special Wildlife Areas



0 288 Feet

Biological: Upland Habitats





Biological: Key Riparian Bird Habitats



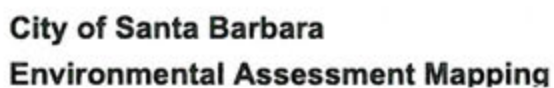
0

288 Feet

Biological: Sensitive Species



Page 8 of 20



Environmental Hazards: High Fire Hazard



Q

288 Feet

Environmental Hazards: Tsunami Runup



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Environmental Hazards: Flood Zones 2018



Environmental Hazards: 250' Freeway Setback





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



0 288 Feet

Archaeological: Spanish Colonial & Mexican (1782-1849)





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



0 288 Feet

Archaeological: American Period (1870-1900)

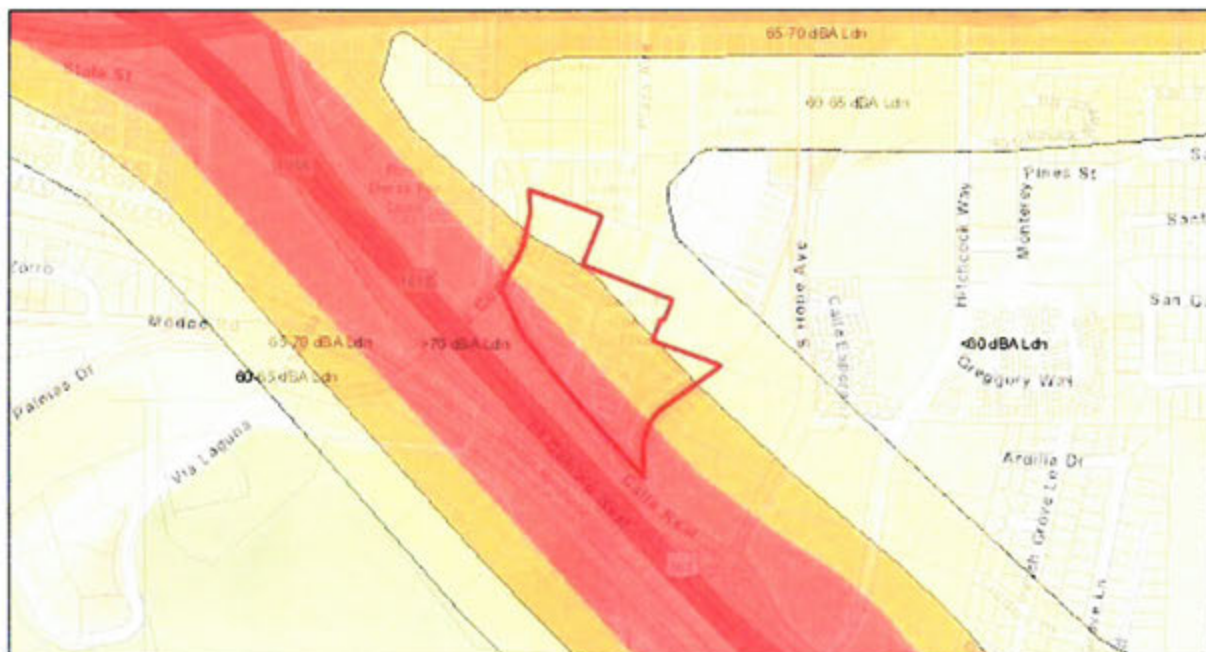




Archaeological: Early 20th Century (1900-1925)

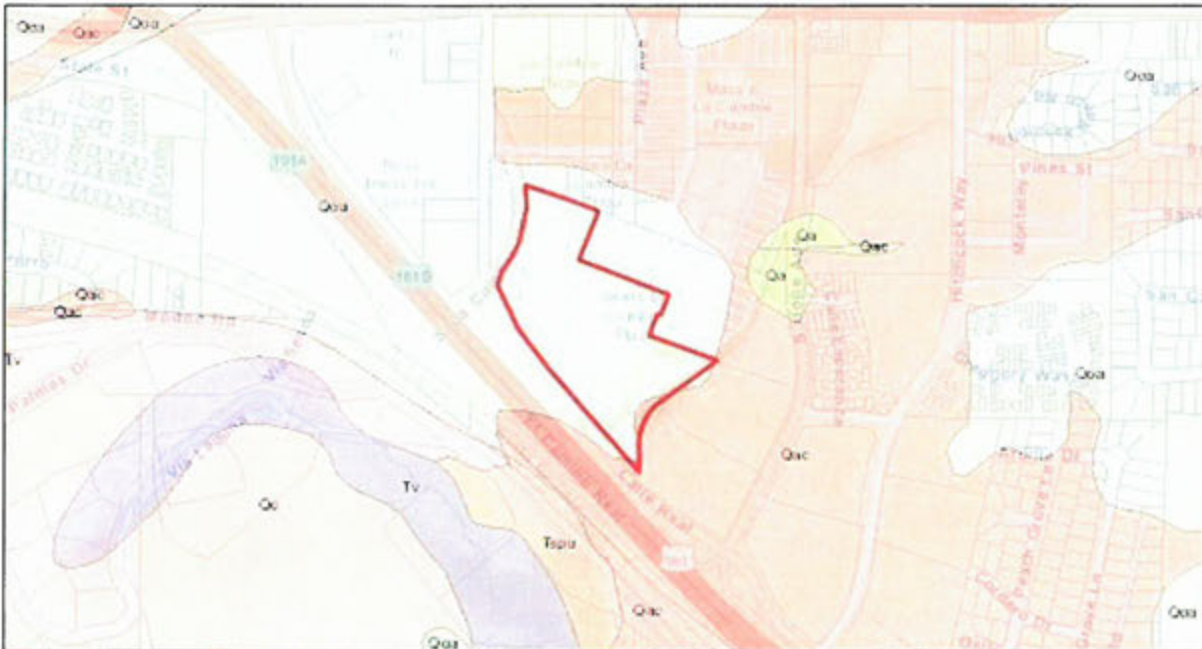


Noise





Geological: Geologic Units



0 288 Feet

Geological: Radon Potential





Geological: Landslide Potential



0 288 Feet

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



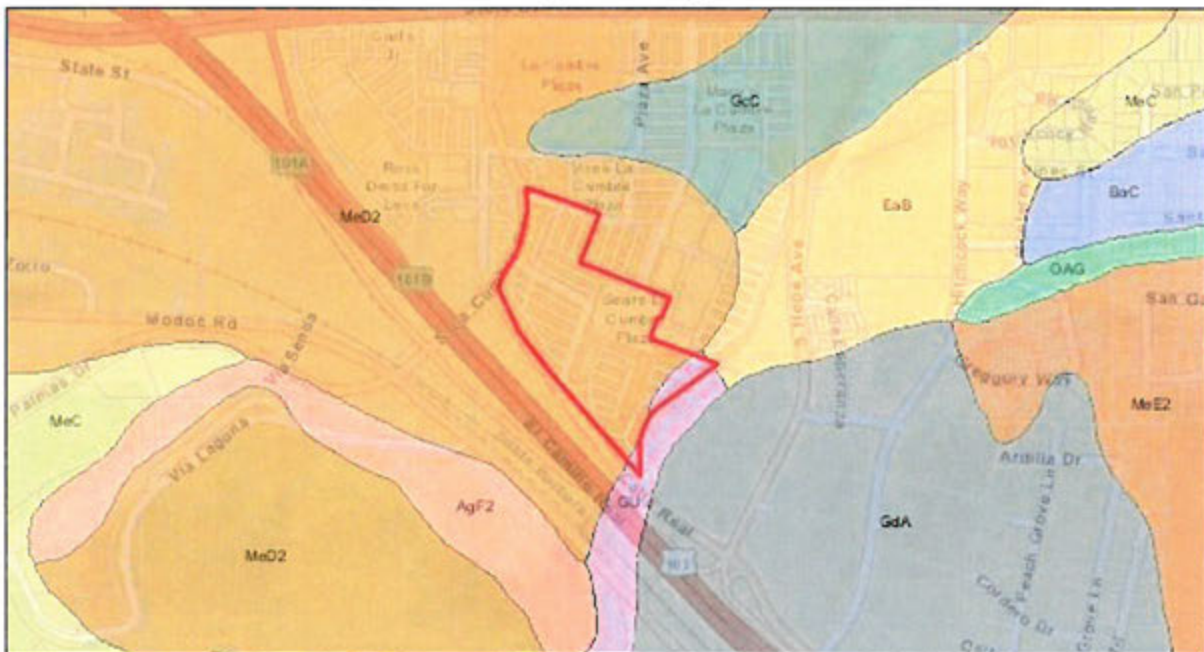


Geological: Slope Movement Classification



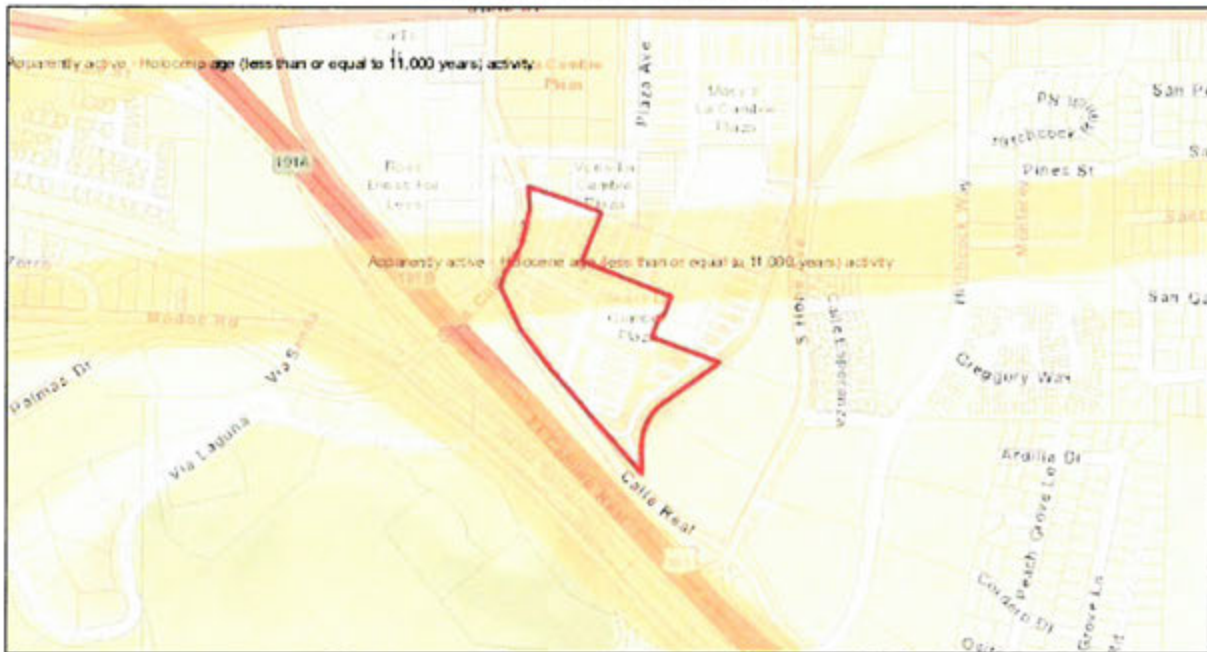
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Geological: Soil Types



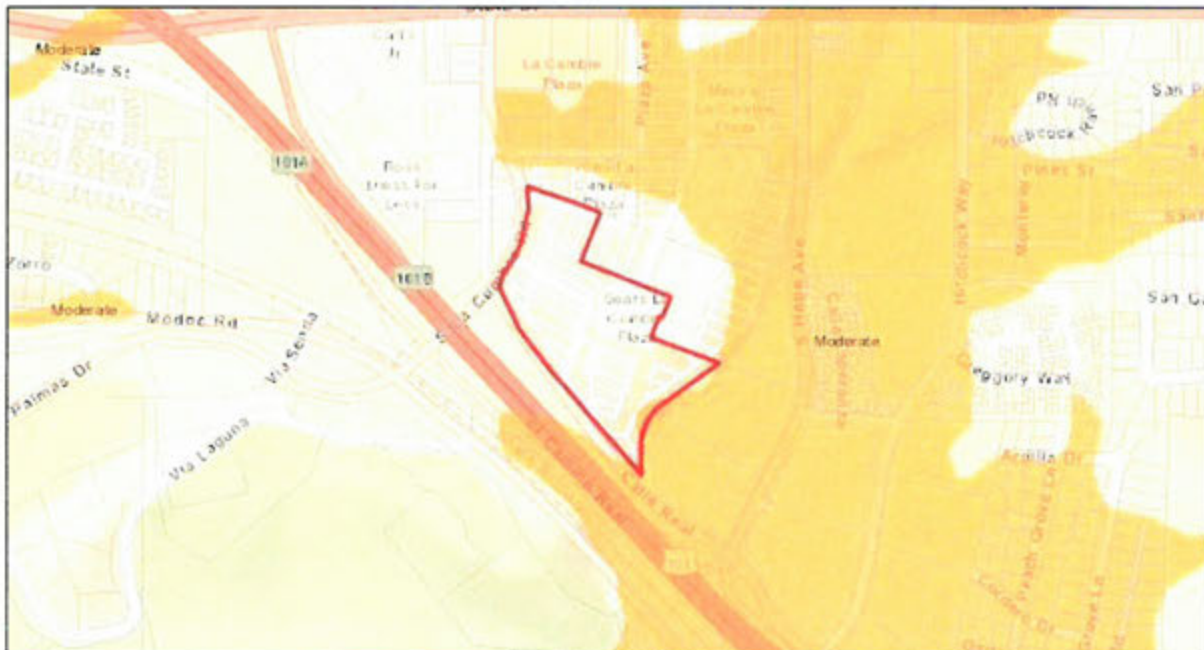


Geological: Fault Hazard Zones



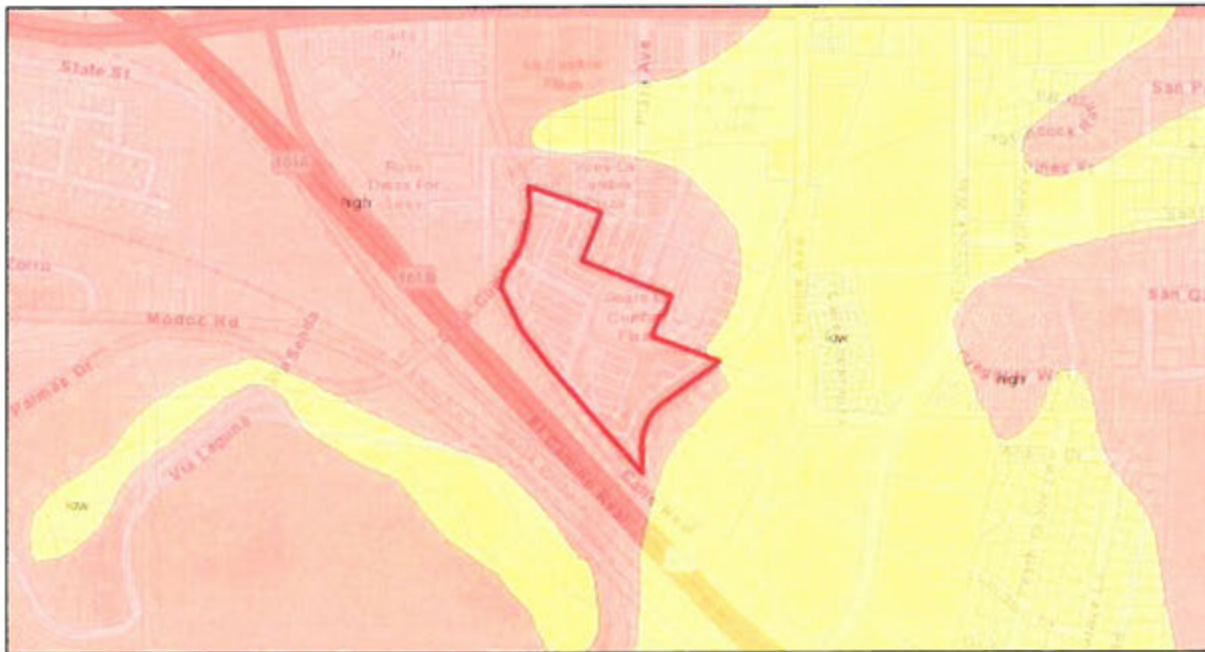
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Geological: Liquefaction Potential



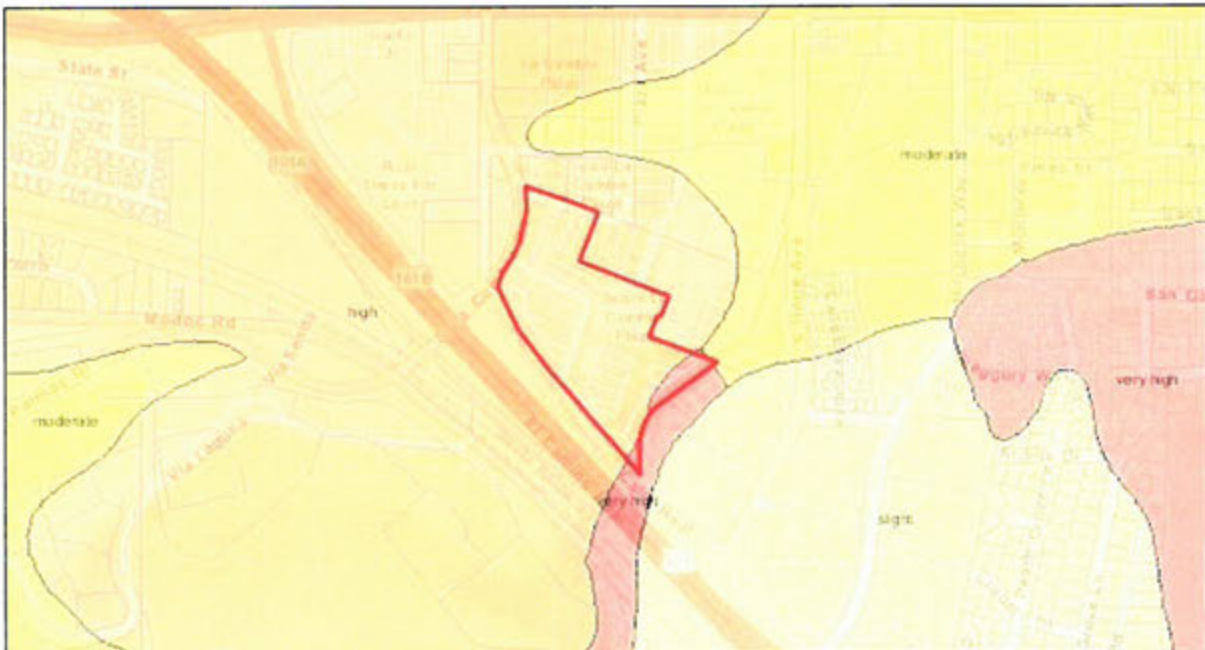


Geological: Expansive Soils



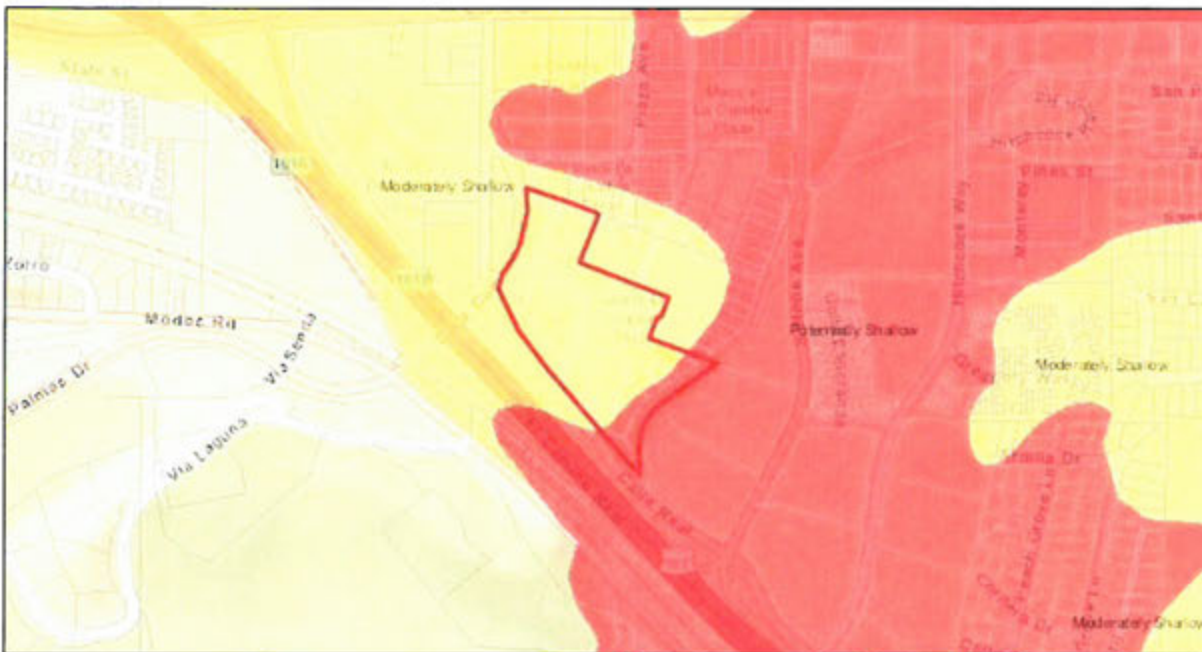
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Geological: Erosion Potential





Geological: Shallow Groundwater Potential

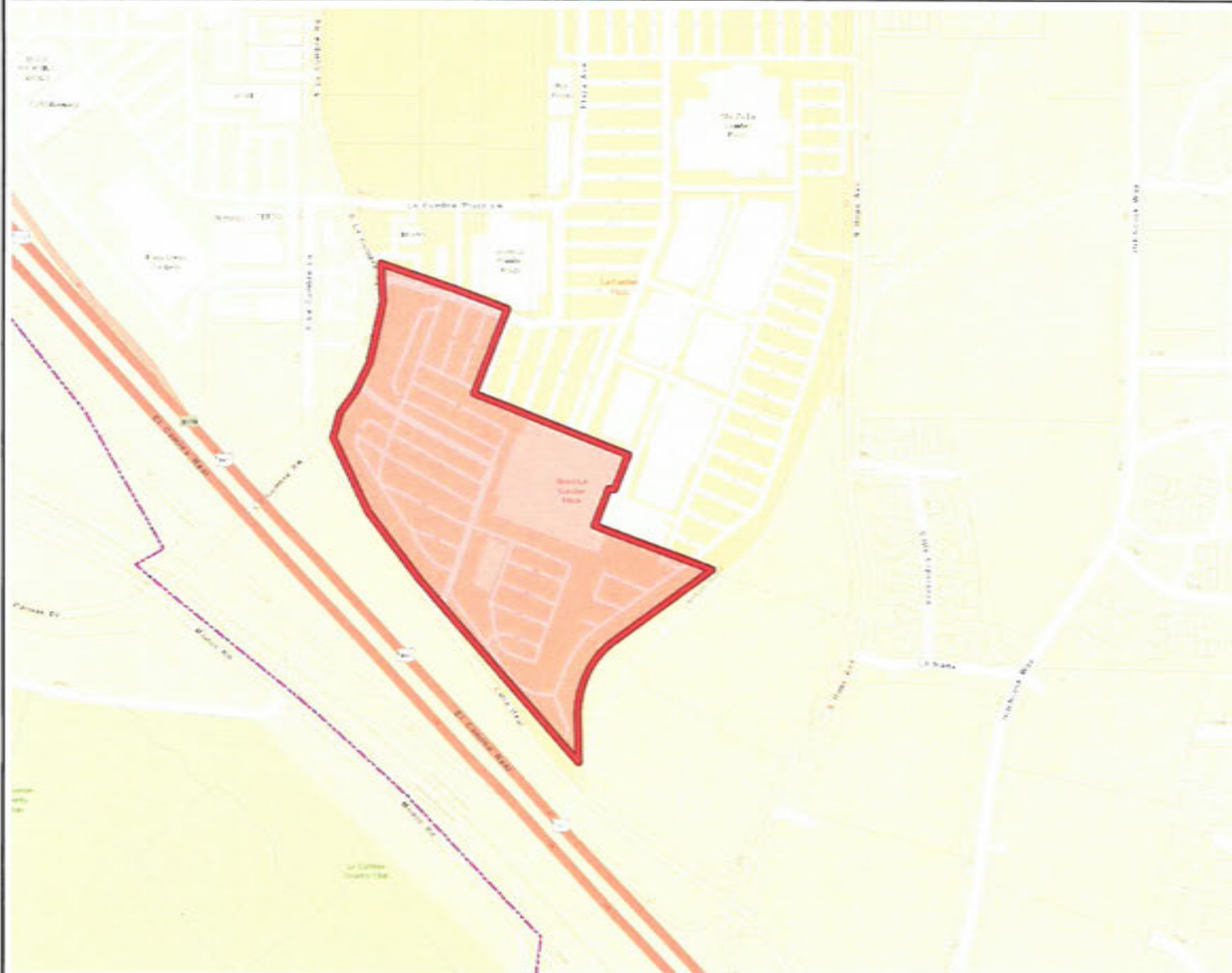


END OF REPORT





Sears Property



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 Naval Row Historic District
 - West Beach Tourist & Residential Historic District
 - West Downtown Historic District
- World Street Map

1:5,222



870.407 0 435.204 870.407 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
© City of Santa Barbara

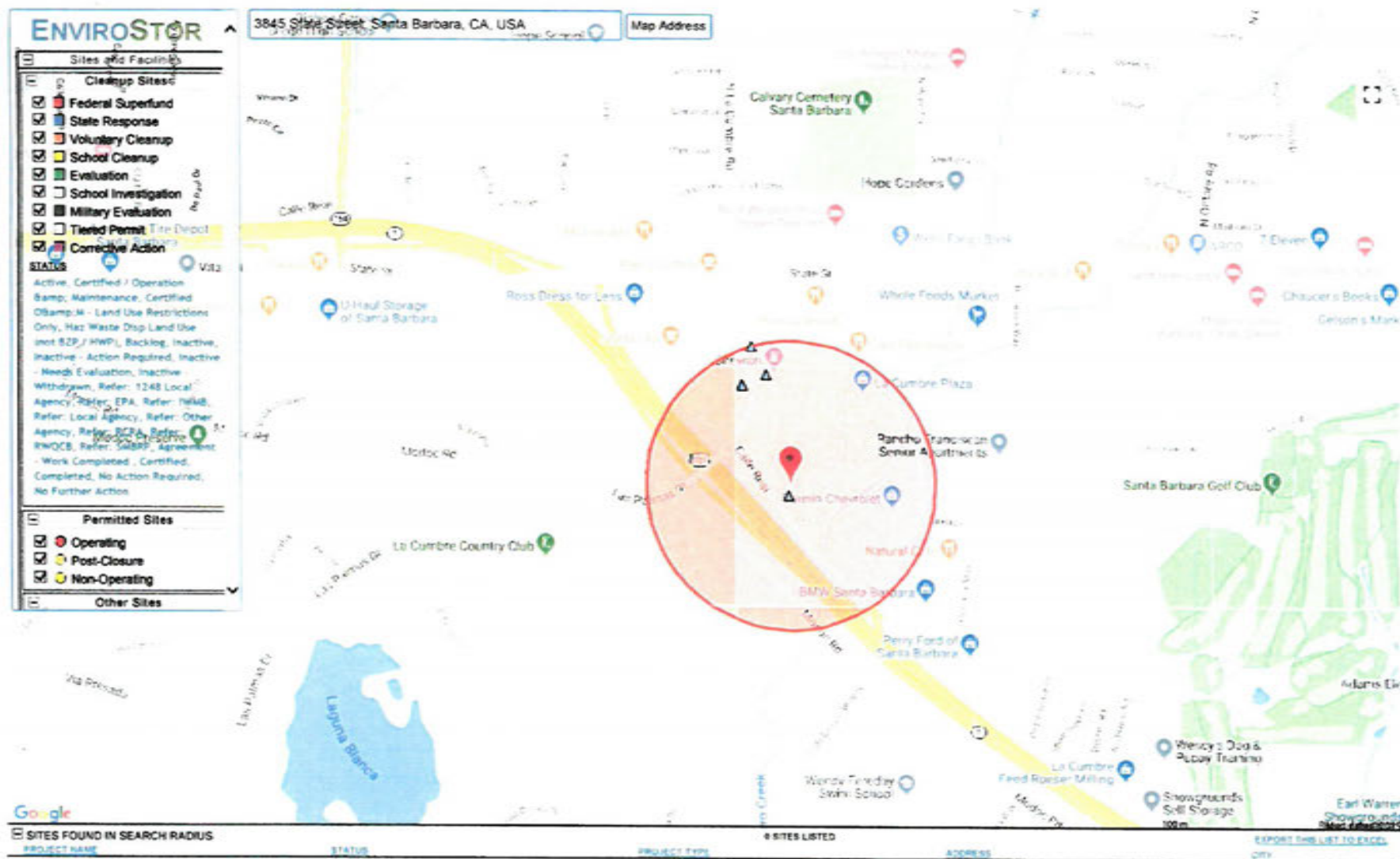
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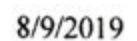
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Notes

3845 State St
APN 051-010-008







STATE WATER RESOURCES CONTROL BOARD GEOTRACKER



Tools

Reports

UST Case Closures

Information



SEARS SERVICE CENTER (T0608300740) - [\(MAP\)](#)

[SIGN UP FOR EMAIL ALERTS](#)

3845 STATE ST
SANTA BARBARA, CA 93110
SANTA BARBARA COUNTY
LUST CLEANUP SITE [\(INFO\)](#)

[PRINTABLE CASE SUMMARY / CSM REPORT](#)

CLEANUP OVERSIGHT AGENCIES

SANTA BARBARA COUNTY LOP [\(LEAD\)](#) - CASE #: 50273

CASEWORKER: Closed Santa Barbara Co LOP Sites

CENTRAL COAST RWQCB (REGION 3) - CASE #: 860

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

Regulatory Profile

[PRINTABLE CASE SUMMARY](#)

CLEANUP STATUS - [DEFINITIONS](#)

COMPLETED - CASE CLOSED AS OF 3/29/1996 - [CLEANUP STATUS HISTORY](#)

POTENTIAL CONTAMINANTS OF CONCERN

LEAD

POTENTIAL MEDIA OF CONCERN

AQUIFER USED FOR DRINKING WATER SUPPLY

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

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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Sears - Santa Barbara County APCD Air District, Annual

Sears**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

Sears - Santa Barbara County APCD Air District, Annual

Project Characteristics -

Land Use - Number of employees

Off-road Equipment - defaults

Demolition -

Construction Phase - No demolition on site

Assumed site prep: grading is 1:2

Assumed Building Construction:Paving:Arch Coating is 10:1:1

Grading - Assume 4.39 acres prepped and graded

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

On-road Fugitive Dust - Zeroed out demolition

Vehicle Trips - Use default

Sears - Santa Barbara County APCD Air District, Annual

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
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2.0 Emissions Summary

Unmitigated Construction

Mitigated Construction

[illegible]

Sears - Santa Barbara County APCD Air District, Annual

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	2,430.9608	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	tons/yr										MT/yr					
Mitigated	0.9363	3.1574	8.2660	0.0189	1.6725	0.0194	1.6919	0.4492	0.0182	0.4674	0.0000	1,734.9228	1,734.9228	0.0960	0.0000	1,737.3237
Unmitigated	0.9363	3.1574	8.2660	0.0189	1.6725	0.0194	1.6919	0.4492	0.0182	0.4674	0.0000	1,734.9228	1,734.9228	0.0960	0.0000	1,737.3237

4.2 Trip Summary Information

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
Natural Gas 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
Natural Gas 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

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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

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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
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Sears - Santa Barbara County APCD Air District, Summer

Sears

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

Sears - 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

Sears - 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

Sears - 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]

Sears - 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

Sears - 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

Sears - 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

Sears - 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

Sears - 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

Sears - 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

Sears - Santa Barbara County APCD Air District, Summer

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

Sears - 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

Sears - 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

Sears - Santa Barbara County APCD Air District, Summer

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

Sears - Santa Barbara County APCD Air District, Summer

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

Sears - 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

Sears - Santa Barbara County APCD Air District, Summer

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

Sears - 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

Sears - 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

Sears - 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**

Sears - 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

Sears - Santa Barbara County APCD Air District, Summer

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

Sears - 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

Sears - 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	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

Sears - Santa Barbara County APCD Air District, Summer

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**

Sears - 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
