



CITY OF SANTA MARIA
Environmental Checklist / Initial Study
Lineage Logistics/ SunOpta Addition (U2018-0003)

1. Project Title and Location

Lineage Logistics/SunOpta Facility Expansion Conditional Use Permit
1315 South Blosser Road
Santa Maria, CA 93458
Assessor's Parcel Number 117-240-026 (26.66 acres)

2. Lead Agency, Contact and Preparer

City of Santa Maria
Ryan Hostetter, Planning Manager
Community Development Department
110 South Pine Street, #101
Santa Maria, CA 93458
805-925-0951, x (2369)
rhostetter@cityofsantamaria.org

3. Project Sponsor's Name and Address

Lineage Logistics
c/o Steve Chiambretti
46500 Humboldt Drive
Novi, MI 48377

Fisher Construction Group, Inc.
c/o Christopher Webb
625 Fisher Lane
Burlington, WA 98233

4. General Plan Designation

GI (General Industrial)

5. Zoning Designation

M-2 (General Manufacturing)

6. Brief Description of Project

A request by Lineage Logistics for a Conditional Use Permit (U2018-0003) to construct an addition to an existing freezer and produce processing facility on a 26.66-acre parcel (APN 117-240-026) in the City of Santa Maria at the southwest corner of Stowell Road and Blosser Road. The proposed project would expand an existing produce processing facility currently operated by SunOpta Inc. and Sure-Fresh Produce Inc. Development of the new freezer would include the installation of a new refrigeration system using anhydrous ammonia. Other improvements to the existing facilities include converting the existing

freezer into storage, upgrading the current anhydrous ammonia refrigeration system with state-of-the-art equipment, and the installation of a new fire suppression system.

Site Improvements

The existing 254,831 square-foot (sf) facility consists of processing, freezer, dry storage/warehousing, administration, and support uses. Several additional old buildings on the site totaling approximately 55,000 sf were previously used for storage of pallets. These buildings have since been demolished. The applicant is proposing to expand the current operation and construct a new 169,922 sf structure immediately adjacent to the existing structure. The new structure would include a state-of-the-art Lineage freezer space and office, a Lineage engine room, and a SunOpta office. In addition, a new loading dock with a 10-truck loading bay would be constructed. The proposed maximum height of the Lineage freezer and loading dock building varies from 50 to is 55 feet. The building heights for the existing SunOpta facilities vary between 20 and 36 feet with some pieces of equipment extending higher.

The existing 132,000 sf freezer space would be converted into dry storage/warehousing space. Modifications to the existing processing operations would include decommissioning of the east engine room; all interior equipment from the engine room would be removed. The west engine room would remain in place and operations would not change. However, the associated ammonia diffusion tank in the west engine room would be repositioned as a safety precaution to avoid conflict with adjacent dock traffic. A fire suppression system would be added to the Sure-Fresh interior space and brought into compliance with an unlimited occupancy designation pursuant to the California Building Code (CBC). A fire suppression system would be added to the existing Lineage freezer bays after the conversion to dry storage. A new exterior fire tank and pump system would be installed to increase system pressure for required fire suppression at the site. All new equipment and new proposed uses would utilize electrical energy from the grid to operate.

At full buildout, the facility would total 424,753 sf (comprising approximately 37% of the 26.66-acre site), as shown in Table 1, below.

Table 1: Existing and Proposed Uses

Use	Proposed (sf)
Lineage Freezer	145,316
Lineage Dock and Office	3,302
Lineage Engine Room	11,434
SunOpta Office	9,870
Proposed Uses Subtotal	169,922
Existing Uses to Remain	254,831
Total	424,753

**Approximately 55,000 sf of additional buildings have been previously removed due to fire damage and/or outdated construction.*

Other site and infrastructure improvements would include repair of the existing drive-aisles and parking surfaces, construction of three new retention basins and three bio-retention basins, and landscaping improvements. The existing basin in the southwest corner will remain as it currently exists. All parking would be located onsite, primarily to the east and west of the structures, and would provide 620 spaces (including accessible spaces) for employees and visitors. All on-site stormwater flows would be collected and diverted into the proposed retention and bio-retention basins. Approximately 544,469 sf (46.5%) of the site would be paved parking and drive-aisles, for a total of 969,286 sf of impervious surface (83.5% of the site).

Refrigeration System

The proposed project includes an industrial refrigeration system utilizing anhydrous ammonia as the working fluid. The basic refrigeration cycle transfers heat from the interior spaces to the ammonia refrigerant and expels the heat to the outside air via a closed loop continuous cycle. The ammonia is recirculated and does not need to be refilled on a regular basis. Anhydrous ammonia is part of the enclosed

system of pipes and devices designed to be contained under pressure. When the pressure is reduced, the liquid boils and evaporates rapidly, transforming into vapor or gas.

The design of the new refrigeration system would include a computer control system as well as an ammonia detection system to sense ammonia leaks from the system. Should a leak be detected, audible alarms would be sounded, and equipment would be placed on standby. The ventilation system for the engine room would be designed to maintain requisite airflow during occupancy, control the temperature, and to limit the concentration of ammonia in the event of an accidental release. If the electrical power is interrupted, the ammonia cooling cycle would stop and the cooling energy from the ammonia would slowly be exchanged in the freezer area.

Construction

Site preparation would include approximately 16,299 cubic yards of cut and approximately 6,173 cubic-yards of fill, for a net cut/fill of approximately 10,126 cubic-yards. Excess soil would be transported offsite to an approved stockpile location. Maximum grading depths would not exceed 6 feet below the existing ground level. Construction and site improvements would primarily occur in two phases. Phase 1 would include the construction of the new freezer storage building, a new engine room to service the freezer, a refrigerated dock and the dock office, as well as the exterior fire tank, pump, and pump house. Phase 2 would include the construction of the new office facilities for SunOpta, as well as the installation of a new fire suppression system within the existing SunOpta freezer space. During Phase 2, the existing SunOpta freezer would also be converted into a dedicated dry storage space. Expansion of the current day chiller area, lighting improvements within the existing processing areas, and other necessary food safety standard improvements would be implemented concurrently or after Phase 2. The maximum number of construction employees during project construction is anticipated to be 75.

Water/Wastewater

The site currently utilizes an on-site well that has been in existence prior to the establishment of the SunOpta Freezer in 1979. The well maintains a maximum pump rate of 1,000 gallons per minute for a total maximum output entitlement potential of 1,400,000 gallons per day (gpd) (1,613 acre-feet per year [AFY]). The total existing usage of water from all operations at the project site is 137,164 gallons per day (153.6 AFY). The proposed project would result in an increased water demand of 153.76 AFY and water demand of the proposed project at full implementation would total 307.4 AFY. The project would abandon and remove approximately 141 linear feet of a 6-inch waterline at the northeast portion of the site. The project proposes to connect a new private 10-inch water main to an existing 10-inch water main on Stowell Road to provide emergency water for fire suppression.

Domestic wastewater generated by on-site operations would be disposed of via the City's existing wastewater collection and treatment system. Existing average peak wastewater generation is 64.98 AFY. The estimated increase in peak wastewater flows would be similar to the proposed increase in water demand (154 AFY); therefore, after full implementation of the project, the site would generate a cumulative total of approximately 219 AFY of wastewater. Historically, approximately 25 to 50 percent of wastewater generated onsite has been disposed of through the City's wastewater system, while the remainder is lost through evaporation. Similarly, the majority of wastewater generated by the proposed expanded facility is expected to be lost through evaporation; approximately 125 to 150 AFY of wastewater is expected to be disposed of via the City's wastewater system. The project would abandon and remove approximately 350 linear feet of an 18-inch sewer line and approximately 547 linear feet of a 6-inch sewer line at the northeast portion of the site. The project proposes to connect a new 8-inch sanitary sewer line to an existing City sanitary sewer line on Stowell Road. A new storm drain would also be installed and connect with an existing City storm drain on Stowell Road at two locations.

Access and Circulation

Access to and from the project would be from Stowell Road and South Blosser Road. Traffic during the harvest season (April through July) consists of field trucks that deliver the crops to the facility from local fields to be processed and frozen. The outbound "line" trucks utilized during the off-season deliver frozen

produce to area markets and other Lineage Logistics regional facilities. The freezer operations are not dependent on the harvest seasons and consist of regularly scheduled outbound deliveries throughout the year.

Table 2 below summarizes the Average Daily Trips (ADT) for each truck route during the off-season and harvest season:

Table 2: Project Trips

	Local Field Trucks	Transfer Trailers	Incoming Raw Fruit Trailers	Outbound Raw Fruit Trailers	Outbound Processor Trailers	Freezer	Total ADT
Off Season (August through March)							
Non-peak-hour trips	23	1	3	2	1	26	56
Peak-hour trips	0	0	0	0	0	4	4
Total ADT Off Season	23	1	3	2	1	30	60
Harvest Season (April through July)							
Non-peak-hour trips	64	7	19	13	5	26	132
Peak-hour trips	30	0	0	0	0	4	34
Total ADT Harvest Season	94	7	19	13	5	30	166

Existing truck deliveries and associated traffic primarily occur outside of peak-hour times (between 6:00 p.m. to 7:00 a.m. and 9:00 a.m. to 3:00 p.m.), with approximately 34 ADTs occurring during evening peak-hour times (3:00 p.m. to 6:00 p.m.). No new additional truck trips are proposed with the Lineage Logistics freezer expansion or the new SunOpta facilities. All truck staging currently occurs on-site, with no loading occurring on weekends or recognized holidays. Idling during loading times is prohibited. The total time from pull-in to departure is approximately 10 minutes.

Employees

The number of permanent employees for the SunOpta and Sure-Fresh processor facilities would remain the same (120), with approximately 30 new permanent employees required for the proposed Lineage Logistics freezer facility. Existing operations occur in two shifts during the harvest season (April through July). The first shift is from 3:00 a.m. to 12:00 p.m., and the second shift from 6:00 p.m. to 2:30 a.m., Monday through Saturday. Existing and proposed daily cleaning would occur between the first and second shift from 12:00 p.m. to 6:00 p.m. using 30 existing permanent employees. Up to 299 seasonal employees with an additional 63 permanent employees and 30 maintenance clean up employees are needed for the first shift, and up to 289 seasonal employees and an additional 57 permanent employees are needed for the second shift. Up to 738 persons would be employed during maximum operation (harvest season), but only 360 would be onsite at any given time. During non-harvest season, only the 150 permanent employees would be retained. A total of 620 parking spaces would be provided including 12 handicap accessible parking spaces.

Table 3: Employees

Unit	1st Shift (3AM -12 PM) No. of Employees		2nd Shift (6:30 PM to 2:30 AM) No. of Employees	
SunOpta (existing)	Seasonal 252	Permanent 23	Seasonal 252	Permanent 23
SureFresh (existing)	Seasonal 45	Permanent 22	Seasonal 35	Permanent 22
Lineage Freezer (New)	Permanent 18		Permanent 12	

Table 3: Employees

Unit	1 st Shift (3AM -12 PM) No. of Employees		2 nd Shift (6:30 PM to 2:30 AM) No. of Employees	
	Seasonal 297	Permanent 63	Seasonal 287	Permanent 57

7. Surrounding Land Uses and Setting

The project site is located on a single 26.66-acre parcel in a M-2 (General Manufacturing) zoning district with existing commercial facilities operated by Sunrise Growers (SunOpta) and Sure-Fresh Produce. The project site is bound to the north by West Stowell Road and is surrounded by:

- M-2 zoned general manufacturing facilities including a tile store, a hydraulic repair service, and a storage facility to the north;
- South Blosser Road and undeveloped agricultural fields zoned CC (Convenience Center) and R-2 (Medium Density Residential) to the east;
- M-2 zoned general manufacturing facilities and an open field to the west; and
- M-2 zoned general manufacturing facilities including a trucking company and lumber store to the south.

Immediately to the west and south is the Santa Maria Valley rail line. As part of a separate project, a Lineage Logistics facility similar to the proposed facility has been developed immediately to the south of the proposed project (the Titan project).

8. Other Public Agencies Whose Approval is Required

Central Coast Regional Water Quality Control Board

Santa Barbara County Air Pollution Control District (construction permits, if necessary)

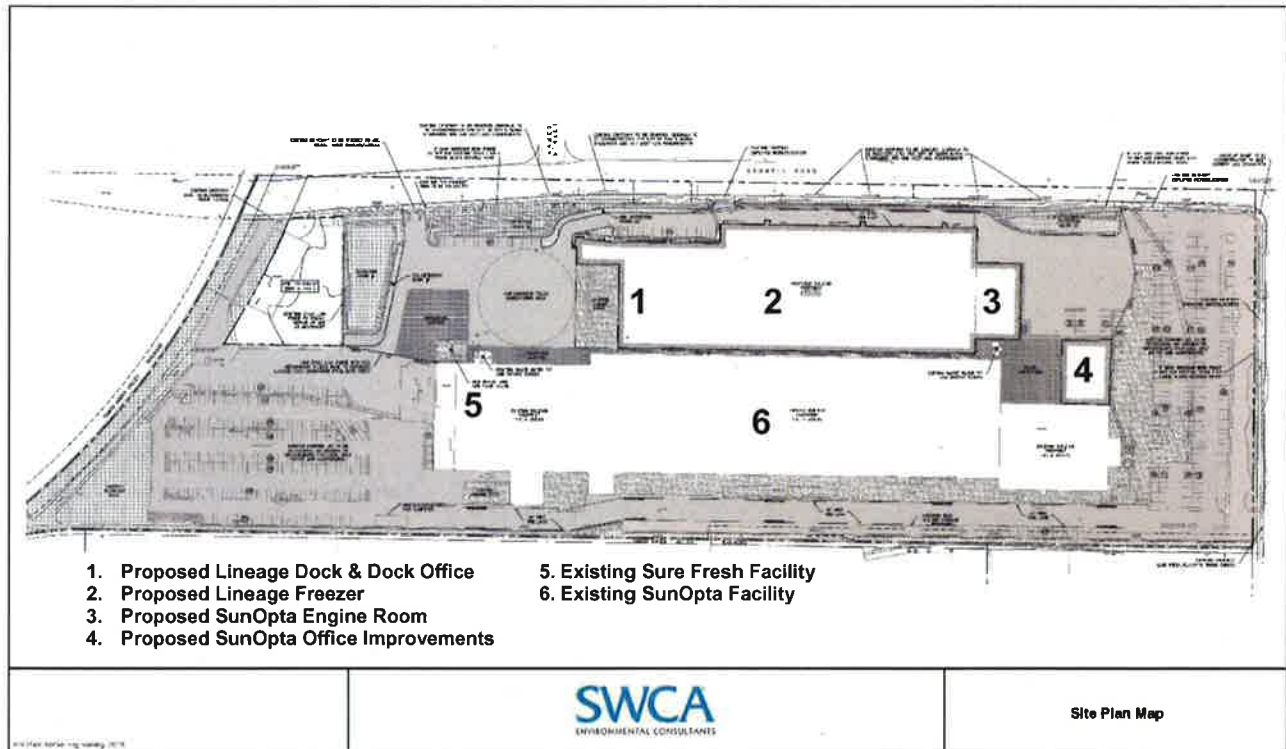
Figure 1: Project Vicinity Map



Figure 2: Project Location Map



Figure 3: Site Plan Map



1. AESTHETICS/VISUAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Setting:

The project is located within the City of Santa Maria in Santa Barbara County, approximately two miles west of US Highway 101. The topography in the project area is flat with no significant features or scenic resources within the project site or surrounding area. The project is characterized as developed industrial manufacturing surrounded by pavement for parking, delivery vehicles, and staging. The project area is primarily surrounded by industrial development with similar uses to the north and south, undeveloped land to the west, and an agricultural field to the east, which is currently proposed to be developed as a residential planned development.

Impact Discussion:

- The project site is located in an area of the City zoned for industrial uses and is primarily surrounded by other general manufacturing facilities. According to the City's Resources Management Element of the General Plan, there are no designated unique or important scenic vistas in the project area. *Therefore, the project would not result in any adverse effects on a scenic vista.*
- The project is located over two miles west of Highway 101 and one mile south of State Route 166. According to the City's General Plan and the California Scenic Highway Mapping System (Caltrans 2018), both routes are considered eligible, but not officially designated, as a State or local scenic highway. Additionally, the Santa Barbara County General Plan Circulation Element and Environmental Resources Element (County 2011a; 2011b) do not identify any locally-significant scenic resources or local scenic highway corridors in the project vicinity; *therefore, the project would not result in any impacts to scenic resources within a state scenic highway.*
- The existing property is located in an area zoned for general manufacturing uses, and development of the project would be consistent with the existing site zoning, land use designation, and adjacent general manufacturing uses. The new facility includes a 55-foot tall freezer and dock roof which would exceed the maximum allowable height of 40 feet. Section 12-17.09 of the Santa Maria Municipal Code gives the Zoning Administrator the discretion to approve building heights that exceed the 40-foot height limit if unique circumstances apply to the subject property and if the design would be compatible with adjoining properties (City 2016a). The new facility would be similar in mass and character to that of the previously developed Lineage Logistics facility located directly south and would be compatible with adjacent manufacturing

facilities. Using photo simulations to evaluate the proposed project's impact on the site's existing visual character and quality, the Zoning Administrator preliminary determined that the proposed project would be compatible with the project site and its surroundings and the proposed height variation would be limited to the freezer ridge and loading dock roof; *therefore, potential impacts related to degradation of the existing visual character or quality of the site and its surroundings would be less than significant.*

- d. The proposed facility and its associated parking would introduce additional exterior lighting for security; however, exterior lighting would be similar to that of existing industrial uses in the surrounding area. A photometric analysis prepared for the project determined that lighting at the project's perimeter would generally not be excessive and would result in a lighting level similar to that of public spaces with dark surroundings (Rex Moore Group, Inc. 2018). The project would be designed and constructed consistent with Santa Maria Municipal Code 12-33.307 (Glare) and would include standard conditions which require that all exterior lighting fixtures be shielded and directed downward into the development, that the height of the light standards be no higher than determined absolutely necessary for its specific application, that light intensity be no more than determined necessary for safety purposes, and that project lighting and glare not interfere with airport operations (City 2016a). As such, the project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area; *therefore, impacts related to creation of light or glare would be less than significant.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to aesthetic resources; therefore, mitigation is not necessary.

2. AGRICULTURE AND FOREST RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Setting:

Agriculture has historically played an important role in the economy and development of the City of Santa Maria and the Santa Maria Valley. Soil quality, water supply, year-round growing season, and level topography have made the Santa Maria Valley one of the most productive agricultural regions in the country. The majority of the land under agricultural production within the project vicinity is located in the unincorporated areas surrounding the city. Land under agricultural production within city limits includes a small area near the City's landfill, and several areas that were annexed to the City of Santa Maria from 1993 to 2005. The project site is located within a developed portion of the city that is not currently used, and has not in recent history been used, for agricultural purposes.

Impact Discussion:

- a. There is no active farmland on the project site. According to the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) Important Farmland Map for Santa Barbara County (DOC 2016a), the project site is mapped as Urban and Built-Up Land. Urban and Built-Up Land is defined as land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. The project site does not include any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as designated by the FMMP. According to the Resources Management Element of the City's General Plan, the project site is located within an area designated as Class I and Class II prime soils area (City 2001). The Natural Resource Conservation Service (NRCS) classifies the project's underlying soil type as SvA – Sorrento loam, 0 to 2 percent slopes, and as prime farmland if irrigated (NRCS 2019). The proposed project would occupy an existing developed site within an urban area that is immediately surrounded by other industrial uses and would not likely be used for agricultural uses in the future. While NRCS designates the underlying soil as prime farmland if irrigated, the project site is an industrial infill site and does not include any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as designated by the FMMP. The project would result in the expansion of an existing industrial use on a developed site and would not result in the conversion of prime agricultural soils. *Therefore, impacts would be less than significant*
- b. The project site is in a developed industrial area of the City designated as GI (General Industrial) in the City's General Plan and zoned M-2 (General Manufacturing) in the City's Zoning Code (City 2014). According to the Santa Barbara County Williamson Act Map for 2015-2016, the project site is not designated for agriculture land use, zoned for agriculture land use, or under Williamson Act contract (DOC 2016b). Implementation of the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract; *therefore, no impact would occur.*
- c. As discussed previously, the project site is currently zoned M-2 (General Manufacturing) and is located in a developed industrial area of the city. There are approximately a dozen small ornamental trees on the project site used for parking area shade. The project site is not currently zoned for, nor does it support, forest land or timberland. The proposed project would not conflict with forest land or timberland zoning nor does it propose a zone change that would convert existing forest or timberland zoning; *therefore, no impact would occur.*
- d. The project proposes general manufacturing in an urbanized area of the city. There is no forest land within or adjacent to the project site and the project would not result in the loss or conversion of forest land to a non-forest use; *therefore, no impact to forest land would occur.*
- e. As discussed above, the project site does not include active agriculture; Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as designated by the FMMP; land under active Williamson Act contract; or land designated or zoned for agricultural use, forest land, or timber land. The site does not support agricultural uses and would not directly or indirectly adversely affect agricultural support services in the vicinity; *therefore, no other changes or indirect impacts to agriculture or forest resources would occur.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to agriculture and forest resources; therefore, mitigation is not necessary

3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d. Expose sensitive receptors to substantial pollutant concentrations?		X		
e. Create objectionable odors affecting a substantial number of people?			X	

Setting:

The project site is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties.

Criteria Pollutant Regulation. In accordance with the California Clean Air Act, the California Air Resources Board (CARB) regulates the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. Local control in air quality management is provided by CARB through multi-county and county-level Air Pollution Control Districts (APCDs). The CARB establishes statewide air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The project site is located in the Santa Barbara County portion of the SCCAB and is under jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). The SBCAPCD administers many programs under the CARB review and permit authority over stationary point sources of air pollution.

Federal and state standards have been established for six criteria pollutants: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulates less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}), and lead (Pb). California air quality standards are identical to or stricter than federal standards for all criteria pollutants. Table 3 illustrates the current Federal and State Ambient Air Quality Standards.

Table 4: Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone (O ₃)	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg)
Carbon Monoxide (CO)	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide (NO ₂)	0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide (SO ₂)	0.030 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead (Pb)	1.5 µg/m ³ (calendar quarter)	1.5 µg/m ³ (30-day avg)
Particulate Matter (PM ₁₀)	150 µg/m ³ (24-hr avg)	20 µg/m ³ (annual avg) 50 µg/m ³ (24-hr avg)
Particulate Matter (PM _{2.5})	12 µg/m ³ (annual avg) 35 µg/m ³ (24-hr avg)	12 µg/m ³ (annual avg)
Sulfates	No National Standards	25 µg/m ³ (24-hr avg)
Hydrogen Sulfide		0.03 ppm (1-hr avg)
Vinyl Chloride		0.01 ppm (24-hr avg)

ppm = parts per million

µg/m³ = micrograms per cubic meter

Source: California Air Resources Board 2016 (CARB 2016a).

Current Ambient Air Quality. The SBCAPCD monitors air pollutant levels to assure that air quality standards are met and, if they are not met, to also develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or as "non-attainment." The SBCAPCD's 2016 Ozone Plan (2016 Plan) is the eighth triennial update to the initial state Air Quality Attainment Plan adopted by the SBCAPCD Board of Directors in 1991 (other updates were done in 1994, 1998, 2001, 2004, 2007, 2010, and 2013). The SBCAPCD is designated "unclassifiable/attainment" for the federal 8-hour ozone standard of 0.075 ppm and is therefore not currently required to prepare any plans for the federal ozone standard. The U.S. Environmental Protection Agency (EPA) revised the federal ozone standard to be 0.070 ppm in December 2015. The 2016 Plan addresses the state ozone standard only (SBCAPCD 2016).

Table 4 summarizes the annual air quality and exceedance data for the local airshed. The CARB maintains over 60 air quality monitoring stations throughout California, including 18 stations in Santa Barbara County. Of the 18 stations in Santa Barbara County, eight are managed by SBCAPCD and 10 are managed by CARB and private industry. The primary pollutants of concern in Santa Barbara County are ozone (O₃) and particulate matter (PM₁₀). In addition to these pollutants, particulate matter (PM_{2.5}) and nitrogen dioxide (NO₂) levels are monitored and recorded at monitoring stations within the County. Table 4 provides the number of days in a given year that the state or federal standard would have been exceeded had sampling occurred every day of the year. The major local sources for particulate matter (PM₁₀) are agricultural operations, vehicle dust, grading, and dust produced by high winds. Ozone (O₃) is a secondary pollutant that is not produced directly by a source, but rather is formed by a reaction in the presence of sunlight between nitrogen oxides (NO_x) and reactive organic compounds (ROC). Reductions in ozone concentrations are dependent on reducing the amount of these precursors.

In Santa Barbara County, the major sources of ROC are coating and solvent operations, oil and gas operations, and pesticide and fertilizer usage, which account for 71% of the baseline ROC inventory. On-

road motor vehicles account for 14% of the baseline ROC emissions, with the remaining 15% coming from sources in the other mobile and ocean-going vessels category. For NO_x, 69% of the inventory is attributed to ocean-going vessels. An estimated 13% of the NO_x emissions in the baseline inventory are from on-road motor vehicles. Area-wide sources, stationary sources, and the remaining other mobile sources contribute the remaining 18% of the baseline NO_x emissions (SBCAPCD 2016).

According to the CARB 2017 State and National Area Designation Maps, the County is in nonattainment - transitional for the state O₃ and nonattainment for state PM₁₀ standards; based on ambient air quality monitoring data, state standards have been exceeded for state O₃ and PM₁₀ in the past four years.

Table 5: SBCAPCD Days Exceeding Ozone and Particulate Standards

Pollutant	2016	2017	2018	2019
Ozone, ppm – 8-hour Federal Standard (0.07 ppm)	0.075 ppb	0.075 ppb	N/A	--
Number of days of Federal exceedances (>0.07 ppm)	3	2	N/A	--
Ozone, ppm – 1-hour State Standard (0.094 ppm)	N/A	0.1 ppm	N/A	--
Number of days of State exceedances (>0.094 ppm)	N/A	1	N/A	--
Ozone, ppm – 8-hour State Standard (0.07 ppm)	0.075 ppm	0.076 ppm	N/A	--
Number of days of State exceedances (>0.07 ppm)	3	2	N/A	--
Particulate Matter <10 microns, µg/m³– 24-hour Federal Standard (154 µg/m³)	436 µg/m ³	399	N/A	--
Number of days of Federal exceedances (>154 µg/m ³)	9	9	N/A	--
Particulate Matter <10 microns, µg/m³– 24-hour State Standard (50 µg/m³)	448 µg/m ³	410	128	89
Number of days of State exceedances (>50 µg/m ³)	44	49	27	3
Particulate Matter <10 microns, µg/m³– 24-hour Federal Standard (35 µg/m³)	N/A	232	40	--
Number of days of Federal exceedances (>35 µg/m ³)	N/A	13	2	--

ppm= parts per million; µg/m³ = micrograms per cubic meter;

N/A – Not applicable; no exceedance occurred

--Data not available

Source: SBCAPCD 2019.

Sensitive Receptors. Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Sensitive receptor locations include residences, schools, and hospitals. The nearest sensitive receptors currently located near the project are in a high-density residential neighborhood located approximately 350 feet northeast of the project. A future residential planned development is also proposed approximately 125 feet east of the project.

Impact Discussion:

- a. The SBCAPCD's 2016 Ozone Plan addresses the attainment and maintenance of state and federal ambient air quality standards within the SCCAB. To be consistent with the 2016 Ozone Plan, direct and indirect emissions associated with the project must be accounted for in the Ozone Plan's emissions growth assumptions and be consistent with the policies adopted in the Ozone Plan (SBCAPCD 2016). The Ozone Plan relies on the land use and population projections provided by the Santa Barbara County Association of Governments (SBCAG) and ARB on-road emissions forecast as a basis for vehicle emission forecasting. The 2016 Ozone Plan utilized SBCAG's Regional Growth Forecast 2010-2040 (2012) to project population growth and associated air pollutant emissions for all of the Santa Barbara County incorporated and

unincorporated areas. Residential projects that involve population growth in an individual jurisdiction or subregion of the unincorporated County above the amount forecasted for that jurisdiction or subregion would be considered inconsistent with the 2016 Ozone Plan and may have a significant impact on air quality.

SBCAG's Regional Growth Forecast 2010-2040 indicates that the 2010 population of Santa Maria was 99,989, and projects Santa Maria's population in 2020 to be 108,839, which is an increase of 8,850 over a 10-year period. The 2018 population of Santa Maria is estimated to be 108,470 (California Department of Finance 2018). Based on the 2018 population data from the California Department of Finance, Santa Maria's current population of 108,470 does not exceed the SBCAG 2020 population projection of 108,839.

The project is an expansion of an existing use and would develop a freezer and processing facility on a 26.66-acre lot that contains a similar existing development. Operation of the project would result in approximately 30 new permanent employees required for the proposed Lineage Logistics freezer facility. The increase in employees is anticipated to be filled by individuals from the local workforce. The project does not propose a substantial change in land use or activities that would significantly intensify the existing use and would not result in a conflict with the 2016 Ozone Plan. Therefore, the project would be generally consistent with the 2016 Ozone Plan and would not conflict with or obstruct its implementation; *therefore, project impacts would be less than significant.*

- b-d. Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual, as revised in February 2018 (County of Santa Barbara Planning and Development 2018) addresses the significance of a project's direct and indirect emissions for both short-term (construction) and long-term (operational) impacts.

Construction Emissions. Project-related construction activities would require ground-disturbing activities, including grading and trenching on the northern half of the 26.66-acre site. Ground-disturbing activities have the potential to generate short-term emissions and fugitive dust. Emissions of ozone precursors (NOx and ROC) during project construction would result primarily from the on-site use of heavy construction equipment. Estimated construction air emissions were calculated for the proposed project using the California Emissions Estimator Model (CalEEMod version: CalEEMod.2016.3.2). Because many aspects of the proposed project are unknown at this time, construction details were conservatively estimated based on information provided by the City, the project applicant, and by the CalEEMod defaults to capture worst-case scenario emissions; therefore, it is possible that actual project construction emissions may vary based on the finalized design and construction plans. Based on the results of the CalEEMod modelling for this project, construction would generate a total of approximately 2.25 tons per year NOx, 4.97 tons per year of ROC (7.22 tons per year total ozone precursors), 0.004 ton per year SO₂, 0.24 ton per year fugitive PM₁₀, and 0.30 ton per year total PM₁₀ over the estimated two-year construction phase. The results of the CalEEMod are included in Appendix A.

As discussed in the Santa Barbara County Environmental Thresholds and Guidelines Manual, no quantitative threshold has been established for short-term, construction related fugitive dust (PM₁₀); however, Santa Barbara County currently violates the state standard for PM₁₀. The projected annual emissions of all criteria pollutants during construction activities would be well below the SBCAPCD's threshold of 25 tons per year for all criteria pollutants (i.e., NOx, ROC, Sox, PM₁₀, and PM_{2.5}) established for permitted stationary sources, when phased during the project construction period. However, because the Santa Barbara County portion of the SCCAB is a nonattainment area for the state PM₁₀ threshold, standard construction dust and emission control measures would be required for all projects involving earthmoving activities regardless of size or duration. The SBCAPCD requires dust control measures for all construction activities requiring a discretionary permit; therefore, the SBCAPCD's standard fugitive dust control measures have been incorporated as mitigation measures to reduce fugitive dust generated during construction. The Santa Barbara County Environmental Thresholds and Guidelines Manual also states that the SBCAPCD has not established short-term thresholds for NOx or ROC emissions generated by construction equipment. Due to the non-attainment transitional status of the air basin for ozone, the project must also implement measures recommended by the SBCAPCD to reduce construction-related emissions of ozone precursors (NOx and ROC) to the extent feasible. Compliance with these measures, and the

following measures is part of the standard regulatory process, routinely required for all new development in the County, and serves to reduce adverse air quality impacts during the short-term construction period:

1. **Portable Diesel-Fired Construction Engines.** All portable diesel-fired construction engines rated at 50 bhp or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.
2. **Natural Gas-Fired Fan-Type Central Furnaces.** Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 Btu/hr and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of APCD Rule 352. Please see www.ourair.org/wp-content/uploads/rule3_52.pdf for more information.
3. **Boilers, Water Heaters, and Process Heaters.** Boilers, water heaters, and process heaters (rated between 75,000 and 2.0 million Btu/hr) must comply with the emission limits and certification requirements of APCD Rule 360. Note: Units fired on fuel(s) other than natural gas still need to be certified under Rule 360. Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information.
4. **Diesel Idling.** At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:
 - Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
 - Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
 - See www.arb.ca.gov/noidle for more information.
5. **Architectural Coatings.** The application of architectural coatings, such as paints, primers, and sealers that are applied to buildings or stationary structures, shall comply with APCD Rule 323.1, *Architectural Coatings* that places limits on the VOC-content of coating products.
6. **Asphalt Paving.** Asphalt paving activities shall comply with APCD Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.

Construction emissions would not violate any SBCAPCD air quality standard, and compliance with the SBCAPCD's standard mitigation for fugitive dust and ozone precursors would ensure the project would not cumulatively contribute substantially to the County's non-attainment status; *therefore, construction impacts would be less than significant with mitigation.*

Operational Emissions. Long-term emissions would be generated by on- and off-site stationary, area, and mobile sources. Estimated operational air emissions were calculated for the proposed project using the CalEEMod. According to Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual, a proposed project would not have a significant impact on air quality if operation of the project would:

- emit (from all project sources, mobile and stationary), less than the daily trigger for offsets for any pollutant (currently 55 pounds per day for NO_x and ROC, and 80 pounds per day for PM₁₀);
- emit less than 25 pounds per day of oxides of nitrogen (NO_x) or reactive organic compounds (ROC) from motor vehicle trips only;

- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and,
- not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and be consistent with the adopted federal and state Air Quality Plans.

The Santa Barbara County Environmental Thresholds and Guidelines Manual also states that a project would have a significant air quality impact if it causes, by adding to the existing background CO levels, a carbon monoxide "hot spot" where the California one-hour standard of 20 parts per million carbon monoxide is exceeded.

The above thresholds address long-term emissions associated with the operational phase of a project. The results of the unmitigated estimated operational emission calculations for the proposed project indicate that, during operation, the project is conservatively estimated to generate approximately 9.85 pounds per day of ROG and 0.87 pound per day of NO_x, resulting in 10.72 pounds per day of ozone precursors (ROC plus NO_x), which does not exceed the SBCAPCD's threshold of 25 pounds per day or 55 pounds per day for NO_x and ROC. Additionally, the project would generate approximately 2.23 pounds per day of fugitive PM₁₀, and 2.29 pounds per day of total PM₁₀, which does not exceed the County's threshold of 20 parts per million over one hour. Lastly, operation of the project would not generate 800 or more peak hour trips since it would only generate 30 new employee trips (non-peak) per day; therefore, the project would not exceed the County's threshold of 20 parts per million over one hour ("hot spot").

As discussed previously, the nearest sensitive receptors currently located near the project are in a high-density residential neighborhood located approximately 350 feet northeast of the project. A future residential planned development is also anticipated approximately 125 feet east of the project. All construction and operational emissions would be well below all established thresholds and mitigation has been included to further reduce potential impacts related to fugitive PM₁₀.

Operational emissions generated by the project would not violate any applicable air quality standard or contribute substantially to the County's non-attainment status; *therefore, operational impacts would be less than significant.*

- e. Construction activities have the potential to emit odors from diesel equipment, paints, solvents, fugitive dust, and adhesives. Odors from construction activities would be intermittent and temporary, and generally would not extend beyond the construction area. The proposed project includes an industrial refrigeration system that requires the use of anhydrous ammonia as a working fluid for cooling. Anhydrous ammonia is a colorless gas or liquid with a very strong, intensely irritating odor and is a regulated substance with potentially hazardous properties if mishandled. Under Title 19 of the California Code of Regulations (CCR), the California Accidental Release Prevention (CalARP) program is designed to prevent the accidental release of regulated substances and to reduce the consequences in the event a release occurs. Pursuant to the City of Santa Maria's Municipal Code Performance Standards, "the odors released from any operation or activity shall not exceed detectable concentration beyond lot lines, measured at any location on the lot lines. Commercial or industrial uses with attached residential units shall provide state-of-the-art ventilation systems to prevent odors from penetrating residential units." Therefore, the project would be required to be designed to contain any odors and prevent detection beyond the property lines. Due to the temporary and intermittent nature of construction odors, as well as required compliance with the City of Santa Maria's Municipal Code Performance Standards during operation, the project would not result in objectionable odors affecting a substantial number of people; *therefore, potential impacts would be less than significant.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would result in potentially significant construction-related impacts to air quality; therefore, mitigation relating to dust control and diesel idling would be required.

AQ-1 Fugitive Dust Control Measures. The project proponent shall implement the Santa Barbara County Air Pollution Control District's Standard Fugitive Dust Control Measures, where applicable:

1. During construction, use water trucks or sprinkler systems to keep areas of vehicle movement damp to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
2. Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
3. Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
4. If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
5. Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, or using roll-compaction, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.
6. Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
7. The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.
8. For fill material, cover, keep moist, or treat soil stock piled for more than two days, and tarp trucks transporting fill material to and from the site.
9. Install gravel pads at access points to prevent tracking of mud onto public roads.
10. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, re-vegetating, or by spreading soil binders until the area is paved or otherwise developed.
11. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary.

All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. Timing: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods. The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

AQ-2 Diesel Particulate and NOx Emission Reduction Measures. The project proponent shall comply with the requirements of Section 2485 of Title 13 of the California Code of Regulations, which limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. Additionally, the following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible:

1. All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
2. Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
3. Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
4. All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NOx idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.
5. Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
6. On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
7. Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
8. Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
9. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
10. All construction equipment shall be maintained in tune per the manufacturer's specifications.
11. The engine size of construction equipment shall be the minimum practical size.
12. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
13. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
14. Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.

15. Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.
16. Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection. The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Setting:

The project site is located in an industrialized part of the City of Santa Maria and is surrounded by general manufacturing and intensive agricultural uses. A site visit performed by Emily Creel and Jameson Honeycutt from SWCA Environmental Consultants on August 29, 2018 confirmed that the 26.66-acre site is almost entirely developed or paved with little to no vegetation except for street trees and landscaping along Blosser and Stowell Road, as well as a retention basin in the southwest portion of the project. The project site does not exhibit any aquatic features or any other unique habitats.

SWCA performed a focused literature review to assess what species have known occurrences in the project vicinity. The review consisted of a query of the most recent version of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB; CDFW 2018a) and the U.S. Fish and Wildlife Service (USFWS) Information Planning and Consultation (IPaC; USFWS 2018a) website to identify reported occurrences of sensitive resources within the project area and surrounding vicinity (Appendix B). In addition to the CNDDDB query, the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants of California (CNPS 2018) was reviewed to provide additional information on rare plants that are known to occur in the area. The CNDDDB query was further focused on documented special-status species occurrences within the USGS Santa Maria topographic quadrangle to determine potential occurrence.

Impact Discussion:

- a. A review of potentially occurring special-status species was performed using IPaC, CNDDDB, and CNPS. Additional species were considered based on special-status animal species included on the CDFW Special Plants List and the CDFW Special Animals List (CDFW 2018b) with potential for occurrence in the region. Through a query of these databases, a list of special-status plant and animal species that have the potential to occur in the project area was generated (refer to Appendix B).

Special-Status Plants. Based on the literature review, nine special-status plant species have been documented within the immediate topographic quadrangle, the Santa Maria Quadrangle, as listed below in Table 5.

Table 6. Special-Status Plant Species Documented Within Project Vicinity

Species Name	Legal Status* Federal/State/CNPS Rank
Blochman's leafy daisy (<i>Erigeron blochmaniae</i>)	--/--/1B.2
Blochman's ragwort (<i>Senecio blochmaniae</i>)	--/--/4.2
Dune larkspur	--/--/1B.2
Gambel's watercress (<i>Rorippa gambellii</i>)	FE/SE/1B.1
Gaviota tarplant (<i>Deinandra increscens</i> ssp. <i>villosa</i>)	FE/SE/1B.1
La graciosa thistle (<i>Cirsium loncholepis</i>)	FE/ST/1B.1
Marsh sandwort (<i>Arenaria paludicola</i>)	FE/ST/1B.1
Sand mesa manzanita (<i>Arctostaphylos rudis</i>)	--/--/1B.2
San Luis Obispo County lupine (<i>Lupinus ludovicianus</i>)	--/--/1B.2

*Definitions of legal status provided in Appendix B.

Based on the minimal amount of existing vegetation on the mostly developed site, the potential for special status plant species to occur on site is very low and all ground disturbing activities proposed would occur within previously disturbed or developed areas; therefore, the potential for the project to result in impacts to special status plants onsite is less than significant.

Special-Status Animals. Based on the query of CNDDDB and IPaC, a total of 11 special-status animal species have been documented in the Santa Maria Quadrangle, as listed below in Table 6.

Table 7. Special-Status Wildlife Species Documented Within Project Vicinity

Species Name	Legal Status
American badger (<i>Taxidea taxus</i>)	California Species of Special Concern
Burrowing owl (<i>Athene cunicularia</i>)	California Species of Special Concern
California condor (<i>Gymnogyps californianus</i>)	Endangered
California red-legged frog (<i>Rana draytonii</i>)	Federal Threatened, California Species of Special Concern
California tiger salamander (<i>Ambystoma californiense</i>)	Federal Threatened, California Watchlist Species
Coast horned lizard (<i>Phrynosoma blainvillii</i>)	California Species of Special Concern
Least bell's vireo (<i>Vireo bellii pusillus</i>)	Federal Endangered
Nesting Bird (Class Aves)	California Fish and Game Code 3503 and 3503.5
Northern California legless lizard (<i>Anniella pulchra</i>)	California Species of Special Concern
Southwestern willow flycatcher (<i>Empidonax traillii extimus</i>)	Federal Endangered
Vernal pool fairy shrimp (<i>Branchinecta lynchi</i>)	Federal Threatened

The mostly developed site exhibits little to no habitat for sensitive species; however, within the project vicinity, there are known occurrences of California tiger salamander (*Ambystoma californiense*; CTS), a federally endangered and state threatened species, and California red-legged frog (*Rana draytonii*; CRLF), a federally threatened species and California Species of Special Concern.

According to the CNDDDB, the nearest documented occurrences of CTS are located over three miles south of the project site and are commonly found in grasslands and low foothill oak and woodland habitats (CDFW 2018a). CTS breed in long-lasting rain pools or permanent ponds lacking predators. During the nonbreeding season, adults occur in upland habitats frequently occupying burrows, and migrate nocturnally to aquatic sites to breed during relatively warm winter or spring rains (USFWS 2019). The project site does not contain grasslands or oak woodlands, and the existing detention basin near the southwest corner of the project site is exposed and covered with ruderal vegetation with no standing water. Due to distance of the nearest known CTS occurrences, and the isolation of the basin from suitable habitat, CTS is not expected to occur within the project area.

The nearest documented CNDDDB occurrence of CRLF is approximately 0.5 mile south of the project, recorded in 2003 near a retention pond (CDFW 2018a). CRLF occupy a distinct habitat comprised of specific aquatic and upland components. Breeding sites can occur within 2 miles of a site that stays moist and cool through the summer (USFWS 2019). The detention basin near the southwest corner of the project site is mostly covered with ruderal vegetation and can be characterized as exposed with no standing water for any significant periods of time. Due to the lack of suitable habitat and the ongoing development of the project and its surroundings since the 2003, CRLF is not expected to occur within the project area.

The project site does not contain suitable habitat for CTS, CRLF or any other special-status species and would not result in an adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS; *therefore, impacts would be less than significant.*

- b,c. The project site is almost entirely comprised of developed surfaces with minimal landscaping and patches of ruderal (disturbed) areas. According to the USFWS National Wetlands Inventory (Wetlands Mapper), the project site does not contain riparian habitat, state or federally protected wetlands, or any other sensitive natural community and there are no aquatic features within the project vicinity (USFWS 2018b). *Therefore, implementation of the proposed project would have no impact on riparian habitat, state or federally protected wetlands, or other sensitive natural communities.*
- d. The project area does not support any surface water resources, migratory corridors, or nursery sites. The California Essential Habitat Connectivity Project was queried for Essential Habitat Connectivity, which are the best available data describing important areas for maintaining connectivity between large blocks of land for wildlife corridor purposes (CDFW 2018a). These important areas are referred to as Essential Connectivity Areas. Essential Connectivity Areas are only intended to be a broad-scale representation of areas that provide essential connectivity. The project site does not fall within an Essential Connectivity Area. For the purposes of this analysis, it is reasonable to assume that, due to the extent of development and disturbance onsite and in surrounding areas, lack of suitable wildlife habitat, fencing around the entire perimeter of the site, and the limited size of the project area, the project site is not located within or adjacent to a wildlife corridor or nursery site. Implementation of the proposed project would not significantly restrict the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites; *therefore, potential impacts would be less than significant.*
- e. The mostly developed project site does not contain suitable habitat for protected biological resources. The project would require the removal of seven Italian stone pines (*Pinus pinea*) along Blosser Road at the request of the City of Santa Maria's Department of Recreation and Parks. Italian stone pines are non-native to California and are considered to be an ornamental evergreen. The existing pine trees are within the City's street tree zone and are currently maintained by the City. Due to the location, type of tree, and their age, the pine trees require continual maintenance by the City to prevent hazards such as falling limbs and road buckling from the root system. The trees would be replaced with new PG&E approved, utility friendly street trees. The proposed landscape plans have been prepared in accordance with the City of Santa Maria's Municipal Code Section 12-44.04 (Specific Landscape Design Standards) and the Department of Recreation and Parks plan standards and specifications. Removal of the pine trees would be consistent with the City of Santa Maria Recreation and Parks' Urban Forestry Program for removing hazardous trees, and would not conflict with any other local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; *therefore, impacts would be less than significant.*
- f. There are no habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to the project site. The project would comply with the City's General Plan and local ordinances pertaining to the protection of biological resources; *therefore, no impacts would occur.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to biological resources; therefore, mitigation is not necessary.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d. Disturb any human remains, including those interred outside of formal cemeteries?			X	

Setting:

The Santa Maria Valley was historically occupied by the Chumash people until European contact in the mid-18th century. The establishment of Mission San Luis Obispo to the north and Mission La Purisima Concepcion near the City of Lompoc was the beginning of development and settlement in the Santa Maria area. Industrialization and the connection of the Pacific Coast Railroad to the City of Santa Maria further stimulated commercial and residential growth in the area. Historical resources in Santa Maria consist of several landmarks and structures. The City has officially designated 10 structures and landmarks, with additional sites designated by the Landmark Committee. The City has also established a Historic Overlay Zone which allows for the designation of certain structures. The project site is not within the Historic Overlay Zone nor does it contain officially designated landmarks or structures.

The development of the 26.66-acre site began as early as 1956, with the most recent buildings constructed in 2003. The site exhibits numerous structures of different constructions types and eras, with several in disrepair or damaged from fires or from lack of maintenance. The project site is currently zoned for M-2 (General Manufacturing) surrounded by industrial development and has been subject to previous grading and development.

Impact Discussion:

- The project would develop a freezer and processing facility on 26.66-acre lot that contains existing development. The project site does not contain, nor is located near any historic resources identified in the National Register of Historic Places (USNPS 2019) or California Register of Historic Resources (CDPR 2019). The project site is not identified on the City's Landmark Map or on the City's Objects of Historic Merit map. *Therefore, impacts to historical resources would be less than significant.*
- According to the City's General Plan Resources Management Element, the Santa Maria Valley is not a major archaeological or paleontological resource area, as only a few sites have been recorded or discovered in the area. The Resources Management Element in the City's General Plan delineates High or Moderate, Low, and Negligible archaeological sensitivity areas within the City; the project site is designated as Archaeological Sensitivity Area 3 – Negligible Sensitivity (City 2001). While the project primarily proposes aboveground development, site preparation would include approximately 16,299 cubic yards of cut and approximately 6,173 cubic-yards of fill, for a net cut/fill of approximately 10,126 cubic-

yards. Maximum grading depths would not exceed 6 feet below the existing ground level. Additionally, some utilities may be placed underground per utility provider specifications. Based on the project site's negligible archaeological sensitivity, previous ground disturbances, and minimal underground activities occurring within non-native soils, *potential impacts to archaeological resources would be less than significant.*

- c. The project site has had development since 1956 and there is no evidence that the project site possesses any unique geologic or paleontological resources within the site. Additionally, the City's General Plan identifies the project site as being underlain by Holocene age alluvium, a young substrate generally considered to have a very low potential to contain unique geologic or paleontological resources (City 1995). Grading would generally occur at shallow depths in non-native soil and previous fill material. As such, the project would not result in the risk of encountering underlying formations that have a potential for paleontological resources. *Therefore, potential impacts to a unique paleontological resource or site, or unique geologic feature would be less than significant.*
- d. As discussed previously, the project area is designated as having negligible archaeological sensitivity and a low probability of significant archaeological and paleontological resources in the area. Based on previous site disturbance and existing development, buried human remains are not expected in the site area. In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code Section 5097.98. With adherence to State Health and Safety Code Section 7050.5, which stipulates the process to be followed when human remains are encountered, *impacts related to the disturbance of human remains would be reduced to less than significant.*

Mitigation Measure(s) incorporated into the project: The project proposes minimal underground activities occurring within non-native soils in area that has been previously disturbed and is designated as having negligible archaeological sensitivity. Therefore, impacts to cultural resources would be less than significant and no mitigation is necessary.

6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the most recent Uniform Building Code (1994), creating substantial risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Setting:

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

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

The Santa Maria Valley is located within a structural fold and thrust fault area; the axes of most of the structural elements in the region run northwest-southeast, parallel to the valley. The Santa Maria basin and adjacent southern Coast Ranges have been subjected to considerable uplift during the last 2 to 5 million years and are considered to be seismically active. Relatively little direct evidence of active faulting (such as offset of bedding or structures observed at a surface fault) has been observed in the region; however, broad bands of seismicity unrelated to surface faults and other evidence indicate the region is seismically active (City 1995). Based on the Geologic Hazards Map provided in the City's Safety Element, the project site is not located within a ground shaking zone or an area with expansive soils, shallow ground water with liquefaction potential or in an area with steep slopes susceptible to local failure.

Impact Discussion:

- a.i. The project site is located approximately 1.25 miles southwest of the Santa Maria Fault, a known potentially active fault (DOC 2010). The Santa Maria Fault does not qualify for Earthquake Fault Zone status as identified by the State Geologist under the Alquist-Priolo Earthquake Fault Zones Act (DOC 2018). The proposed industrial development would be subject to standard construction standards and the seismic requirements specified in the California Building Code (CBC) to ensure all new buildings would be

constructed to withstand the magnitude of earthquakes that could potentially occur within this area; *therefore, potential impacts would be less than significant.*

a.ii. Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. The Probabilistic Seismic Hazard Maps on the California Department of Conservation's website indicate that the entire Santa Maria Valley is located in a lower hazard area (DOC 2019). The Safety Element in the City's General Plan identifies the project site as being located within Zone A, which is described as underlain Holocene age alluvium (City 1995). The effect of seismic ground shaking would be further minimized through the implementation of the seismic requirements specified by the CBC and applicable City standards for earthquake-resistant construction; *therefore, potential impacts would be less than significant.*

a.iii. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the California Department of Conservation's website, the City of Santa Maria is not located within a designated liquefaction hazard area due to relatively deep groundwater levels in the area. According to the Safety Element in the City's General Plan, the soil conditions within the project site are not considered to be susceptible to liquefaction and there is no perched groundwater beneath the project site (City 1995). The project would be required to comply with CBC requirements and the City's building regulations; *therefore, potential impacts related to liquefaction would be less than significant.*

a.iv. Landslides typically occur in areas with steep slopes or in areas containing escarpments. Based on the Alquist-Priolo Earthquake Fault Zone Maps and related information available from the California Department of Conservation's website, the City of Santa Maria is not located within a designated landslide hazard zone. According to the Safety Element in the City's General Plan, the project site is not located within an area where landslide movements are anticipated to occur (City 1995). The project site is generally flat and is not located near slopes that would be susceptible to landslides; *therefore, the potential for impacts related to landslides would be less than significant.*

b. The project site is mostly developed with existing facilities and asphalt. The underlying soil is SvA – Sorrento loam, 0 to 2 percent slopes, and is well drained with negligible surface runoff potential. The project would construct a new facility on mostly level impervious surfaces. The applicant would be required to adhere to conditions under the National Pollution Discharge Elimination System Permit (NPDES) issued by the Regional Water Quality Control Board and prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to be administered throughout project construction. The SWPPP would incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction from soil erosion would be reduced to less than significant. Additionally, the project proposes three new retention basins, three new bio-retention basins, and the use of an existing retention basin for the management of onsite stormwater runoff; *therefore, potential impacts would be less than significant.*

c. The following analysis is based on the Safety Element in the City's General Plan (1995):

Liquefaction or Collapse: The soil conditions present at the project site are not susceptible to liquefaction if substantial ground shaking events were to occur. Standard construction techniques would be employed to ensure no significant risk to human life would occur; *therefore, impacts related to liquefaction would be less than significant.*

Landslide: The project site is not located within a designated area where previous occurrences of landslide movement or local topographical, geological, geotechnical and subsurface water conditions indicate a potential for landslides to occur. The project site is relatively flat and is not located in the vicinity of slopes that would be susceptible to landslides; *therefore, impacts related to landslides would be less than significant.*

Lateral Spreading: The Natural Resource Conservation Service (NRCS) classifies the project's underlying soil type as SvA – Sorrento loam, 0 to 2 percent slopes, which is considered well-drained. As discussed above, the project site is not located within an area susceptible to liquefaction, is within a low hazard area

for ground-shaking events, it is relatively flat, and it is not located in the vicinity of slopes that would be susceptible to landslides; *therefore, impacts related to lateral spreading would be less than significant.*

Subsidence: The Santa Maria area has not had significant subsidence issues despite historical oil drilling in the area. Although subsidence could occur, it is perceived to be an insignificant risk due to the absence of reported incidences (City 1995). Future development would be required to comply with the most recent CBC requirements, which would ensure protection of structures and occupants from seismic hazards; *therefore, impacts related to subsidence would be less than significant.*

- d. According to the Safety Element of the City's General Plan, the project site is located in an area with expansive soils (City 1995). The U.S. Department of Agriculture (USDA) Soil Survey of the Northern Santa Barbara Area (July 1972) identifies the project area as being underlain by Sorrento loam (SvA), which is characterized as well drained with a moderate potential to be expansive (NRCS 2019). All future developments would be required to comply with the most recent CBC requirements which would ensure protection of structures and occupants from geo-seismic hazards, such as expansive soils; *therefore, impacts would be less than significant.*
- e. No septic tanks or alternative wastewater disposal systems are proposed for this project. The City of Santa Maria requires sewer connections to the City's wastewater treatment system, by ordinance, per Title 8 of the Municipal Code; *therefore, no impacts would result from the use of a septic system.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to geology and soils; therefore, mitigation is not necessary.

7. GREENHOUSE GAS EMISSIONS

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

Setting:

The following information is based on Greenhouse Gas Analysis prepared for the project by LSA Associates, Inc. (2018).

Regulatory Framework

California Air Resources Board

The California Air Resources Board (CARB) is the lead agency for implementing climate change regulations in the State. Since its formation, the CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems. Key efforts by the State are described below.

California's major initiative for reducing greenhouse gas emissions is Assembly Bill (AB) 32, passed by the State legislature on August 31, 2006. This effort aims at reducing greenhouse gas emissions to 1990 levels by 2020. In response to AB 32, California began to address climate change by employing a comprehensive, long-term approach to cut the State's greenhouse gas emissions to 1990 levels by 2020 and to maintain and continue reductions post 2020.

AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the emission reduction targets and to reduce greenhouse gases that contribute to global climate change. Pursuant to AB 32, the Scoping Plan must "identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives" in order to achieve the 2020 goal and achieve "the maximum technologically feasible and cost-effective greenhouse gas emission reductions" by 2020 and maintain and continue reductions beyond 2020.

The Initial Scoping Plan in 2008 presented the first economy-wide approach to reducing emissions and highlighted the value of combining both carbon pricing with other complementary programs to meet California's 2020 greenhouse gas emissions cap while ensuring progress in all sectors. The coordinated set of policies in the Initial Scoping Plan employed strategies tailored to specific needs, including market-based compliance mechanisms, performance standards, technology requirements, and voluntary reductions. The Initial Scoping Plan also described a conceptual design for a cap-and-trade program that included eventual linkage to other cap-and-trade programs to form a larger regional trading program.

AB 32 requires CARB to update the scoping plan at least every five years. The First Update to the Scoping Plan (First Update), approved in 2014, presented an update on the program and its progress toward meeting the 2020 limit. It also developed the first vision for the long-term progress that the State endeavors to achieve. In doing so, the First Update laid the groundwork to transition to the post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012. It also recommended the need for a 2030 mid-term target to establish a continuum of actions to maintain and continue reductions, rather than only focusing on targets for 2020 or 2050.

In summer 2016 the Legislature passed, and the Governor signed, SB 32, and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the greenhouse gas emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an IPCC analysis of the emissions trajectory that would stabilize atmospheric greenhouse gas concentrations at 450 parts per million CO₂e and reduce the likelihood of catastrophic impacts from climate change.

The companion bill to SB 32, AB 197, provides additional direction to CARB on the following areas related to the adoption of strategies to reduce greenhouse gas emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

Santa Barbara County Air Pollution District

SBCAPCD provides guidance for assessing and reducing the impacts of project-specific air quality emissions in the Environmental Review Guidelines (SBCAPCD 2015). The Environmental Review Guidelines developed a GHG threshold of 10,000 metric tons of CO₂e per year for stationary source projects, which include equipment, processes, and operations that require an SBCAPCD permit to operate. However, this threshold does not apply to land development projects. The SBCAPCD has not developed or adopted GHG significance thresholds for commercial or industrial projects.

Santa Barbara County Associations of Governments

The Santa Barbara County Association of Governments (SBCAG) adopted the 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; SBCAG 2017) in 2017 which responded to the State requirements in Senate Bill 375. The RTP/SCS aims to make land use assumptions

and allocate forecast future growth consistent with those assumptions and the allocation of regional housing needs. Starting with land uses allowed by existing, adopted local General Plans, the land use assumptions, developed in close coordination with the planning staff of SBCAG's member jurisdictions, selectively provide for intensification of residential and commercial land uses in urban areas proximate to existing transit. The intent of these changes is ultimately to shorten trip distances and reduce vehicle miles traveled by (1) directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs in bedroom communities in the North County, and (2) promoting more trips, both local and inter-city, by alternative transportation modes, especially public transit.

City of Santa Maria

The City of Santa Maria has not adopted a climate action plan. However, the Resources Management Element of the General Plan (City 2001) contains several objectives that would either directly or indirectly reduce GHG emissions. The following policies would apply to the proposed project:

- **Objective 1.1.e Conservation.** Reduce the City of Santa Maria's present per capita water consumption rate through effective conservation measures and public awareness programs.
- **Objective 1.1.f Efficient Water Use.** Provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.
- **Objective 2.1.a Mobile Sources.** Facilitate the development and use of alternative transportation to the private automobile by implementing trip reduction and traffic mitigation measures, when appropriate.
- **Objective 2.1.b Stationary Sources.** Reduce air emissions associated with stationary sources through the implementation of source control measures, when appropriate.
- **Objective 2.1.g Land Use.** Reduce mobile air pollutant emissions through the use of pedestrian and transit-oriented design principles and minimize the impacts of stationary sources by locating these uses away from sensitive receptors (e.g. schools and hospitals).
- **Objective 2.1.h Community Design.** Design communities/neighborhoods so that housing, jobs daily needs and other activities are within easy walking distance of each other.
- **Objective 2.1.j Streets, pedestrian paths and bikeways.** Encourage the design of streets, pedestrian paths, and bike paths so that they are small and spatially defined by buildings, trees and lighting and discourage high speed traffic.
- **Objective 6.1.b(2) Energy Resources.** Encourage innovative building and site design which maximizes energy efficiency in private and public facilities.

Methodology

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term GHG emissions associated with project-related vehicular trips. Recognizing that the field of global climate change analysis is rapidly evolving, the approaches advocated most recently indicate that for determining a project's contribution to GHG emissions, lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, construction activities, and any other significant source of emissions within the project area. The California Emission Estimator Model v.2016.3.2 (CalEEMod) computer program was used to quantify GHG emissions generated by the project.

Threshold of Significance

The State CEQA Guidelines indicate that a project would normally have a significant adverse GHG emission impact if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reduction the emissions of GHGs.

As described above, the SBCAPCD has developed a GHG threshold of 10,000 metric tons of CO₂e per year for stationary projects, which include equipment, processes, and operations that require an SBCAPCD permit to operate. However, this threshold does not apply to land development projects. Neither the City of Santa Maria nor SBCAPCD has developed or adopted GHG significance thresholds for commercial or industrial projects. Therefore, this analysis evaluates the project's GHG emissions based on the San Luis Obispo Air Pollution Control District (SLOAPCD) Greenhouse Gas Thresholds, as adopted in April 2012.

As described in SLOAPCD's Greenhouse Gas Thresholds and Supporting Evidence document, the SLOAPCD's approach to developing a threshold of significance for GHG emissions was to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions (SLOAPCD 2012). The SLOAPCD set the GHG thresholds based on AB 32 GHG emission reduction goals by attributing a fair share of the GHG reductions needed from new land use development projects subject to CEQA. Therefore, as these GHG thresholds were developed based on State goals, these thresholds would be applicable to the City of Santa Maria. In addition, the SLOAPCD's GHG thresholds provide a quantitative approach and have been developed in a nearby air district in the same general region.

According to SLOAPCD GHG thresholds, a proposed project would not have a significant GHG effect on the environment, if operation of the project would:

- Be consistent with a Qualified Greenhouse Gas Reduction Plan;
- Result in operational-related greenhouse gas emissions of less than 1,500 metric tons of CO₂e per year; or
- Result in operational-related greenhouse gas emissions of less than 4.9 metric tons of CO₂e per service population (residents plus employees).

Impact Discussion:

- a. The project would release emissions over the short term as a result of construction activities, and over the long term from additional traffic generation and operation of the proposed facilities.

Construction Emissions. Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the project site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Construction GHG emissions associated with the proposed project were estimated using CalEEMod. Appendix A contains CalEEMod output worksheets. Based on the CalEEMod results, construction of the proposed project would generate approximately 389.94 metric tons of CO₂e. Neither SBCAPCD nor SLOAPCD have a threshold of significance for construction GHG emissions; however, the SLOAPCD recommends amortizing GHG emissions over the life of the project based on the total GHG emissions for construction activities divided by the project life (i.e., 50 years for residential projects and 25 years for commercial projects) then adding that number to the annual operational phase GHG emissions. Therefore, when amortized over the 25-year life of the project, annual emissions would be 15.60 metric tons of CO₂e.

Operational Emissions. Long-term operation of the project would generate GHG emissions from area and mobile sources as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site, and other sources. Emissions would also be generated at off-site utility providers as a result of increased electricity demand generated by the proposed project. Operational emissions were estimated using CalEEMod and the results are presented in Table 7 below.

Table 8. Greenhouse Gas Operational Emissions

Emission Source	Operational GHG Emissions (metric tons/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction Emissions				
Construction emissions amortized over 25 years	15.53	0.00	0.00	15.60
Operational Emissions				
Area Source Emissions	0.01	0.00	0.01	0.01
Energy Source Emissions	516.33	0.02	0.00	518.42
Mobile Source Emissions	208.18	0.01	0.00	208.33
Waste Source Emissions	98.79	4.90	0.00	221.25
Water Source Emissions	96.59	0.06	0.04	109.92
Total CO₂e Emission	1,073.53 (1,057.93 plus 15.60 amortized construction emissions)			
SLOAPCD Significance Threshold	1,150 MT CO₂e/year OR 4.9 CO₂e/SP/year (residents + employees)			
Exceeds Threshold?	No			

Source: CalEEMod 2019.

As discussed above, neither the City of Santa Maria nor SBCAPCD has developed or adopted GHG significance thresholds for commercial or industrial projects. Therefore, this analysis evaluates the project's GHG emissions based on the SLOAPCD Greenhouse Gas Thresholds. According to the SLOAPCD, a project would have less-than-significant GHG emissions if it would meet one or more of the following criteria: be consistent with a qualified GHG reduction plan, result in operational- related GHG emissions of less than 1,150 metric tons of CO₂e a year, or result in operational-related GHG emissions of less than 4.9 metric tons of CO₂e per service population (residents plus employees). The City of Santa Maria does not have a qualified GHG reduction plan. Therefore, the determination of significance is based on the emission estimates. Based on the analysis results, the project would generate approximately 1,073.53 metric tons of CO₂e (including 1,057.93 operational emissions and 15.60 amortized construction emissions) which is below the SLOAPCD's numeric threshold of 1,150 metric tons CO₂e. Therefore, the project would not have a significant effect on the environment related to GHG emissions.

- b. The City of Santa Maria has not adopted a climate action plan. In May 2015, the County of Santa Barbara adopted the Energy and Climate Action Plan (ECAP; County 2015); however, the ECAP applies to unincorporated areas of Santa Barbara County and not incorporated cities such as Santa Maria. The SBCAG has incorporated a sustainable community strategy into its 2040 RTP/SCS plan, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2040 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS sets forth goals and objectives related to mixed-use development and the jobs-housing balance. The RTP/SCS seeks to address the jobs/housing balance directly by allotting more jobs to the North County, including the City of Santa Maria. The proposed project would not include residential units and therefore would not increase population projections. In addition, the proposed

project would create job opportunities within the City to increase the jobs-to-housing ratio. Therefore, the proposed project would be consistent with the goals of the SBCAG 2040 RTP/SCS.

Absent any other local or regional Climate Action Plan, the proposed project was analyzed for consistency with the CARB Scoping Plan. The proposed project would be consistent with the Scoping Plan measures, including the following.

- California Light-Duty Vehicle Greenhouse Gas Standards. The standards would be applicable to light-duty vehicles that would access the project site.
- Energy Efficiency. The project would increase its energy efficiency through compliance with the current Title 24 standards.
- Low Carbon Fuel Standard. Vehicles that access the project site would comply with the standard, by way of consuming transportation fuel that will meet the goal of a 10 percent reduction in carbon intensity by 2020.
- Recycling and Waste. The project would contribute toward a Statewide reduction in waste by utilizing the City of Santa Maria recycling services, which are subject to State recycling mandates.

Therefore, the project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in AB 32. Because there is no locally adopted GHG reduction plan to reduce emissions from new development, the project would be consistent with the applicable land use and zoning designations, and the project would not conflict with any State regulations intended to reduce GHG emissions Statewide, the project would be consistent with applicable plans and programs designed to reduce GHG emissions.

In addition, the new Lineage freezer facility would include state-of-the-art equipment and technologies that would incorporate current energy efficiency standards as mandated by Title 24 of the California Energy Code. Additionally, according to the SBCAPCD, at a minimum, prior to occupancy, any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:

- Energy use (energy efficiency, renewable energy)
- Water conservation (improved practices and equipment, landscaping)
- Waste reduction (material re-use/recycling, composting, waste diversion/minimization)
- Architectural features (green building practices, cool roofs)
- Transportation (compact and transit-oriented development, pedestrian- and bicycle-friendly communities)
- Electric Vehicle Infrastructure (EV charger installation, installation of pre-wiring for future EV chargers), see www.ourair.org/sbc/plug-in-central-coast/ and www.ourair.org/ev-chargingprogram/ for more information.

Therefore, the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, nor would the project conflict with or obstruct a state or local plan for renewable energy or energy efficient.

Mitigation Measure(s) incorporated into the project: Based on the analysis presented above, GHG emissions released during construction and operation of the project are estimated to be lower than significance thresholds and would not be cumulatively considerable. The proposed project would be consistent with the SBCAG's RTP/SCS and the goals of AB 32. In addition, the project would include energy efficient standards in new facilities and would not conflict with any applicable renewable energy plans. Therefore, the project would have a less than significant impact on energy resources and would result in less than significant GHG emissions and mitigation would not be required.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		X		
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Setting:

The proposed project includes an industrial refrigeration system that requires the use of anhydrous ammonia as a working fluid for cooling. Anhydrous ammonia is a colorless gas or liquid with a very strong, intensely irritating odor and is a regulated substance with potentially hazardous properties if mishandled. Under Title 19 of the California Code of Regulations (CCR), the California Accidental Release Prevention (CalARP) program is designed to prevent the accidental release of regulated substances and to reduce the consequences in the event a release occurs. The program requires businesses that handle more than a threshold quantity of a regulated substance to develop and maintain a Risk Management Plan (RMP), which includes a hazard assessment, prevention and emergency response.

A Hazard Assessment prepared by SCS Tracer Environmental (2018) analyzed ammonia release scenarios for the existing ammonia refrigeration system and the proposed re-design of the ammonia refrigeration system. The analysis included a worst-case scenario and alternative case scenario for both the existing and proposed re-design system. In addition, a Fire Risk Assessment (FRA) prepared by Veritas Fire Protection (2019) further analyzed and quantified the potential hazards to the environment and human health for residents of the surrounding community. The results of the Hazard Assessment and FRA are summarized in the impact analysis below.

The project site is located approximately 1.92 miles north of the Santa Maria Public Airport. The nearest school is Sanchez Elementary School, which is located approximately 0.38 mile to the east of the project site. As part of a planned development, a junior high school is also proposed to be located approximately 0.25 mile east of the project site.

Impact Discussion:

a-b. SunOpta currently uses a regulated substance, anhydrous ammonia, as a refrigerant within two existing interconnection systems referred to as System1 and System 2. The project proposes to remove System 1 and to build a new ammonia refrigeration system engine room to incorporate current code-required features. The System 2 refrigeration system will remain intact with the same scope and would connect to the new system. The refrigeration system would be a closed-loop system that cycles ammonia from liquid to gas and back again to provide refrigeration for the cooling and storage of fruit products. Because the ammonia is recirculated within a closed-loop system, it is initially charged and does not need to be refilled on a regular basis. The cycle begins with anhydrous ammonia entering a compressor as a low-pressure gas, where it is compressed and then moves out of the compressor as a high-pressure gas. The gas then flows to the condenser and is condensed into a liquid where it expels heat. The liquid then moves to the expansion valve under high pressure, which restricts the flow of fluid and lowers its pressure as it leaves the expansion valve. The low-pressure liquid then moves to the evaporator, where heat from the inside air is absorbed and changes from a liquid to a gas, providing cool air for the freezer room. As a cool low-pressure gas, the refrigerant moves to the compressor where the entire cycle is repeated.

Accidental releases of ammonia could occur from over pressurized conditions and lifting of pressure relief valves; leaking seals from rotating shafts and valve stems; refrigerant piping failures due to the loss of mechanical integrity and corrosion; physical damage of the system components from equipment collisions; hydraulic shock; and hose failures that occur during ammonia deliveries. Potential hazards to the surrounding community include a catastrophic release of ammonia inside the facility resulting in an explosion that causes damage to surrounding buildings due to blast pressures, and a release of ammonia resulting in a cloud of gas diffusing over surrounding areas (Veritas Fire Protection 2019). However, the greatest level of risk for accidental release would occur during the initial charge of the system.

The FRA determined that the probability of an ammonia explosion and fire is relatively low because anhydrous ammonia's is not considered highly-flammable and ammonia explosion events tend to be more likely where equipment is poorly maintained and located in uninhabited, inadequately ventilated, confined spaces. The existing facility has no record of ammonia fires or explosions in the last five years, and the probability of one occurring is further reduced when designed in accordance with industry best practices using an ammonia detection system and automatic shut-down features. The proposed facility will include improvements aligned with industry best practices such as an ammonia detection system and automatic shut-down features.

Table 9. Physiological Effect of Ammonia Vapor

Health Effect	PPM Ammonia in Air by Volume
Odor Threshold (detection)	5
Odor Threshold (recognition)	50
Toxic Endpoint (TE) for Ammonia*	200

Table 9. Physiological Effect of Ammonia Vapor

Health Effect	PPM Ammonia in Air by Volume
Throat irritation	400
Cough	1700
Life Threatening	>2000

From "Guidance on Risk Management Programs for Chemical Accident Prevention" (EPA, 2009)

The FRA evaluated the worst-case scenario for a full release of ammonia for the new proposed system, which assumed a release of ammonia from the 10-inch high-stage discharge line leading to the roof-top evaporative condenser in the new facility. The FRA determined that the furthest toxic endpoint of an ammonia cloud (200 ppm) could reach 3.7 miles (19,649 ft), placing approximately 75,000 population receptors at risk. Under the worst-case scenario, design enhancements including a detection system, ventilation system, and control system upgrades were not included in the analysis. Under this scenario, the FRA further evaluated a worst-case scenario with a two-minute automatic shutdown feature consistent with the design enhancements proposed as part of the project and determined that the furthest toxic endpoint of an ammonia cloud (200 ppm) could reach 0.55 mile (2,909 ft), placing approximately 10,000 population receptors at risk.

A second scenario was modeled in the FRA and evaluated the consequences of a release of ammonia from a catastrophic rupture of the High-Pressure Receiver vessel in the engine room and the subsequent release of ammonia to the environment through the emergency ventilation system. Under this scenario, the furthest toxic endpoint of an ammonia cloud (200 ppm) would be limited to 0.28 mile (1,500 ft), and would extend approximately 300-350 feet into the adjacent residential areas (or planned residential areas) to the south, east, and northeast of the site.

Other factors including release conditions (duration), weather conditions, and physical layout further affect the extent and impact of a release. In the event of an uncontrolled release, a large portion of the population surrounding the facility could be exposed to potentially toxic levels. While the probability of such a leak occurring is very low, the potential impact would be significant. Potential impacts would be reduced significantly with Mitigation Measure HM-1, which would require that an automatic shut-down system be installed that would respond to a sudden pressure drop from a leak or pipe rupture.

The threshold of tolerance for acceptable risk to be considered as low as reasonably possible is an adjusted likelihood for a fatality onsite and severe injuries offsite of less than or equal to 1 in 100,000 per year. While the calculated risks determined within the FRA fall within this acceptable criterion for all considered fire scenarios and for the ammonia explosion scenario, these risks would be further reduced through design recommendation and procedures described in the FRA and with the implementation of Mitigation Measures HM-1 through HM-5.

The proposed project would be entirely enclosed and incorporate design improvements for code compliance and safety that would further reduce potential impacts to nearby population receptors. Consistent with Mitigation Measure HM-1, the design features would include an emergency pressure control system that automatically shuts excess pressure to lower pressure vessels in upset conditions. In the event that ammonia must be released from the closed system due to overpressure, an ammonia diffusion tank would lift safety relief valves which would discharge ammonia into a tank filled with water that would safely contain the ammonia until the water-ammonia solution can be properly disposed.

Design and new construction would include an advanced control system as well as an ammonia detection system to sense any leak of ammonia from the system. Should a leak be detected, audible alarms are sounded, and equipment is placed on standby. The ventilation system for the engine room would be designed to maintain requisite airflow during occupancy, for temperature control, and in the event of an accidental release would limit concentration. Should the electrical power be interrupted, the emergency generator would maintain the ventilation in the engine room. Design and installation of the ammonia

detection, alarms, and emergency response would comply with the requirements for California Fire Code as well as the American National Standards Institute (ANSI) and International Institute of Ammonia Refrigeration (IAR) Standard 2: American National Standard for Equipment, Design and Installation of Closed-Circuit Ammonia Mechanical Refrigerating Systems. Charging of the ammonia system would follow system ammonia charging procedures per the ANSI/IAR Standard 5: Start-up and Commissioning of Closed-Circuit Ammonia Refrigeration Systems as well as require coordination and supervision of the Santa Maria Fire Department per Mitigation Measure HM-2.

Under Title 19, the project would be subject to a Process Safety Management Standard (PSM)/Risk Management Plan (RMP). The PSM/RMP addresses requirements established by the CalARP program (CCR Title 19, Division 2, Chapter 4.5, Sections 2735-2785), the California Division of Occupational Safety & Health (Cal/OSHA) Process Safety Management of Acutely Hazardous Materials (CCR Title 8 Section 5189), the Occupational Safety and Health Administration (OSHA) PSM, 29 CFR 1910.119, and the Environmental Protection Agency (EPA) Accidental Release Prevention Requirements: Risk Management Programs Under Clean Air Act Section 112(r), 40 CFR 68. Mitigation Measure HM-3 would require that an RMP be prepared and submitted to the City for final approval prior to the issuance of certificate of occupancy.

Risk of an accidental release or upset of the ammonia system would be further minimized by frequent and proper maintenance of the system. Mitigation Measure HM-4 would require that a written standard operating procedure be used by all refrigerator maintenance personnel to ensure the system is properly maintained. In addition, Mitigation Measure HM-5 would require the preparation of an emergency response plan in the event of accidental release.

As previously stated, a similar processing facility that uses anhydrous ammonia is located south of the proposed project (the Titan project). The risk of a simultaneous release or upset was considered. The Titan project is required to comply with applicable safety and emergency response regulations like those discussed above, which would be required of the proposed project. Further, the two facilities are separated by approximately 300 feet. Considering the many regulations and standards in place to control potential impacts, in addition to the incorporation of additional safety equipment features for the proposed project, the risk of cumulative impacts resulting from simultaneous release or upset would be less than significant.

By complying with all state and federal regulations and industry design standards regarding the handling and storage of hazardous material, and through the implementation Mitigation Measures HM-1 through HM-5, the risk associated with an accidental release of anhydrous ammonia or fire would be reduced to the maximum extent practicable. Through implementation of these measures, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; *therefore, impacts would be less than significant with mitigation.*

- c. Under the worst-case scenario for an accidental release, an ammonia cloud could reach up to 3.7 miles and affect approximately 75,000 receptors. The nearest existing schools to the project include Sanchez Elementary School located approximately 0.38 mile to the east, Liberty Elementary School located approximately 0.60 mile to the south, and Adams Elementary School located approximately 0.65 mile to the east. Additionally, the planned development located directly east would place a school within 0.25 mile of the project site. Under the worst-case scenario, these schools could be affected by an accidental release of anhydrous ammonia, resulting in a potentially significant impact. As discussed above, the project would be required to implement Mitigation Measure HM-1 through HM-5 which include procedures and prevention requirements for the accidental release of hazardous substances. Specifically, Mitigation Measure HM-5 requires the applicant to prepare an emergency response plan that would detail specific measures to notify, protect, and if necessary, evacuate affected receptors. The project would further be subject to the requirements of Uniform Fire Code for the transport of hazardous materials, including placement of safeguards to minimize risk of exposure of hazardous materials that could lead to the endangerment of people or property. In the event of an accidental release, several schools within the project vicinity could be affected, including a school proposed within 0.25 mile of the project site. The project would be required

to comply with numerous regulations for handling and transporting hazardous substances and to implement Mitigation Measure HM-1 through HM-5 which includes the preparation of an emergency response plan. *Therefore, impacts related to hazardous emissions within one quarter mile of a school would be reduced to less than significant with mitigation.*

- d. The project site contains an existing food processing and freezer facility that has been in operation since the 1950s. Based on a search of the California Environmental Protection Agency's Cortese List (CalEPA 2018), Department of Toxic Substances Control's EnviroStor website (DTSC 2018), and the State Water Resources Control Board's GeoTracker website (SWRCB 2018), there are no known active hazardous material sites located near the project site. However, according to GeoTracker, the project site is listed as being a former Leaking Underground Storage Tank (LUST) cleanup site for two underground fuel tanks that were removed in 1988. A preliminary Investigation and Evaluation Report prepared in 1995 concluded that additional remediation efforts were required. In 1998 a remedial action completion certification issued by the State Water Resources Control Board confirmed the completion of a site investigation and appropriate remedial actions for the underground storage tanks. The site is now listed as a closed site. The proposed improvements for this project would primarily occur aboveground and would not be located on a site that could create a significant hazard to the public or the environment. *Therefore, impacts related to location on a site included on a list of hazardous material sites would be less than significant.*
- e-f. The project is located within 2 miles of the Santa Maria Public Airport. Based on the Santa Barbara County Airport Land Use Plan (SBCAG 1993) and the Safety Element in the City's General Plan, the project site is not within the Santa Maria Airport area of influence or noise contours. Additionally, based on the Draft Airport Land Use Compatibility Plan (County 2012), which includes the proposed future runway extension, the project site would still not be located within the airport's noise contours. Based on the current adopted 1993 Santa Barbara County Airport Land Use Plan, *no impacts would occur related to safety hazards related to working or residing within close proximity to a public airport or private airstrip.*
- g. The proposed project does not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in the closure of any roads. All access and circulation routes to and from the project site would be developed in compliance with local and state safety regulations and all improvements would be required to comply with applicable California Fire and Building Code requirements pertaining to emergency access; *therefore, impacts related to interference with an adopted emergency response plan or evacuation plan would be less than significant*
- h. The project site is primarily surrounded by urban development on all sides (with the exception of an undeveloped lot to the east where a planned development is proposed) and is not located adjacent to a wildland area or a state responsibility area. According to the Safety Element in the City's General Plan, the Santa Maria Valley is not susceptible to high wildland fire risks (City 1995). This conclusion is further supported by the Cal Fire, Fire Hazard Severity Map, dated November 6, 2007 (CalFire 2007). This map indicates that the project site is not located within a Very High Fire Hazard Severity Zone. The proposed project is not located in or near a state responsibility area or lands classified as very high hazard severity zones; *therefore, the project would not be exposed to risks from wildland fires and impacts would be less than significant.*

Mitigation Measure(s) incorporated into the project: Implementation of the project would potentially result in the exposure of hazardous materials to the public; therefore, mitigation to reduce the potential for an accidental release of hazardous materials are included below.

- HM-1** Prior to the issuance of a building permit, the applicant shall provide the City and Santa Maria Fire Department with final plans and specifications that verify the following design recommendations and safety requirements have been included:
 - 1. An automated system designed to shut down the system immediately if it detects a pressure drop from a leak in the evaporative-condensers or in the piping;

2. Verification that the pressure relief valves of the ammonia storage vessels have been appropriately sized to vent to a safe location in both normal overheat conditions and in fire conditions within the engine room;
3. A safeguard to the ammonia system that reduces the long-range dispersion of ammonia due to horizontal jetting in the case of a leak in the piping;
4. A summary memorandum identifying how the proposed project will implement the requirements for storage and handling of anhydrous ammonia per ANSI/Compressed Gas Association (CGA) G-2.1 and OSHA 29 CFR 1910.111 to assure the facility is adequately designed to minimize the potential for instantaneous releases.

HM-2 In coordination with the Santa Maria Fire Department, the initial charge of the ammonia into the refrigeration system shall be timed and time the charge to counteract the prevailing wind pattern of the area. The initial charging and all subsequent charging of the ammonia system shall occur under the direct supervision of the Santa Maria Fire Department and shall comply with all applicable system ammonia charging procedures per ANSI/IIAR Standard 5: Start-up and Commissioning of Closed-Circuit Ammonia Refrigeration Systems.

Prior to initial charge of the ammonia into the refrigeration system, the applicant shall submit documentation of the following to the City of Santa Maria and the Santa Maria Fire Department for review and approval:

1. A Piping and Instrumentation Diagrams (P&ID) for all refrigeration processes;
2. A completed Hazard and Operability Study (HAZOP) and Layer of Protection Analysis (LOPA) that verifies that the system has been fully designed to include all necessary safety requirements and precautions to reduce the level risk of an accidental release or fire to the maximum extent practicable.

HM-3 Prior to the issuance for certificate of occupancy for the proposed project, the applicant shall prepare a Risk Management Plan pursuant to the CalARP program (CCR Title 19, Division 2, Chapter 4.5, Sections 2735-2785) and submit to the City for approval. Required safety improvements shall be coordinated with the City and routinely adopted in accordance with the Risk Management Plan.

HM-4 Prior to the issuance for certificate of occupancy for the proposed project, the applicant shall submit to the City and the Santa Maria Fire Department for approval, a written standard operating procedure and in-house checklist for personnel maintaining the refrigerator system.

HM-5 Prior to the issuance for certificate of occupancy for the proposed project, the applicant shall submit to the City and the Santa Maria Fire Department for approval, an emergency response plan that coordinates the actions of the facility staff with local emergency responders and outlines specific measures to notify, protect, and if necessary, evacuate affected receptors in the event of an accidental release of anhydrous ammonia.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j. Inundation by seiche, tsunami, or mudflow?				X

Setting:

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

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

The stipulation divided the Santa Maria Valley Groundwater Basin into three management areas, the largest being the Santa Maria Valley Management Area (SMVMA), which overlies the City of Santa Maria. Since the late 1960's, the basin has alternately experienced significant recharge (recovery) and decline which, collectively, reflect a general long-term stability as groundwater levels in both aquifer zones have fluctuated between historical-low and near historical-high levels over alternating five- to 15-year periods. Groundwater levels throughout the SMVMA have shown this trend, but with different ranges of fluctuation and groundwater levels have repeatedly recovered to near or above previous historical-high levels, most recently in 2002. (Luhdorff and Scalmaninin Consulting Engineers 2018).

The provisions of the 2008 court-ordered stipulation require that an annual assessment be prepared for the Santa Maria Valley Management Area. According to the 2017 Annual Report (Luhdorff and Scalmaninin Consulting Engineers 2018), the conditions in the SMVMA do not satisfy all the criteria delineated in the Stipulation for defining a severe water shortage, and, as a result, it was concluded that there is no finding of severe water shortage conditions in the SMVMA in 2017.

In 2016, groundwater resource planning and data reporting requirements under the California Department of Water Resource (DWR) Sustainable Groundwater Management Program (SGMA) commenced. Since the SMVMA is part of an adjudicated basin, the DWR considers it already managed by the Court and, thus, SGMA groundwater resource planning requirements do not apply (Luhdorff and Scalmaninin Consulting Engineers 2018).

The closest body of water to the project site is the Santa Maria River, located approximately 3.25 miles northeast of the project site. Federal Emergency Management Agency (FEMA) Flood Map Service Center, the project site is not located within a 100-year floodplain. The City and project site are further protected by the Santa Maria River Levee, which was designed by the U.S. Army Corps of Engineers to withstand a 100-year flood condition. Based on the California Department of Conservation Santa Barbara County Tsunami Inundation Maps, the project site is not located within an area with the potential for tsunami inundation.

Impact Discussion:

- a.f. The proposed project would require on-site grading, which could result in the erosion of onsite soils and sedimentation during heavy wind or rain events. The proposed project would be required to comply with all local, state and federal requirements, including a state Construction General Permit, which requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) to control the discharge of pollutants, including sediment and erosion, into local surface water drainages. The project would further be required to comply with the adopted standards contained within the City of Santa Maria's Municipal Code, Section 8-12 (Wastewater) and 8-12A (Stormwater). Section 8-12A.04 also incorporates the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (Central Coast Regional Water Quality Control Board, Resolution No. R3-2013-0032). By incorporating these design provisions and permit review and approval procedures by the City, the project would not violate water quality standards and waste discharge requirements; therefore, impacts would be *less than significant*.
- b. The project site currently utilizes an onsite well (Permit #4200832) that has been in existence prior to the establishment of the Sure-Fresh Cooler in 1979 and predates the Santa Maria Groundwater adjudication. Former owners of the site, Western Refrigerator and Cold Storage Company, participated in the litigation and were signatories to the settlement stipulation in 2005. As set forth in the Court judgement and recognized by the City in the most recent Urban Water Management Plan (UWMP), signatory landowners have an overlying right and first priority to use native water (City 2016b). The proposed expansion would continue to rely on the existing well which maintains a maximum pump rate of 1,000 gpm for a total

maximum output entitlement potential of 1,613 AFY. A portion of the project's total water demand (approximately 15 to 20 AFY) would continue to be served by the City. The total existing baseline usage of water is 153.6 AFY. The project proposes the construction of a new freezer and modernization of the existing cooler operations which would result in an anticipated increased maximum water demand of 153.76 AFY, resulting in a new cumulative water demand of 307.4 AFY.

The project proposes expansion of an existing use and would rely primarily on increased groundwater supplies from an onsite well that is independent from the City's groundwater wells. The local groundwater basin is actively managed according to the 2005 settlement stipulation, which created three management subareas, each of which has a clearly defined technical group and monitoring program. Subarea water supply conditions, including the Santa Maria Valley management area where the project is located, are monitored extensively and those conditions are reported to the court annually. The goal of each group is to promote monitoring and management practices in their respective management areas so that present and future water demands are satisfied without causing long-term damage to the underlying groundwater resource.

According to the 2017 Annual Hydrologic Report for the Santa Maria Valley Management Area¹, the groundwater basin continues to remain within historical range and there is no evidence of a water shortage or water quality contamination that could restrict an overlying right holder's use of groundwater (City 2016b). As such, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; therefore, impacts would be *less than significant*.

In addition, the project is currently connected to the City's water system for potable water service and fire suppression. The Project proposes to connect a new private 10-inch water main to an existing 10-inch water main on Stowell Road to provide emergency water for fire suppression. The City of Santa Maria derives water from multiple supply sources including local groundwater, purchased water from the SWP, associated return flows recaptured from the Santa Maria Groundwater Basin, assigned rights to water from the Santa Maria Groundwater Basin, and assigned rights to augmented yield from Twitchell Reservoir. According to the UWMP, the City's water supply is expected to reliably meet the projected demands through 2040, and as such, the proposed project's increase in potable water use would not have a significant impact on the City's water supplies. Potential impacts would be *less than significant*.

c,d,e. The mostly developed site contains relatively large areas of impervious surfaces from the existing building footprint and associated paved areas for parking. The proposed project would result in a total building area of 424,753 square-feet (37%) with an additional paved area of 544,469 square-feet (46.5%), resulting in 969,286 square-feet (83.5%) of impervious surface, which is similar to the project site's existing impervious surface. The remaining 192,088 square-feet (16.5%) of the project site would be used for landscaping and retention basins. Consistent with the City Municipal Code (Chapter 8-12A) and the Central Coast Regional Water Quality Control Board's stormwater regulatory requirements, the project would construct three retention basins, three bio-retention basins, and utilize an existing retention basin to convey and infiltrate stormwater from a 95th percentile storm event. The drainage system would be designed to control the flow rate of on-site runoff so that it would not exceed predevelopment conditions and the drainage patterns of the area would remain unaltered.

The on-site storm drain system would be designed to comply with mandatory requirements for National Pollution Discharge Elimination System (NPDES) for siltation and sediment control. Additionally, a Stormwater Control Plan (SCP) has been prepared and the City Utilities Department has determined that the SCP meets Tier 4 performance requirements. Implementation of these requirements would avoid potential impacts related to onsite erosion, siltation, flooding, and runoff; *therefore, impacts would be less than significant*.

g,h. In 2016, the City of Santa Maria prepared a Hazard Mitigation Plan (an annex to the Santa Barbara County Operational Area Hazard Mitigation Plan) which describes specific hazard prevention measures and

¹ The 2018 Annual Hydrologic Report will be made available in 2019

floodplain development requirements for projects that could be subject to flooding. Principally, the Santa Maria River levee, built by the U.S. Army Corp of Engineers, has been designed to protect the City from a "100-year" flood event. The FEMA Flood Insurance Rate Map (FIRM) indicates that the project area is located entirely within Flood Zone X, an area of minimal flood hazard outside the 100-year flood zone (Panel 06083C0180F, effective 09/30/2005 and 06083C0187F, effective 09/30/2005; FEMA 2018). Additionally, the City of Santa Maria's General Plan Safety Element does not show the project within the City's flood hazard area. The proposed project does not involve the development of housing and would not place people or housing within a flood hazard zone or impede or redirect flood flows; *therefore, no impacts would occur.*

- i. Twitchell Dam is the closest potential source of dam inundation in the City of Santa Maria, located approximately 12 miles northeast of the project site. Twitchell Dam is not used for perennial water storage. The dam was constructed by the Bureau of Reclamation in 1958 and is primarily used for groundwater recharge and flood control. The City of Santa Maria's General Plan Safety Element does not show the project within the City's flood hazard or dam inundation area. The project is an expansion of an existing facility that is currently at a low risk of flooding and as a result the project would not be at a significant risk from flooding, including flooding as a result of the failure of a levee or dam; *therefore, potential impacts from dam failure are less than significant.*
- j. The project area is approximately 9 miles from the Pacific Ocean and would not be at risk of inundation by a tsunami. There are no bodies of water in the vicinity of the project site that are large enough to produce a seiche and the project site is not located in an area prone to landslides, mud slides, soil slips, or slumps; *therefore, no impacts would occur.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to hydrology or water quality; therefore, mitigation is not necessary.

10. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Setting:

The project is located in in the GI (General Industrial) General Plan Land Use Designation and corresponding M-2 (General Manufacturing) zoning district (City 2014). The GI (General Industrial) land use designation is intended to provide areas for all types of heavy industrial uses, particularly that need to be separated from other land uses because of the impacts associated with activities such as heavy truck traffic, noise, odor, or dust.

Impact Discussion:

- a. The project proposes to develop a freezer and processor facility on a 26.66-acre lot with other established manufacturing facilities in an area zoned for industrial uses. The project would be infill development within the built community and would not create, close, or impede any existing public or private roads, or create any other barriers to movement and accessibility within the community. *Therefore, the proposed project would not physically divide an established community and no impacts would occur.*
- b. The proposed Project is consistent with the existing land use designation of GI (General Industrial), as well as the existing zoning of M-2 (General Manufacturing). The new facility includes a 55-foot tall freezer and dock roof which would exceed the maximum allowable height of 40 feet. Section 12-17.09 of the Santa Maria Municipal Code gives the Zoning Administrator the discretion to approve building heights that exceed the 40-foot height limit if unique circumstances apply to the subject property and if the design would be compatible with adjoining properties (City 2016a). The new facility would be similar in mass and character to that of the previously developed Lineage Logistics facility located directly south and would be compatible with adjacent manufacturing facilities. The project was reviewed by the Zoning Administrator for consistency with applicable City of Santa Maria policies and ordinances and determined to be consistent with applicable planning documents. The proposed project would not conflict with existing City plans or policies; *therefore, potential impacts would be less than significant.*
- c. There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to the project site; *therefore, no impacts would occur.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to land use and planning; therefore, mitigation is not necessary.

11. MINERAL RESOURCES

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

Setting:

The City of Santa Maria's primary mineral resources are sand, rock, and oil. The Santa Maria River channel is considered to be a valuable mineral resource. The River contains the largest resources of Portland Cement Concrete-grade aggregate and almost 90 percent of the available alluvial sand and gravel resources in the Santa Barbara-San Luis Obispo County region. The Santa Maria basin is also a significant hydrocarbon (i.e. oil and gas) producing basin in California, historically allowing for the development of the oil industry throughout the region. Many of the areas oil wells have since been capped and abandoned due to the development and urbanization of the City.

Impact Discussion:

a,b. According to Resources Management Element in the City's General Plan, the project site is located within operational, existing, or abandoned oil facilities. The California Department of Conservation's Division of Oil, Gas and Geothermal Resources (DOGGR) Well Finder confirms that there are no active oil wells within the project site or vicinity. The project is also located in the MRZ-2 zone, an area where adequate information indicates the presence of mineral deposits. While the Santa Maria River channel is considered to be a valuable mineral resource for sand and rock, the project site is located over 3 miles south of the river. Based on the historic use of the site and level of development, the project site would not be conducive for sand and rock mining or production. *Therefore, impacts to mineral resources would be less than significant.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to mineral resources; therefore, mitigation is not necessary.

12. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Setting:

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

average values equal to the amount of acoustic energy equivalent to a time-varying sound over a 24-hour period (City 2009).

Based on the City Land Use Element, the project is not located within a Major Noise Impact Area or within the Airport Safety Zone (City 2011a). The Noise Element in the City's General Plan includes noise compatibility standards for noise exposure by land use. These include interior and exterior noise standards as shown in Table 8.

Table 9: Interior and Exterior Noise Standards

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

Source: City of Santa Maria General Plan Noise Element, Table N-4

Impact Discussion:

a-d. The project is located in in the GI (General Industrial) General Plan Land Use Designation which is intended to provide areas for all types of heavy industrial uses, particularly projects that need to be separated from other land uses because of the impacts associated with activities such as heavy truck traffic and noise. The project is surrounded by similar uses, with the nearest existing sensitive receptors located approximately 350 feet northeast in a high-density residential development. A residential development has been approved, but not constructed, on the parcel to the east, which would locate sensitive receptors within 125 feet of the proposed project. The project would be an expansion of an existing facility and does not propose a new use that has not already been established.

Construction Impacts. Construction of the project may generate noise and groundborne vibration associated with construction equipment and vehicle use. Anticipated equipment during construction includes large trucks, track hoe excavators, front end loaders, rock crusher, bull dozers, road graders, hydraulic boom crane, and lifts. Pursuant to the City's Noise Ordinance, construction activity is limited to daytime hours between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays, and prohibited on Sundays and federal holidays. Construction may be completed in phases and the project would comply with all mandatory noise requirements set forth in the City's Noise Ordinance. The project does not propose pile driving or other high impact activities that would generate substantial noise during construction, and would not create a substantial temporary or periodic increase in ambient noise levels in the project vicinity. The project would comply with all applicable noise standards; *therefore, short-term construction-related impacts related to noise would be less than significant.*

Operational Impacts. The project would continue existing operations with an expanded facility to include a new freezer and processor. The City's standard for manufacturing, warehousing, and agricultural facilities within the industrial land use category is 70 dBA CNEL. Noise generation from trucks entering and leaving the facility would likely be the largest contributor to elevated CNELs. Trucks would enter the northwest portion of the facility from Stowell Road and exit the southeastern portion of the facility onto Blosser Road. During harvest season from April through July, trucks deliveries would occur from 6:00 a.m. to 9:00 p.m. Outbound line trucks would provide deliveries during the off season from 6:00 a.m. to 10:30 p.m., Monday through Friday. When trucks arrive in the loading dock area, they will be checked for pre-cooling and back into the assigned dock and will shut down the truck engine and trailer mounted mechanical refrigeration unit. Trucks will have a gasketed connection between the building and trailers which would further confine

noise from loading activities to the inside of the building. These levels of activities and associated noise would be consistent with the existing operations and the designated land use. Due to the high volume of vehicles and frequency of use, Blosser Road and Stowell Road currently generate traffic-related noise that frequently exceed 65 dBA. A noise study prepared for a separate Lineage Logistic facility (the Titan project) located immediately south of the proposed project estimated the existing CNEL to be in the range of 60-65 dBA. Operations of the Titan project are similar to that of the proposed use including the estimated level of truck traffic and frequency. Based on similar uses and environmental conditions, it is anticipated that the proposed project would result in similar CNEL levels and would not exceed the 70 dBA CNEL threshold for the industrial land use category. The proposed project would not permanently increase ambient noise levels above existing levels or expose persons to long-term noise levels that exceed applicable noise standards; *therefore, long-term operational impacts from noise would be less than significant.*

- e-f. The project site is located approximately 1.92 miles north of the Santa Maria Public Airport and is outside of the 60 CNEL noise contour as identified by the City of Santa Maria's General Plan Noise Element. Based on the Draft Airport Land Use Compatibility Plan (County 2012), which includes the proposed future runway extension, the project site would still not be located within the airport's noise contours. The project is not located near any other public or private airports/airstrips. *therefore, no impact would occur.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to noise; therefore, mitigation is not necessary.

13. POPULATION AND HOUSING

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

Setting:

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

Impact Discussion:

- a. The proposed project would develop a freezer and processing facility on an existing development in an area zoned for M-2 (General Manufacturing). The existing facility currently employees up to 120 permanent employee positions including cleaning staff with an additional 584 seasonal employees from April to July.

The project would expand freezer operations into a new building, upgrade the processing facility, and convert the existing freezer to dry storage. The expansion in infrastructure would require 30 new permanent employee positions, which represents a marginal increase of new jobs created by the project. The proposed project would be located in an urbanized portion of the city with existing infrastructure and the new jobs that would be created are likely to be filled by the existing agricultural employment base. As a result, the proposed project is not expected to induce substantial or unplanned population growth in the project area; *therefore, impacts would be less than significant.*

- b,c. The project is located in an area planned and zoned for industrial development. The project site is neither suitable nor appropriately zoned to allow for residential development and would not displace existing housing or people, or necessitate the construction of additional housing; *therefore, no impacts related to the displacement of housing or people would occur.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to population and housing; therefore, mitigation is not necessary.

14. PUBLIC SERVICES

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

Setting:

Fire and police protection services are provided by the City of Santa Maria. The City is served by six fire stations, where all risk emergency services, as well as public education programs, fire prevention, and life safety measures are provided to the City's residents by the Fire Department. The City of Santa Maria Police Department provides law enforcement services for the City. Orcutt and the other unincorporated areas of the County are served by the Santa Barbara County Sheriff's Department. The Santa Maria-Bonita School District serves the City's elementary and junior high-schools, where the high-schools are served by the Santa Maria Joint Union High School District.

Impact Discussion:

- a.i. The project site would continue to be served by the City of Santa Maria Fire Department. The nearest fire station is Fire Station #2, located at 416 Carmen Lane, approximately 2 miles southeast of the project site. The new and existing project facilities would be required to be outfitted with a fire suppression system and would be subject to the City and State Fire Safety and Building codes. A Fire Risk Assessment (Veritas Fire Protection 2019) prepared for the project identified potential fire hazards and risks associated with the expansion of the Lineage Logistics freezer and SunOpta facility, and determined that the likelihood of a fire was very low with the incorporation of a sprinkler activation or suppression system. The Fire Risk Assessment was reviewed by the City of Santa Maria's Fire Marshal, who determined that no additional design improvements would be required. Per Mitigation Measure HM-2, the project would require the Fire Department to be available during the initial charge of the ammonia system; however, this would be a one-time occurrence in coordination with the Fire Department. The proposed project would not impose a significant increase in demand for fire protection services during construction or operation. No new or physically-altered public service facilities or personnel would be required as a result of the proposed project; *therefore, potential impacts would be less than significant.*
- a.ii. The project site would continue to be served by the City of Santa Maria Police Department, located approximately 1.5 miles away at 1111 West Betteravia Road. The project does not propose a new use or activity that would require additional police services above what is normally provided for similar general manufacturing uses developments. The proposed project would not result in an increased demand for police protection; *therefore, potential impacts would be less than significant.*
- a.iii. The project site is located within the Santa Maria-Bonita and Santa Maria Joint Union High-School Districts. As discussed previously, since the project would not be growth-inducing, it would not result in a significant increase in school-aged children in the area. Implementation of the proposed project would not result in any significant impacts to local schools; *therefore, impacts would be less than significant.*
- a.iv. The nearest park to the project site is Minami Park, located approximately 0.75 mile east of the project site. The proposed project would not induce population growth or contribute to the demand on park facilities; *therefore, the project would not result in any direct or indirect impacts to park facilities; therefore, no impacts would occur.*
- a.v. As discussed in *Chapter 4. Biological Resources*, the project would require the removal of several trees along Blosser Road and the project applicant would be required by the City to repair curb, gutter, sidewalk, and pavement where root damage has occurred. The project would also be required by the City to install a handicap ramp at the intersection of Blosser Road and Stowell Road that would comply with California Administrative Code, Title 24 requirements. All proposed public improvements would be constructed in accordance with city and state standards and subject to approval by the City Engineer; *therefore, impacts related to public services would be less than significant.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to public facilities; *therefore, mitigation is not necessary.*

15. RECREATION

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

Setting:

The City of Santa Maria's recreation system is comprised of several local parks and recreational facilities, which are managed by the Department of Recreation and Parks. The Department operates 234 acres of developed parkland in 27 neighborhood and community parks. Minami Park is located approximately 0.75 mile east of the project site and provides amenities such as a playground, basketball courts, a sand volleyball court, softball field, lighted tennis courts, bocce ball, and a large open grass area.

Impact Discussion:

- The proposed project would not contribute to population growth or otherwise place an increased demand on existing recreational facilities; *therefore, no impact would occur.*
- The project does not include the construction or expansion of recreational facilities and would not require the construction or expansion of existing recreational facilities in the project area; *therefore, no impacts would occur.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to recreation; therefore, mitigation is not necessary.

16. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		X		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?			X	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Setting:

US Highway 101 plays an important role in the City of Santa Maria's traffic circulation and provides direct access to the site via Stowell Road exit. Blosser Road is a north-south, 4-lane secondary arterial that provides access along the western Boundary of the City. Stowell Road is a 4-lane, secondary arterial that extends from US highway 101 on the east to Black Road on the west. Blosser Road and Stowell Road would be the primary roads used to access the project site. Line trucks used for the freezer operation and product transfers would primarily use Stowell Road to US Highway 101 with a secondary haul route using Blosser Road to Betteravia Road to US Highway 101. During the harvest season, field trucks traveling from the west via county roads would collect from Black Road onto Stowell Road to access the facility. Trucks traveling from the east would collect from Telephone Road, Betteravia Road and Philbic Road onto Stowell Road and from Betteravia Road and Blosser Road onto Stowell Road to connect to the facility.

The City provides four types of public transportation services. Santa Maria Area Transit (SMAT) is a local bus service that operates in Santa Maria and Orcutt. The Breeze is the intercity service that operates between Santa Maria, Lompoc, and Vandenberg Air Force Base. ADA Paratransit is the complementary paratransit for persons with disabilities. The Clean Air Express (CAE) is the interregional service that

operates between Santa Maria, Lompoc, Goleta, and Santa Barbara. The nearest bus stop is located at W. Stowell Road and S. Western Avenue (SMAT bus route 4), located approximately 0.5 mile east of the project.

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on the regional transportation facilities located within the Congestion Management Program (CMP) roadway system. Level of Service (LOS) A through F are used to rate intersections, with LOS A indicating very good operations and LOS F indicating poor operations. The City's General Plan Circulation Element considers LOS D as an acceptable level of service for all arterials, collectors and signalized intersections (City 2011b). Similarly, the CMP considers LOS D acceptable for CMP roadways and intersections, with deficiency plans required when operations degrade to LOS E or F. Projects that generate less than 500 daily trips and less than 50 peak hour trips are considered consistent with the CMP and would not generate significant impacts.

Guided by the City's General Plan Circulation Element, the City has prepared a Santa Maria Bikeway Master Plan that provides a blueprint for bicycle transportation and recreation. To date, the City has implemented an extensive network of bikeways that provide connections to destinations throughout the City as well as links to adjacent communities and the Santa Barbara County regional system, totaling nearly 65 miles.

The City of Santa Maria is experiencing a strong rate of growth and development. Nearby projects that are under construction, recently approved, or under planning review include the SerraMonte Townhome project and the Northman residential subdivision project. Development of these projects collectively contribute to the LOS quality throughout the City.

Impact Discussion:

a-b. The proposed project would be an expansion of an existing facility, with no new average daily trips (ADT) associated with the Lineage Logistics freezer or SunOpta facility. However, the project would add 30 new permanent employees, which would result in 30 ADTs occurring outside of peak-hour times (3:00 p.m. to 6:00 p.m.). Additionally, a trip generation analysis was prepared by Associated Transportation Engineers (ATE 2018a) for the proposed project using the rates for High-Cube Cold Storage Warehouse (ITE Code #157) published in the Institute of Transportation Engineers (ITE) Trip Generation manual. This rate identified operational trips of the proposed facility as a whole and did not take into account the existing trips associated with existing facilities and supporting infrastructure. While the proposed project would not result in any new additional truck trips, the trip generation estimates provided by ATE concluded that under the modeled scenario, the facility (including the expansion proposed by the project) would generate approximately 498 daily trips, which would still be consistent with the CMP and would not alone generate significant impacts based on the adopted impact criteria (Appendix C).

As part of a separate project for a nearby residential development, a traffic and circulation study prepared by ATE (ATE 2018b) determined that cumulative impacts to the Stowell Road and Blosser Road intersection would occur in conjunction with other proposed projects. Under cumulative conditions, the study determined that the intersection would operate at LOS E during the peak-hour period. The study further determined that intersection operations could be improved to LOS D if a right-turn lane was installed on the eastbound Stowell Road approach. Per Mitigation Measure TR-1, the proposed project would provide a dedicated easement for additional right-of-way to allow for a future right-lane turn on the eastbound Stowell Road approach, which would allow for the Stowell Road and Blosser Road intersection to continue to operate at LOS D. In addition, the project would be subject to Mitigation Measure TR-2, requiring a traffic mitigation fee per the Santa Maria Municipal Code Sections 8-15.01 through 8-15.15 and 8-15.18 (City 2016a) to help offset cumulative impacts and fund future improvements. Per Section 8-15.18 (e), the City Council may consider granting credits or fee reductions for traffic fees for uses which cause little or no impact on traffic congestion.

The proposed project would be consistent with applicable transportation and circulation policies and would not significantly increase traffic on local roadways or contribute to a degraded LOS; however, development

of this project in conjunction with nearby projects would cumulatively contribute to a degraded LOS at the intersection of Stowell Road and Blosser Road. Per Mitigation Measure TR-1, the project would provide a dedicated easement of right-of-way for a future turn lane that would mitigate for the degraded LOS. Additionally, per Mitigation Measure TR-2, the project is subject to a traffic mitigation fee that would further reduce cumulative impacts to surrounding roadways. *Therefore, impacts would be less than significant with mitigation.*

- c. The project site is located approximately 1.92 miles from the Santa Maria Airport and, according to the 1993 Airport Land Use Plan (SBCAG 1993), the project site is not located within any area of influence associated with the airport. Based on the Draft Airport Land Use Compatibility Plan (Santa Barbara County 2012), which includes the proposed future runway extension the project site would be located within the airport influence area (AIA-Review Area-2). Future development would be required to be determined compatible by the Airport Land Use Commission (ALUC). Based on the current adopted 1993 plan, *no impacts would occur.*
- d. The project would not change the design or alignment of any adjacent roadways and does not include any road improvements or design features that would increase hazards or introduce incompatible uses. All improvements would adhere to the City of Santa Maria Municipal Code Section 12-33 (Commercial and Industrial Performance Standards) as well as Sections 12-27.02 and 12-27.03 regarding site distance requirements (City 2016a); *therefore, potential impacts related to hazardous design features would be less than significant.*
- e. The project would be required to conform to City's Municipal Code Chapter 7 regarding traffic and safety regulations (City 2016a). Emergency access into the project site would be provided directly off Stowell, where emergency vehicles would enter the site from the westernmost driveway, which would be widened to 40 feet to accommodate ingress and egress for Lineage trucks. Additionally, the project has been reviewed by the City of Santa Maria Fire Department and would be required to provide 30-foot apparatus access roads within 150 feet of all portions of the facility and exterior walls of the first story of the buildings. Access and circulation would be designed to comply with all safety and street improvement standards per the City's Fire Department requirements and the City's traffic regulations; *therefore, potential impacts related to emergency access would be less than significant.*
- f. As discussed previously, the project would be subject to a traffic mitigation fee per the Santa Maria Municipal Code Sections 8-15.01 through 8-15.15 and 8-15.18 which would be used for roadway and infrastructure improvements (City 2016a). In addition, the project would repair sidewalks and add a handicap ramp at the intersection of Blosser and Stowell to improve pedestrian facilities in the project area. The project would not conflict with adopted policies, plans or programs regarding public transit, bikeways (including the Bikeway Master Plan), or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. *Therefore, impacts would be less than significant.*

Mitigation Measure(s) incorporated into the project:

- TR-1** Prior to issuance of building or grading permits, the applicant shall provide an offer for a dedicated easement to the City of Santa Maria for additional right-of-way to install a right-turn lane on the eastbound Stowell approach. The dedicated easement shall be shown on the final improvement plans and include legal descriptions, sketches in the City standard format, closure calculations, and the submittal of a current title report and payment of current City's Public Works Department fees.
- TR-2** Prior to issuance of building or grading permits, the applicant shall pay all applicable traffic mitigation fees per the Santa Maria Municipal Code Sections 8-15.01 through 8-15.15 and 8-15.18.

17. TRIBAL CULTURAL RESOURCES

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

Setting:

The City of Santa Maria (the CEQA Lead Agency) provided notification to Native American tribes affiliated with the project area pursuant to Assembly Bill 52 (AB 52). On July 3, 2018, the City of Santa Maria planning staff met with Freddy Romero of the Santa Ynez Band of Chumash Indian Elders Council, who requested project notification pursuant to Public Resources Code 21080.3.1. No additional Native American Tribes that received project notices responded with a request for formal consultation. No sites listed in, or eligible for listing in, the California Register of Historical Resources, or in a local register of historical resources are known to exist within the project area.

Impact Discussion:

a-b. The project site does not contain any known tribal cultural resources that have been listed, or are eligible for listing, in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). The potential for the existence of buried archaeological materials within the project area is considered low based on the historic physical setting and extent of previous disturbance. Mitigation for an inadvertent discovery of tribal cultural resources has been proposed to ensure impacts to any unknown tribal cultural resources that may be encountered during project development would be avoided and/or minimized; *therefore, potential project impacts would be less than significant with mitigation.*

Mitigation Measure(s) incorporated into the project:

TCR-1 Inadvertent Discovery of Tribal Cultural Resources. In the event that a potentially significant tribal cultural resource is encountered during subsurface earthwork activities, all construction activities within

a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a qualified tribal cultural resources specialist, in conjunction with the Santa Ynez Band of Chumash Indian Elders Council as necessary, determines whether the uncovered resource requires further study. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (CDPR) forms and evaluated for significance in terms of CEQA criteria by a qualified tribal cultural resources specialist.

18. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Setting:

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

Discussion:

- a. The proposed project would generate approximately 195,500 gallons a day in wastewater during operation. Based on the proposed wastewater demand, the proposed general manufacturing uses would be considered a "Class IV" use (City Code Section 8-12.104(a)(17)), which are considered Significant Industrial Users. The applicant would be required to comply with Chapter 8-12 of the City Code (Wastewater Collection, Treatment and Disposal) and any wastewater discharged to the City system must not interfere with the functioning of the City wastewater treatment plant or compliance with its discharge requirements. Therefore, the wastewater treatment requirements of the Central Coast Regional Water Quality Control Board would not be exceeded, and *potential impacts would be less than significant*.
- b,d,e. As discussed in *Chapter 9. Hydrology and Water Quality*, the project site currently utilizes an onsite well that has been in existence since at least 1979. The proposed expansion would continue to rely on the existing well and would connect to a new private 10-inch water main to an existing 10-inch water main on Stowell Road to provide emergency water for fire suppression. No additional infrastructure is proposed. Wastewater treatment services would be provided to the project site by the City of Santa Maria's Utility Department and treated at the wastewater treatment plant, which has a capacity of 13.5 million gallons a day. The applicant proposes to increase the existing wastewater generation from 58,018 gallons per day to 195,500 gallons per day, representing an additional 137,482 gallons per day from the existing wastewater demand depending on the season. Historically and in the proposed expanded facility, about 25 to 50 percent of the water used is sent through the City's wastewater system while the remaining wastewater is lost through evaporation. The wastewater generated would vary based on on-peak and off-peak season production. The City of Santa Maria's 2015 Urban Water Management Plan estimates that by 2020, the City will treat up to 8.7 million gallons a day of wastewater (City 2016b). At full build-out, the proposed increase in wastewater demand would represent 0.19 million gallons a day and would not necessitate the expansion of an existing wastewater facility based on the City's current treatment capacity. The proposed project would have sufficient water supplies from the existing wells and would not require the construction of a new water or wastewater facilities to serve the project. Therefore, impacts would be *less than significant*.
- c. The project would construct three retention basins, three bio-retention basins, and utilize an existing retention basin to convey and infiltrate stormwater from a 95th percentile storm event. The drainage system would be designed to control the flow rate of on-site runoff so that it would not exceed predevelopment conditions and the drainage patterns of the area would remain unaltered. All on-site stormwater management design features would be consistent with the City of Santa Maria standards and specifications and would be approved by the City Engineer. The City is covered by the State Water Resources Control Board (SWRCB) Order No. 2013-0001-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000004. The City Municipal Code includes Chapter 8-12A (Stormwater Runoff Pollution Prevention) as part of meeting the state requirements. Section 8-12A.04 prohibits stormwater discharges unless they are in conformance with the statewide General Permit and with the specific requirements of the RWQCB Resolution No. R3-2013-0032 Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region. The stormwater improvements to detain and biologically treat stormwater prior to its discharge would all be on-site. No offsite drainage improvements or modifications would be necessary; *therefore, potential impacts would be less than significant*.
- f,g. The City of Santa Maria currently disposes of solid waste at the Santa Maria Regional Landfill, located at 2065 E Main Street in Santa Maria, with estimated remaining capacity of 3,030,720 cubic yards. The City has also initiated development of a new landfill in the City – the Santa Maria Integrated Waste Management Facility (Los Flores Ranch Landfill; Facility No. 42-AA-0076), located in the Solomon Hills approximately 8 miles southwest of the City of Santa Maria and 0.5 mile east of U.S. Highway 101 in an unincorporated portion of Santa Barbara County. The new facility will have a design capacity of approximately 131 million cubic yards of waste with an estimated closure date of 2105. The permit for the new facility is consistent with the Santa Barbara County Integrated Waste Management Plan, which was approved by the California Department of Resource Recycling and Recovery (CalRecycle) on October 18, 2011 as well as the standards adopted by the CalRecycle, pursuant to Public Resources Code (PRC) 44010. In addition, the

design and planned operation of the facility is consistent with the State Minimum Standards for Solid Waste Handling and Disposal as determined by the enforcement agency based on review of the January 11, 2011 Joint Technical Document, pursuant to PRC 44009.

The proposed project would continue to rely on the City's solid waste collection services and facilities. The proposed project would result in 169,922 sf of new building area, which per the City of Santa Maria's minimum industrial collection development standards (Standard Detail MS-16A) would require approximately six new 4-cubic yard trash bins and six new 4-cubic yard recycle bins. This would result in an estimated 1,248 cubic yards of solid waste a year. Based on the existing and projected available capacity of the solid waste facility, the proposed development would not result in the need for new or expanded solid waste facilities. Additionally, the proposed facility expansion would be required to comply with applicable federal, state, and local regulations regarding solid waste; *therefore, impacts associated with solid waste and the need for new or expanded solid waste facilities would be less than significant.*

Mitigation Measure(s) incorporated into the project: Implementation of the proposed project would not result in potentially significant impacts related to utilities and service systems; therefore, mitigation is not necessary.

REFERENCES

- Associated Transportation Engineers (ATE). 2018a. Trip Generation Analysis for the Lineage Logistics Project, City of Santa Maria. October 5, 2018.
- Associated Transportation Engineers (ATE). 2018b. Traffic and Circulation Study: Serramonte Homes Project, City of Santa Maria. October 16, 2018.
- California Air Resources Board (CARB). 2016a. Ambient Air Quality Standards. May 4, 2016. Available at: <<http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>> Accessed on January 8, 2019.
- California Air Resources Board (CARB). 2016b. Area Designation Maps / State and National. May 5, 2016. Available at: <<http://www.arb.ca.gov/desig/adm/adm.htm>> Accessed on January 8, 2019
- California Air Resources Board (CARB). 2018. 2015–2017 Top 4 Summary. Available at: <<http://www.arb.ca.gov/adam/topfour/topfour1.php>> Accessed on January 8, 2019
- California Department of Conservation (DOC). 2010. Fault Activity Map of California (2010). Available at: < > Accessed on January 7, 2019.
- California Department of Conservation (DOC). 2016a. Farmland Mapping and Monitoring Program. Available at: <<https://maps.conservation.ca.gov/DLRP/CIFF/>> Accessed on January 7, 2019.
- California Department of Conservation (DOC). 2016b. Division of Land Resource Protection: Land Conservation Act Map - Santa Barbara County 2015/2016. Available at: <ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Santa_Barbara_15_16_WA.pdf> Accessed on January 7, 2019
- California Department of Conservation (DOC). 2018. Regulatory Maps: Alquist-Priolo Earthquake Fault Zoning. Available at: <<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>> Accessed on January 7, 2019.
- California Department of Conservation (DOC). 2019. Probabilistic Seismic Hazard Map. Available at: <<https://www.conservation.ca.gov/cgs/Pages/PSHA/shaking-assessment.aspx>> Accessed on: January 23, 2019.
- California Department of Fish and Wildlife (CDFW). 2018a. California Natural Diversity Database (CNDDB), Rarefind 5 (online). Commercial Version. Accessed on January 7, 2019
- California Department of Fish and Wildlife (CDFW). 2018b. Special Plant and Animal Lists. Available at: <<http://www.dfg.ca.gov/wildlife/nongame/list.html>> Accessed on January 7, 2019.
- California Department of Forestry and Fire Protection (CalFire). 2007. Fire Hazard Severity Zones in State Responsibility Areas (SRA). Available at: <http://frap.fire.ca.gov/webdata/maps/statewide/fhszs_map.pdf> Accessed on January 7, 2019.
- California Department of Parks and Recreation (CDPR) 2019. Office of Historic Preservation: California Register of Historical Places. Available at: <http://ohp.parks.ca.gov/?page_id=21238> Accessed on: January 23, 2019.
- California Department of Toxic Substance Control (DTCS). 2018. Envirostor. Available at: <<https://www.envirostor.dtsc.ca.gov/public/>> Accessed on January 7, 2019.

- California Department of Transportation (Caltrans). 2018. California Scenic Highway Mapping System. Available at: <http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/> Accessed on January 7, 2019.
- California Environmental Protection Agency (CalEPA). 2018. Cortese List Data Resources. Available at: <<https://calepa.ca.gov/sitecleanup/corteselist/>> Accessed on January 7, 2019.
- California Native Plant Society (CNPS). 2018. Inventory of Rare, Threatened, and Endangered Plants of California. Available at: <<http://www.rareplants.cnps.org/>> Accessed on January 7, 2019.
- California State Water Resources Control Board (SWRCB). 2018. GeoTracker. Available at: <<https://geotracker.waterboards.ca.gov/>> Accessed on January 7, 2019.
- Federal Emergency Management Agency (FEMA). 2018. FEMA Flood Map Service Center. Available at: <<https://msc.fema.gov/portal/home>> Accessed on January 7, 2019.
- LSA Associates, Inc. (LSA). 2018. Greenhouse Gas Analysis for the Lineage Logistics Project, Santa Maria, CA. July 12, 2018.
- Luhdorff and Scalmaninin Consulting Engineers. 2017 Annual Report of Hydrogeologic Conditions, Water Requirements, Supplies and Disposition – Santa Maria Valley Management Area. April 2018. Available at: <<https://www.cityofsantamaria.org/home/showdocument?id=24051>> Accessed on: January 23, 2019
- Rex Moore Group, Inc. 2018. Photometric Analysis for 1315 So Blosser Rd., Santa Maria, CA 93458. June 25, 2018.
- San Luis Obispo County Air Pollution Control District (SLOAPCD). 2012. Greenhouse Gas Thresholds and Supporting Evidence. March 28.
- Santa Barbara, County of (County). 2011a. General Plan Circulation Element. December 2011. Available at: <<https://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?BlobID=16905>> Accessed on January 7, 2019.
- Santa Barbara, County of (County). 2011b. General Plan Environmental Resources Element. December 2011. Available at: <<https://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?BlobID=16904>> Accessed on January 7, 2019.
- Santa Barbara, County of (County). 2012. Draft Airport Land Use Compatibility Plan. September 2012. Available at: <http://www.sbcag.org/uploads/2/4/5/4/24540302/draft_airport_land_use_compatibility_plan.pdf> Accessed on February 5, 2019.
- Santa Barbara, County of (County). 2015. County of Santa Barbara Energy and Climate Action Plan (ECAP). County of Santa Barbara Long Range Planning Division, Santa Barbara, CA. May 2015. Available at: <http://longrange.sbcountyplanning.org/programs/climateactionstrategy/docs/Final%20ECAP_May%202015.pdf> Accessed on January 7, 2019.
- Santa Barbara County Air Pollution Control District (SBCAPCD). 2015a. 2013 Clean Air Plan. March 2015. Available at: <<http://www.ourair.org/wp-content/uploads/Final2013CleanAirPlan.pdf>> Accessed on January 7, 2019.
- Santa Barbara County Air Pollution Control District (SBAPCD). 2015b. Environmental Review Guidelines for the Santa Barbara County Air Pollution Control District. Revised April 30.

- Santa Barbara County Association of Governments (SBCAG). 1993. Santa Barbara County Airport Land Use Plan. Santa Barbara County Airport Land Use Commission, Santa Barbara County Association of Governments, Santa Barbara, CA. October 1993. Available at: http://www.sbcag.org/uploads/2/4/5/4/24540302/adopted_1993_airport_land_use_plan.pdf Accessed on: January 7, 2019
- Santa Barbara County Association of Governments (SBCAG) 2017. Fast Forward 2040 SBCAG Regional Transportation Plan and Sustainable Communities Strategy. August 17.
- Santa Maria, City of (City). 1995. General Plan Safety Element. November 21, 1995. Available at: <https://www.cityofsantamaria.org/home/showdocument?id=612> Accessed on January 7, 2019.
- Santa Maria, City of (City). 2001. General Plan Resource Management Element. January 16, 2001. Available at: <https://www.cityofsantamaria.org/home/showdocument?id=598> Accessed on January 7, 2019.
- Santa Maria, City of (City). 2009. General Plan Noise Element. April 15, 2009. Available at: <https://www.cityofsantamaria.org/home/showdocument?id=596> Accessed on January 7, 2019.
- Santa Maria, City of (City). 2011a. General Plan Land Use Element. September 6, 2011. Available at: <https://www.cityofsantamaria.org/home/showdocument?id=610> Accessed on January 7, 2019.
- Santa Maria, City of (City). 2011b. General Plan Circulation Element. September 6, 2011b. Available at: <https://www.cityofsantamaria.org/home/showdocument?id=608> Accessed on January 7, 2019.
- Santa Maria, City of (City) 2014). 2014. Zoning Ordinance/Map. Available at: <https://www.cityofsantamaria.org/home/showdocument?id=6569> Accessed on January 7, 2019.
- Santa Maria, City of (City). 2016a. Santa Maria Municipal Code. Available at: <http://www.qcode.us/codes/santamaria/> Accessed on January 7, 2019.
- Santa Maria, City of (City). 2016b. 2015 Urban Water Management Plan. May 2016. Available at: <https://www.cityofsantamaria.org/home/showdocument?id=15109> Accessed on: January 7, 2019.
- U.S. Department of Agricultural, Natural Resources Conservation Service (NRCS). 2019. Web Soil Survey. Available at: <http://websoilsurvey.nrcs.usda.gov/app/> Accessed on January 7, 2019.
- U.S. Fish and Wildlife Service (USFWS). 2018a. Information for Planning and Consultation: IPac Resource List for the Project Alignment. United States Department of the Interior. Available at <https://ecos.fws.gov/ipac/location/PSH4507DSVGDRIQXDTLGJKX4HU/resources>. Accessed January 5, 2019.
- U.S. Fish and Wildlife Service (USFWS). 2018b. National Wetlands Inventory (Wetlands Mapper). Available at: <https://www.fws.gov/wetlands/> Accessed on January 7, 2019.
- U.S. Fish and Wildlife Service (USFWS). 2019. Amphibian & Reptiles: Species Information for California Red-Legged Frog and California Tiger Salamander. Available at: https://www.fws.gov/sacramento/es_species/Accounts/Amphibians-Reptiles/. Accessed on: January 23, 2019
- U.S. National Park Service (USNPS). 2019. National Register of Historical Places. Available at: <https://www.nps.gov/subjects/nationalregister/database-research.htm> Accessed on: January 23, 2019
- Veritas Fire Protection. 2019. Lineage Logistics Fire Risk Assessment. March 29, 2019.

CONSULTATION AND DATA SOURCES

CONSULTATION SOURCES

City Departments Consulted

<input type="checkbox"/>	Administrative Services
<input type="checkbox"/>	Attorney
<input checked="" type="checkbox"/>	Fire
<input type="checkbox"/>	Library
<input type="checkbox"/>	City Manager
<input type="checkbox"/>	Police
<input checked="" type="checkbox"/>	Public Works
<input checked="" type="checkbox"/>	Utilities
<input checked="" type="checkbox"/>	Recreation and Parks

County Agencies/Departments Consulted

<input checked="" type="checkbox"/>	Air Pollution Control District
<input type="checkbox"/>	Association of Governments
<input type="checkbox"/>	Flood Control District
<input checked="" type="checkbox"/>	Environmental Health
<input type="checkbox"/>	Fire (Hazardous Materials)
<input type="checkbox"/>	LAFCO
<input type="checkbox"/>	Public Works
<input type="checkbox"/>	Planning and Development
<input checked="" type="checkbox"/>	Other (list): Certified Unified Program Agency

Special Districts Consulted

<input type="checkbox"/>	Santa Maria Public Airport
<input type="checkbox"/>	Airport Land Use Commission
<input type="checkbox"/>	Cemetery
<input type="checkbox"/>	Santa-Maria Bonita School District
<input type="checkbox"/>	Santa Maria Joint Union High School
<input type="checkbox"/>	Laguna County Sanitation District
<input type="checkbox"/>	Cal Cities Water Company

State/Federal Agencies Consulted

<input type="checkbox"/>	Army Corps of Engineers
<input type="checkbox"/>	Caltrans
<input type="checkbox"/>	CA Fish and Game
<input type="checkbox"/>	Federal Fish and Wildlife
<input type="checkbox"/>	FAA
<input type="checkbox"/>	Regional Water Quality Control Bd.
<input type="checkbox"/>	Integrated Waste Management Bd.
<input type="checkbox"/>	Other (list)

DATA SOURCES

General Plan

<input checked="" type="checkbox"/>	Land Use Element
<input checked="" type="checkbox"/>	Circulation Element
<input checked="" type="checkbox"/>	Safety Element
<input checked="" type="checkbox"/>	Noise Element
<input type="checkbox"/>	Housing Element
<input checked="" type="checkbox"/>	Resources Management Element

Other

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

MANDATORY FINDINGS OF SIGNIFICANCE

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

The project may result in impacts to hazards and hazardous materials and transportation/traffic as well as short-term construction-related impacts to air quality and tribal cultural resources. However, mitigation measures have been identified to reduce potential impacts to a less-than-significant level, including but not limited to, fugitive dust controls, diesel idling minimization, tribal cultural resources monitoring, inadvertent discovery of tribal cultural resources, preparation of risk management plan and emergency response plan, and dedicated easement for a future traffic lane.

When project impacts are considered along with, or in combination with other reasonably foreseeable impacts, the project's potential cumulative impacts may be significant. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less than significant level. Based on implementation of identified project-specific mitigation measures and the relatively limited number and extent of potential impacts, the cumulative effects of the proposed project would not be cumulatively considerable and would be *less than significant*.

With incorporation of mitigation identified in this Initial Study, potential environmental effects of the project would not directly or indirectly result in any substantial adverse effects on human beings and this impact would be *less than significant*.

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS

<input type="checkbox"/>	Aesthetics/Visual Resources	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Agriculture and Forest Resources	<input type="checkbox"/>	Noise
<input checked="" type="checkbox"/>	Air Quality	<input type="checkbox"/>	Population and Housing
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Geology and Soils	<input checked="" type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Utilities and Service Systems
<input type="checkbox"/>	Land Use and Planning	<input type="checkbox"/>	

DETERMINATION

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

- _____ Finds that the proposed project is a Class ____ **CATEGORICAL EXEMPTION** and no further environmental review is required.
- _____ Finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- X _____ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- _____ Finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- _____ Finds that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to acceptable standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An **ENVIRONMENTAL IMPACT REPORT (EIR)/SUBSEQUENT EIR/SUPPLEMENTAL EIR/ADDENDUM** is required, but it must analyze only the effects that remain to be addressed.
- _____ Finds that although the proposed project could have a significant effect on the environment, because all significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to acceptable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Ryan Hostetter
Environmental Analyst

Date

5/10/19


Chuen Ng
Environmental Officer

Date

5/10/19



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

APPENDIX A

Air Quality and Greenhouse Gases:

CalEEMod Output Worksheets Greenhouse Gas Analysis

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

Lineage Logistics Planning Support
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
General Light Industry	254.83	1000sqft	5.85	254,831.00	0
Refrigerated Warehouse-No Rail	169.92	1000sqft	3.90	169,922.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing: 254,831 sf
 Proposed: 169,922 sf new freezer/processing
 Total: 424,753sf

Construction Phase - Applicant information.

Off-road Equipment - Estimated based on size of site.

Off-road Equipment - Applicant information

Trips and VMT - Maximum of 75 construction workers. 22,472 cy to be transported (assuming 14 cy/load)

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

On-road Fugitive Dust - Defaults used

Demolition -

Grading - 16,299 cubic yards of cut and 6,173 cubic yards of fill.

Architectural Coating - Defaults used

Vehicle Trips - Only new operational trips = 30 new (non-peak, one-way) employee trips per day (60 total) for new freezer facility. Default mileage.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - Applicant information

Woodstoves -

Consumer Products -

Area Coating - Only applicable to new freezer facility

Landscape Equipment -

Energy Use - Only new energy use for new freezer facility

Water And Wastewater - increased water demand of 153.76 AFY (50,102,841 gallons)

Solid Waste - 1,248 cubic yards of solid waste per year (default weights used)

Land Use Change -

Sequestration -

Operational Off-Road Equipment -

Fleet Mix - All new trips would be employee trips (assumes 50% light duty auto, 50% light duty truck)

Off-road Equipment - Applicant information

Off-road Equipment - Applicant information

Off-road Equipment - Applicant information

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	212377	169922

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

tblAreaCoating	Area_Nonresidential_Interior	637130	0
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	10.00	1.00
tblEnergyUse	LightingElect	3.08	0.00
tblEnergyUse	NT24E	3.70	0.00
tblEnergyUse	NT24NG	6.67	0.00
tblEnergyUse	T24E	1.48	0.00
tblEnergyUse	T24NG	19.71	0.00
tblFleetMix	HHD	0.02	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDA	0.56	0.50
tblFleetMix	LDT1	0.03	0.00
tblFleetMix	LDT1	0.03	0.50
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.8120e-003	0.00
tblFleetMix	LHD2	5.8120e-003	0.00
tblFleetMix	MCY	7.0530e-003	0.00
tblFleetMix	MCY	7.0530e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	1.0770e-003	0.00

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

tblFleetMix	MH	1.0770e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.7730e-003	0.00
tblFleetMix	OBUS	2.7730e-003	0.00
tblFleetMix	SBUS	2.6770e-003	0.00
tblFleetMix	SBUS	2.6770e-003	0.00
tblFleetMix	UBUS	2.3770e-003	0.00
tblFleetMix	UBUS	2.3770e-003	0.00
tblGrading	AcresOfGrading	22.50	12.50
tblGrading	MaterialExported	0.00	6,173.00
tblGrading	MaterialImported	0.00	16,299.00
tblLandUse	LandUseSquareFeet	254,830.00	254,831.00
tblLandUse	LandUseSquareFeet	169,920.00	169,922.00
tblOffRoadEquipment	HorsePower	63.00	84.00
tblOffRoadEquipment	LoadFactor	0.31	0.74
tblOffRoadEquipment	OffRoadEquipmentType	Generator Sets	Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblRoadDust	RoadPercentPave	100	83.5
tblTripsAndVMT	HaulingTripNumber	2,809.00	1,605.00

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

tblTripsAndVMT	WorkerTripNumber	178.00	75.00
tblVehicleTrips	CC_TL	5.50	0.00
tblVehicleTrips	CC_TL	5.50	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TL	6.40	0.00
tblVehicleTrips	CNW_TL	6.40	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	6.60	0.00
tblVehicleTrips	CW_TL	6.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	HW_TL	0.00	50.00
tblVehicleTrips	HW_TTP	0.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	1.68	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	1.68	0.35
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	2,117.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	58,929,437.50	0.00
tblWater	IndoorWaterUseRate	39,294,000.00	50,102,841.00

2.0 Emissions Summary

[illegible]

Lineage Logistics Planning Support - 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	5-1-2019	7-31-2019	1.1935	1.1223
2	8-1-2019	10-31-2019	0.7444	0.6732
3	11-1-2019	1-31-2020	0.6717	0.6019
4	2-1-2020	4-30-2020	0.3149	0.2812
5	5-1-2020	7-31-2020	5.1437	5.1437
		Highest	5.1437	5.1437

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	1.7577	4.0000e-005	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.5900e-003	7.5900e-003	2.0000e-005	0.0000	8.0900e-003
Energy	3.4700e-003	0.0316	0.0265	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	518.3310	518.3310	0.0225	5.1400e-003	518.4238
Mobile	0.0253	0.0888	0.7889	2.3000e-003	47.7180	1.6600e-003	47.7197	4.7934	1.5300e-003	4.7949	0.0000	208.1753	208.1753	6.0300e-003	0.0000	208.3261
Waste						0.0000	0.0000		0.0000	0.0000	98.7878	0.0000	98.7878	4.8986	0.0000	221.2515
Water						0.0000	0.0000		0.0000	0.0000	17.7265	78.8680	96.5945	0.0846	0.0393	109.9165
Total	1.7865	0.1202	0.8204	2.4900e-003	47.7180	4.0700e-003	47.7221	4.7934	3.9400e-003	4.7974	116.5140	803.3820	919.8960	4.9916	0.0444	1,057.9259

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

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	1.7577	4.0000e-005	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.5900e-003	7.5900e-003	2.0000e-005	0.0000	8.0900e-003
Energy	3.4700e-003	0.0316	0.0265	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	516.3310	516.3310	0.0225	5.1400e-003	516.4238
Mobile	0.0253	0.0886	0.7899	2.3000e-003	47.7180	1.6600e-003	47.7197	4.7934	1.5300e-003	4.7949	0.0000	208.1753	208.1753	6.0300e-003	0.0000	208.3261
Waste						0.0000	0.0000		0.0000	0.0000	98.7876	0.0000	98.7876	4.8986	0.0000	221.2515
Water						0.0000	0.0000		0.0000	0.0000	17.7265	78.8680	98.5945	0.0646	0.0393	109.9165
Total	1.7865	0.1202	0.8204	2.4900e-003	47.7180	4.0700e-003	47.7221	4.7934	3.9400e-003	4.7974	116.5140	803.3820	919.8960	4.9916	0.0444	1,067.9259

	ROG	NOx	CO	SO2	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**

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/1/2019	5/1/2019	5	1	
2	Building Construction	Building Construction	5/1/2019	3/17/2020	5	230	
3	Grading	Grading	6/5/2019	8/6/2019	5	45	
4	Paving	Paving	5/2/2020	5/27/2020	5	18	
5	Architectural Coating	Architectural Coating	5/28/2020	6/22/2020	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 12.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 637,130; Non-Residential Outdoor: 212,377; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Building Construction	Aerial Lifts	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	6.00	132	0.36
Architectural Coating	Air Compressors	1	6.00	78	0.48

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,605.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	75.00	70.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	36.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Site Preparation - 2019**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					3.0100e-003	0.0000	3.0100e-003	1.6600e-003	0.0000	1.6600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-004	1.1700e-003	1.1500e-003	0.0000		8.0000e-005	8.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.1395	0.1395	4.0000e-005	0.0000	0.1406
Total	1.2000e-004	1.1700e-003	1.1500e-003	0.0000	3.0100e-003	8.0000e-005	3.0900e-003	1.6600e-003	7.0000e-005	1.7300e-003	0.0000	0.1395	0.1395	4.0000e-005	0.0000	0.1406

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.2 Site Preparation - 2019**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	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0130	0.0130	0.0000	0.0000	0.0130
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0130	0.0130	0.0000	0.0000	0.0130

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					3.0100e-003	0.0000	3.0100e-003	1.6600e-003	0.0000	1.6600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-004	1.1700e-003	1.1500e-003	0.0000		8.0000e-005	8.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.1395	0.1395	4.0000e-005	0.0000	0.1406
Total	1.2000e-004	1.1700e-003	1.1500e-003	0.0000	3.0100e-003	8.0000e-005	3.0900e-003	1.6600e-003	7.0000e-005	1.7300e-003	0.0000	0.1395	0.1395	4.0000e-005	0.0000	0.1406

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.2 Site Preparation - 2019**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	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0130	0.0130	0.0000	0.0000	0.0130
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0130	0.0130	0.0000	0.0000	0.0130

3.3 Building Construction - 2019**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	0.0818	0.9535	0.7607	1.2800e-003		0.0458	0.0458		0.0421	0.0421	0.0000	115.0448	115.0448	0.0364	0.0000	115.9548
Total	0.0818	0.9535	0.7607	1.2800e-003		0.0458	0.0458		0.0421	0.0421	0.0000	115.0448	115.0448	0.0364	0.0000	115.9548

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.3 Building Construction - 2019**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	0.0307	0.7444	0.2690	1.4600e-003	0.0356	5.7800e-003	0.0414	0.0103	5.5300e-003	0.0158	0.0000	143.6047	143.6047	0.0110	0.0000	143.8797
Worker	0.0232	0.0202	0.1764	3.8000e-004	0.0405	2.7000e-004	0.0408	0.0108	2.5000e-004	0.0110	0.0000	34.1556	34.1556	1.3100e-003	0.0000	34.1884
Total	0.0639	0.7646	0.4454	1.8400e-003	0.0762	6.0600e-003	0.0822	0.0211	5.7800e-003	0.0268	0.0000	177.7603	177.7603	0.0123	0.0000	178.0681

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	0.0818	0.7638	0.7607	1.2800e-003		0.0458	0.0458		0.0421	0.0421	0.0000	115.0447	115.0447	0.0364	0.0000	115.9546
Total	0.0818	0.7638	0.7607	1.2800e-003		0.0458	0.0458		0.0421	0.0421	0.0000	115.0447	115.0447	0.0364	0.0000	115.9546

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.3 Building Construction - 2019**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	0.0307	0.7444	0.2690	1.4800e-003	0.0356	5.7800e-003	0.0414	0.0103	5.5300e-003	0.0158	0.0000	143.6047	143.6047	0.0110	0.0000	143.8797
Worker	0.0232	0.0202	0.1764	3.8000e-004	0.0405	2.7000e-004	0.0408	0.0108	2.5000e-004	0.0110	0.0000	34.1566	34.1566	1.3100e-003	0.0000	34.1884
Total	0.0539	0.7646	0.4464	1.8400e-003	0.0762	6.0500e-003	0.0822	0.0211	5.7800e-003	0.0268	0.0000	177.7603	177.7603	0.0123	0.0000	178.0681

3.3 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	0.0234	0.2724	0.2340	4.0000e-004		0.0125	0.0125		0.0115	0.0115	0.0000	35.3689	35.3689	0.0114	0.0000	35.6549
Total	0.0234	0.2724	0.2340	4.0000e-004		0.0125	0.0125		0.0115	0.0115	0.0000	35.3689	35.3689	0.0114	0.0000	35.6549

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.3 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	7.7300e-003	0.2137	0.0746	4.6000e-004	0.0112	1.1500e-003	0.0123	3.2300e-003	1.1000e-003	4.3300e-003	0.0000	44.9010	44.9010	3.3900e-003	0.0000	44.9857
Worker	6.6200e-003	5.5900e-003	0.0490	1.2000e-004	0.0127	6.0000e-005	0.0128	3.3900e-003	6.0000e-005	3.4600e-003	0.0000	10.4040	10.4040	3.5000e-004	0.0000	10.4129
Total	0.0144	0.2193	0.1236	5.8000e-004	0.0239	1.2300e-003	0.0252	6.6200e-003	1.1800e-003	7.7900e-003	0.0000	55.3050	55.3050	3.7400e-003	0.0000	55.3986

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	0.0234	0.2161	0.2340	4.0000e-004		0.0125	0.0125		0.0115	0.0115	0.0000	35.3689	35.3689	0.0114	0.0000	35.6549
Total	0.0234	0.2161	0.2340	4.0000e-004		0.0125	0.0125		0.0115	0.0115	0.0000	35.3689	35.3689	0.0114	0.0000	35.6549

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.3 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	7.7300e-003	0.2137	0.0748	4.8000e-004	0.0112	1.1500e-003	0.0123	3.2300e-003	1.1000e-003	4.3300e-003	0.0000	44.9010	44.9010	3.3900e-003	0.0000	44.9867
Worker	6.6200e-003	5.5900e-003	0.0490	1.2000e-004	0.0127	8.0000e-005	0.0128	3.3900e-003	8.0000e-005	3.4800e-003	0.0000	10.4040	10.4040	3.5000e-004	0.0000	10.4129
Total	0.0144	0.2193	0.1235	5.8000e-004	0.0239	1.2300e-003	0.0252	6.6200e-003	1.1800e-003	7.7900e-003	0.0000	55.3050	55.3050	3.7400e-003	0.0000	55.3986

3.4 Grading - 2019**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					0.1439	0.0000	0.1439	0.0765	0.0000	0.0765	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0221	0.2610	0.1666	3.4000e-004		0.0112	0.0112		0.0103	0.0103	0.0000	30.1336	30.1336	9.5300e-003	0.0000	30.3720
Total	0.0221	0.2610	0.1666	3.4000e-004	0.1439	0.0112	0.1551	0.0765	0.0103	0.0868	0.0000	30.1336	30.1336	9.5300e-003	0.0000	30.3720

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.4 Grading - 2019

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	7.7600e-003	0.2679	0.0771	6.3000e-004	0.0137	1.4600e-003	0.0151	3.7500e-003	1.3900e-003	5.1400e-003	0.0000	63.4930	63.4930	5.6100e-003	0.0000	63.6333
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	1.0400e-003	9.0700e-003	2.0000e-005	2.0900e-003	1.0000e-005	2.1000e-003	5.5000e-004	1.0000e-005	5.7000e-004	0.0000	1.7568	1.7568	7.0000e-005	0.0000	1.7563
Total	8.9500e-003	0.2688	0.0862	6.5000e-004	0.0158	1.4700e-003	0.0172	4.3000e-003	1.4000e-003	5.7100e-003	0.0000	65.2496	65.2496	5.6800e-003	0.0000	66.3915

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					0.1439	0.0000	0.1439	0.0755	0.0000	0.0755	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0221	0.2610	0.1666	3.4000e-004		0.0112	0.0112		0.0103	0.0103	0.0000	30.1336	30.1336	9.5300e-003	0.0000	30.3719
Total	0.0221	0.2610	0.1666	3.4000e-004	0.1439	0.0112	0.1551	0.0755	0.0103	0.0858	0.0000	30.1336	30.1336	9.5300e-003	0.0000	30.3719

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.4 Grading - 2019

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	7.7600e-003	0.2879	0.0771	6.3000e-004	0.0137	1.4600e-003	0.0151	3.7500e-003	1.3900e-003	5.1400e-003	0.0000	63.4930	63.4930	5.6100e-003	0.0000	63.6333
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	1.0400e-003	9.0700e-003	2.0000e-006	2.0800e-003	1.0000e-005	2.1000e-003	5.5000e-004	1.0000e-005	5.7000e-004	0.0000	1.7566	1.7566	7.0000e-005	0.0000	1.7583
Total	8.9500e-003	0.2889	0.0862	6.5000e-004	0.0168	1.4700e-003	0.0172	4.3000e-003	1.4000e-003	5.7100e-003	0.0000	65.2496	65.2496	5.6800e-003	0.0000	65.3915

3.5 Paving - 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	3.7600e-003	0.0398	0.0432	7.0000e-005		1.9500e-003	1.9500e-003		1.8000e-003	1.8000e-003	0.0000	6.1330	6.1330	1.9800e-003	0.0000	6.1826
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.7600e-003	0.0398	0.0432	7.0000e-005		1.9500e-003	1.9500e-003		1.8000e-003	1.8000e-003	0.0000	6.1330	6.1330	1.9800e-003	0.0000	6.1826

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.5 Paving - 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	5.8000e-004	4.9000e-004	4.2700e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1200e-003	3.0000e-004	1.0000e-005	3.0000e-004	0.0000	0.9080	0.9080	3.0000e-005	0.0000	0.9088
Total	5.8000e-004	4.9000e-004	4.2700e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1200e-003	3.0000e-004	1.0000e-005	3.0000e-004	0.0000	0.9080	0.9080	3.0000e-005	0.0000	0.9088

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	3.7600e-003	0.0398	0.0432	7.0000e-005		1.9500e-003	1.9500e-003		1.8000e-003	1.8000e-003	0.0000	6.1330	6.1330	1.9800e-003	0.0000	6.1826
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.7600e-003	0.0398	0.0432	7.0000e-005		1.9500e-003	1.9500e-003		1.8000e-003	1.8000e-003	0.0000	6.1330	6.1330	1.9800e-003	0.0000	6.1826

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.5 Paving - 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	5.8000e-004	4.9000e-004	4.2700e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1200e-003	3.0000e-004	1.0000e-005	3.0000e-004	0.0000	0.9080	0.9080	3.0000e-005	0.0000	0.9088
Total	5.8000e-004	4.9000e-004	4.2700e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1200e-003	3.0000e-004	1.0000e-005	3.0000e-004	0.0000	0.9080	0.9080	3.0000e-005	0.0000	0.9088

3.6 Architectural Coating - 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					
Archit. Coating	4.9218					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1800e-003	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024
Total	4.9240	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.6 Architectural Coating - 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	1.0400e-003	8.8000e-004	7.6900e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6344	1.6344	6.0000e-005	0.0000	1.6358
Total	1.0400e-003	8.8000e-004	7.6900e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6344	1.6344	6.0000e-005	0.0000	1.6358

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	4.9218					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1800e-003	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024
Total	4.9240	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

3.6 Architectural Coating - 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	1.0400e-003	8.8000e-004	7.6900e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6344	1.6344	6.0000e-005	0.0000	1.6358
Total	1.0400e-003	8.8000e-004	7.6900e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6344	1.6344	6.0000e-005	0.0000	1.6358

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

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	ton/yr										MT/yr					
Mitigated	0.0253	0.0886	0.7899	2.3000e-003	47.7180	1.6600e-003	47.7197	4.7934	1.5300e-003	4.7949	0.0000	208.1753	208.1753	6.0300e-003	0.0000	208.3261
Unmitigated	0.0253	0.0886	0.7899	2.3000e-003	47.7180	1.6600e-003	47.7197	4.7934	1.5300e-003	4.7949	0.0000	208.1753	208.1753	6.0300e-003	0.0000	208.3261

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	59.47	0.00	0.00	773,136	773,136
Total	59.47	0.00	0.00	773,136	773,136

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	100	0	0

4.4 Fleet Mix

[illegible]

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	RCG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NEio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	481.9645	481.9645	0.0218	4.5100e-003	483.8530
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	481.9645	481.9645	0.0218	4.5100e-003	483.8530
NaturalGas Mitigated	3.4700e-003	0.0316	0.0265	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.3665	34.3665	6.6000e-004	6.3000e-004	34.5708
NaturalGas Unmitigated	3.4700e-003	0.0316	0.0265	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.3665	34.3665	6.6000e-004	6.3000e-004	34.5708

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

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					
General Light Industry	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
Refrigerated Warehouse-No Rail	644004	3.4700e-003	0.0316	0.0265	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.3665	34.3665	6.6000e-004	6.3000e-004	34.5708
Total		3.4700e-003	0.0316	0.0265	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.3665	34.3665	6.6000e-004	6.3000e-004	34.5708

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					
General Light Industry	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
Refrigerated Warehouse-No Rail	644004	3.4700e-003	0.0316	0.0265	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.3665	34.3665	6.6000e-004	6.3000e-004	34.5708
Total		3.4700e-003	0.0316	0.0265	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.3665	34.3665	6.6000e-004	6.3000e-004	34.5708

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	1.65674e+006	481.9845	0.0218	4.5100e-003	483.8530
Total		481.9845	0.0218	4.5100e-003	483.8530

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	1.65674e+006	481.9845	0.0218	4.5100e-003	483.8530
Total		481.9845	0.0218	4.5100e-003	483.8530

6.0 Area Detail**6.1 Mitigation Measures Area**

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.7577	4.0000e-005	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.5900e-003	7.5900e-003	2.0000e-005	0.0000	8.0900e-003
Unmitigated	1.7577	4.0000e-005	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.5900e-003	7.5900e-003	2.0000e-005	0.0000	8.0900e-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	0.0985					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6589					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.7000e-004	4.0000e-005	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.5900e-003	7.5900e-003	2.0000e-005	0.0000	8.0900e-003
Total	1.7577	4.0000e-005	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.5900e-003	7.5900e-003	2.0000e-005	0.0000	8.0900e-003

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

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	0.0985					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6589					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.7000e-004	4.0000e-005	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.5900e-003	7.5900e-003	2.0000e-005	0.0000	8.0900e-003
Total	1.7577	4.0000e-005	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.5900e-003	7.5900e-003	2.0000e-005	0.0000	8.0900e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	96.5945	0.0646	0.0393	109.9165
Unmitigated	96.5945	0.0646	0.0393	109.9165

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	50.1028 / 0	96.5945	0.0646	0.0393	109.9165
Total		96.5945	0.0646	0.0393	109.9165

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	50,1028 / 0	96.5945	0.0646	0.0393	109.9165
Total		96.5945	0.0646	0.0393	109.9165

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

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	98.7876	4.8986	0.0000	221.2515
Unmitigated	98.7876	4.8986	0.0000	221.2515

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	315.99	65.6196	3.2539	0.0000	146.9661
Refrigerated Warehouse-No Rail	159.72	33.1680	1.6447	0.0000	74.2854
Total		98.7876	4.8986	0.0000	221.2515

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	315.99	65.6196	3.2539	0.0000	146.9661
Refrigerated Warehouse-No Rail	159.72	33.1680	1.6447	0.0000	74.2854
Total		98.7876	4.8986	0.0000	221.2515

9.0 Operational Offroad

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

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

Lineage Logistics Planning Support
Santa Barbara County APCD Air District, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	254.83	1000sqft	5.85	254,831.00	0
Refrigerated Warehouse-No Rail	169.92	1000sqft	3.90	169,922.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW/hr)	641.35	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing: 254,831 sf
Proposed: 169,922 sf new freezer/processing
Total: 424,753sf

Construction Phase - Applicant information.

Off-road Equipment - Estimated based on size of site.

Off-road Equipment - Applicant information

Trips and VMT - Maximum of 75 construction workers. 22,472 cy to be transported (assuming 14 cy/load)

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

On-road Fugitive Dust - Defaults used

Demolition -

Grading - 16,299 cubic yards of cut and 6,173 cubic yards of fill.

Architectural Coating - Defaults used

Vehicle Trips - Only new operational trips = 30 new (non-peak, one-way) employee trips per day (60 total) for new freezer facility. Default mileage.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - Defaults used.

Woodstoves -

Consumer Products -

Area Coating - Only applicable to new freezer facility

Landscape Equipment -

Energy Use - Only new energy use for new freezer facility

Water And Wastewater - increased water demand of 153.76 AFY (50,102,841 gallons)

Solid Waste - 1,248 cubic yards of solid waste per year (default weights used)

Land Use Change -

Sequestration -

Operational Off-Road Equipment -

Fleet Mix - All new trips would be employee trips (assumes 50% light duty auto, 50% light duty truck)

Off-road Equipment - Applicant information

Off-road Equipment - Applicant information

Off-road Equipment - Applicant information

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	212377	169922

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

tblAreaCoating	Area_Nonresidential_Interior	637130	0
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	10.00	1.00
tblEnergyUse	LightingElect	3.08	0.00
tblEnergyUse	NT24E	3.70	0.00
tblEnergyUse	NT24NG	6.67	0.00
tblEnergyUse	T24E	1.48	0.00
tblEnergyUse	T24NG	19.71	0.00
tblFleetMix	HHD	0.02	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDA	0.56	0.50
tblFleetMix	LDT1	0.03	0.00
tblFleetMix	LDT1	0.03	0.50
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.8120e-003	0.00
tblFleetMix	LHD2	5.8120e-003	0.00
tblFleetMix	MCY	7.0530e-003	0.00
tblFleetMix	MCY	7.0530e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	1.0770e-003	0.00

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

tblFleetMix	MH	1.0770e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.7730e-003	0.00
tblFleetMix	OBUS	2.7730e-003	0.00
tblFleetMix	SBUS	2.6770e-003	0.00
tblFleetMix	SBUS	2.6770e-003	0.00
tblFleetMix	UBUS	2.3770e-003	0.00
tblFleetMix	UBUS	2.3770e-003	0.00
tblGrading	AcresOfGrading	22.50	12.50
tblGrading	MaterialExported	0.00	6,173.00
tblGrading	MaterialImported	0.00	16,299.00
tblLandUse	LandUseSquareFeet	254,830.00	254,831.00
tblLandUse	LandUseSquareFeet	169,920.00	169,922.00
tblOffRoadEquipment	HorsePower	63.00	84.00
tblOffRoadEquipment	LoadFactor	0.31	0.74
tblOffRoadEquipment	OffRoadEquipmentType	Generator Sets	Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblTripsAndVMT	HaulingTripNumber	2,809.00	1,605.00
tblTripsAndVMT	WorkerTripNumber	178.00	75.00

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

tblVehicleTrips	CC_TL	5.50	0.00
tblVehicleTrips	CC_TL	5.50	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TL	6.40	0.00
tblVehicleTrips	CNW_TL	6.40	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	6.60	0.00
tblVehicleTrips	CW_TL	6.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	HW_TL	0.00	50.00
tblVehicleTrips	HW_TTP	0.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	1.68	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	1.68	0.35
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

tblWater	ElectricityIntensityFactorToSupply	2,117.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	58,929,437.50	0.00
tblWater	IndoorWaterUseRate	39,294,000.00	50,102,841.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	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					
2019	2,9733	42.8724	25.3135	0.0791	8.0002	1.1562	9.1564	3.7939	1.0686	4.8625	0.0000	8,313.488 1	8,313.488 1	1.3659	0.0000	8,347.635 8
2020	547.2392	17.7640	13.1702	0.0352	0.8882	0.4987	1.3869	0.2449	0.4604	0.7053	0.0000	3,609.443 3	3,609.443 3	0.6121	0.0000	3,624.746 7
Maximum	547.2392	42.8724	25.3135	0.0791	8.0002	1.1562	9.1564	3.7939	1.0686	4.8625	0.0000	8,313.488 1	8,313.488 1	1.3659	0.0000	8,347.635 8

	ROG	NOx	CO	SO2	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					
2019	2,9733	40,7055	25,3135	0,0791	8,0002	1,1562	9,1564	3,7939	1,0686	4,8625	0,0000	8,313,488 1	8,313,488 1	1,3659	0,0000	8,347,635 8
2020	547,2392	15,7155	13,1702	0,0352	0,8862	0,4987	1,3869	0,2449	0,4604	0,7053	0,0000	3,609,443 3	3,609,443 3	0,6121	0,0000	3,624,746 7
Maximum	547,2392	40,7055	25,3135	0,0791	8,0002	1,1562	9,1564	3,7939	1,0686	4,8625	0,0000	8,313,488 1	8,313,488 1	1,3659	0,0000	8,347,635 8

[illegible]

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

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	9.6332	4.0000e-004	0.0435	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0930	0.0930	2.5000e-004		0.0991
Energy	0.0190	0.1730	0.1453	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.5760	207.5760	3.9800e-003	3.8100e-003	208.8095
Mobile	0.1958	0.6943	6.1274	0.0177	2.2591	0.0128	2.2719	0.5989	0.0118	0.6107		1,764.7963	1,764.7963	0.0511		1,766.0739
Total	9.8480	0.8677	6.3162	0.0188	2.2591	0.0261	2.2852	0.5989	0.0251	0.6240		1,972.4652	1,972.4652	0.0553	3.8100e-003	1,974.9825

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	9.6332	4.0000e-004	0.0435	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0930	0.0930	2.5000e-004		0.0991
Energy	0.0190	0.1730	0.1453	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.5760	207.5760	3.9800e-003	3.8100e-003	208.8095
Mobile	0.1958	0.6943	6.1274	0.0177	2.2591	0.0128	2.2719	0.5989	0.0118	0.6107		1,764.7963	1,764.7963	0.0511		1,766.0739
Total	9.8480	0.8677	6.3162	0.0188	2.2591	0.0261	2.2852	0.5989	0.0251	0.6240		1,972.4652	1,972.4652	0.0553	3.8100e-003	1,974.9825

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

	ROG	NOx	CO	SO2	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	Site Preparation	Site Preparation	5/1/2019	5/1/2019	5	1	
2	Building Construction	Building Construction	5/1/2019	3/17/2020	5	230	
3	Grading	Grading	6/5/2019	8/6/2019	5	45	
4	Paving	Paving	5/2/2020	5/27/2020	5	18	
5	Architectural Coating	Architectural Coating	5/28/2020	6/22/2020	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 12.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 637,130; Non-Residential Outdoor: 212,377; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Building Construction	Aerial Lifts	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	6.00	132	0.36
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,605.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	75.00	70.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	36.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.2 Site Preparation - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day										lb/day					
Fugitive Dust					6.0221	0.0000	6.0221	3.3102	0.0000	3.3102			0.0000			0.0000
Off-Road	0.2328	2.3374	2.3027	3.1100e-003		0.1580	0.1580		0.1436	0.1436		307.5419	307.5419	0.0973		309.9744
Total	0.2328	2.3374	2.3027	3.1100e-003	6.0221	0.1580	6.1781	3.3102	0.1436	3.4538		307.5419	307.5419	0.0973		309.9744

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
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	0.0194	0.0158	0.1380	2.9000e-004	0.0318	2.1000e-004	0.0318	8.3800e-003	1.9000e-004	8.5700e-003		28.6463	28.6463	1.1200e-003		28.6742
Total	0.0194	0.0158	0.1380	2.9000e-004	0.0318	2.1000e-004	0.0318	8.3800e-003	1.9000e-004	8.5700e-003		28.6463	28.6463	1.1200e-003		28.6742

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.2 Site Preparation - 2019

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					6.0221	0.0000	6.0221	3.3102	0.0000	3.3102			0.0000			0.0000
Off-Road	0.2328	2.3374	2.3027	3.1100e-003		0.1560	0.1560		0.1436	0.1436	0.0000	307.5419	307.5419	0.0973		309.9744
Total	0.2328	2.3374	2.3027	3.1100e-003	6.0221	0.1560	6.1781	3.3102	0.1436	3.4538	0.0000	307.5419	307.5419	0.0973		309.9744

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	0.0194	0.0158	0.1380	2.9000e-004	0.0316	2.1000e-004	0.0316	8.3600e-003	1.9000e-004	8.5700e-003		28.6463	28.6463	1.1200e-003		28.6742
Total	0.0194	0.0158	0.1380	2.9000e-004	0.0316	2.1000e-004	0.0316	8.3600e-003	1.9000e-004	8.5700e-003		28.6463	28.6463	1.1200e-003		28.6742

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.3 Building Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9343	10.8966	8.6936	0.0146		0.5232	0.5232		0.4813	0.4813		1,449.3165	1,449.3165	0.4566		1,460.7802
Total	0.9343	10.8966	8.6936	0.0146		0.5232	0.5232		0.4813	0.4813		1,449.3165	1,449.3165	0.4566		1,460.7802

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	0.3600	8.3753	3.2142	0.0165	0.4146	0.0671	0.4816	0.1193	0.0642	0.1834		1,785.1594	1,785.1594	0.1420		1,788.7100
Worker	0.2907	0.2365	2.0706	4.3200e-003	0.4737	3.1200e-003	0.4768	0.1257	2.8800e-003	0.1285		429.6949	429.6949	0.0167		430.1131
Total	0.6507	8.6118	5.2848	0.0208	0.8882	0.0702	0.9584	0.2449	0.0670	0.3120		2,214.8544	2,214.8544	0.1588		2,218.8230

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.3 Building Construction - 2019**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9343	8.7296	8.6936	0.0146		0.5232	0.5232		0.4813	0.4813	0.0000	1,449.3165	1,449.3165	0.4586		1,460.7802
Total	0.9343	8.7296	8.6936	0.0146		0.5232	0.5232		0.4813	0.4813	0.0000	1,449.3165	1,449.3165	0.4586		1,460.7802

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	0.3600	8.3753	3.2142	0.0165	0.4146	0.0671	0.4816	0.1193	0.0642	0.1834		1,785.1594	1,785.1594	0.1420		1,788.7100
Worker	0.2907	0.2365	2.0706	4.3200e-003	0.4737	3.1200e-003	0.4768	0.1257	2.8800e-003	0.1285		429.6949	429.6949	0.0167		430.1131
Total	0.6507	8.6118	5.2648	0.0208	0.8882	0.0702	0.9584	0.2449	0.0670	0.3120		2,214.8544	2,214.8544	0.1588		2,218.8230

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.3 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	0.8501	9.9057	8.5087	0.0146		0.4532	0.4532		0.4170	0.4170		1,417.7300	1,417.7300	0.4585		1,429.1930
Total	0.8501	9.9057	8.5087	0.0146		0.4532	0.4532		0.4170	0.4170		1,417.7300	1,417.7300	0.4585		1,429.1930

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	0.2893	7.6505	2.8361	0.0164	0.4145	0.0425	0.4570	0.1193	0.0406	0.1599		1,775.2512	1,775.2512	0.1393		1,778.7334
Worker	0.2644	0.2079	1.8254	4.1900e-003	0.4737	3.0200e-003	0.4767	0.1257	2.7800e-003	0.1284		418.4622	418.4622	0.0143		416.8203
Total	0.5537	7.8584	4.6615	0.0205	0.8882	0.0455	0.9337	0.2449	0.0434	0.2884		2,191.7134	2,191.7134	0.1536		2,195.5537

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.3 Building Construction - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8501	7.8571	8.5087	0.0146		0.4532	0.4532		0.4170	0.4170	0.0000	1,417.7300	1,417.7300	0.4585		1,429.1930
Total	0.8501	7.8571	8.5087	0.0146		0.4532	0.4532		0.4170	0.4170	0.0000	1,417.7300	1,417.7300	0.4585		1,429.1930

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	0.2893	7.6505	2.8361	0.0164	0.4145	0.0425	0.4570	0.1193	0.0406	0.1599		1,775.2512	1,775.2512	0.1393		1,778.7334
Worker	0.2644	0.2079	1.8254	4.1900e-003	0.4737	3.0200e-003	0.4767	0.1257	2.7800e-003	0.1284		416.4622	416.4622	0.0143		416.8203
Total	0.5537	7.8584	4.6615	0.0205	0.8882	0.0455	0.9337	0.2449	0.0434	0.2684		2,191.7134	2,191.7134	0.1536		2,195.5637

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.4 Grading - 2019**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					6.3976	0.0000	6.3976	3.3543	0.0000	3.3543			0.0000			0.0000
Off-Road	0.9803	11.5988	7.4039	0.0149		0.4965	0.4965		0.4568	0.4568		1,476.2946	1,476.2946	0.4671		1,487.9717
Total	0.9803	11.5988	7.4039	0.0149	6.3976	0.4965	6.8941	3.3543	0.4568	3.8111		1,476.2946	1,476.2946	0.4671		1,487.9717

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	0.3499	11.7179	3.5171	0.0278	0.6197	0.0657	0.6853	0.1695	0.0628	0.2324		3,087.0837	3,087.0837	0.2782		3,094.0384
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	0.0581	0.0473	0.4141	8.6000e-004	0.0947	6.2000e-004	0.0954	0.0251	5.8000e-004	0.0257		85.9390	85.9390	3.3500e-003		86.0226
Total	0.4080	11.7652	3.9312	0.0287	0.7144	0.0663	0.7807	0.1947	0.0634	0.2581		3,173.0227	3,173.0227	0.2815		3,180.0610

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.4 Grading - 2019

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					6.3976	0.0000	6.3976	3.3543	0.0000	3.3543			0.0000			0.0000
Off-Road	0.9803	11.5988	7.4039	0.0149		0.4985	0.4985		0.4568	0.4568	0.0000	1,476.2946	1,476.2946	0.4671		1,487.9717
Total	0.9803	11.5988	7.4039	0.0149	6.3976	0.4985	6.8941	3.3543	0.4568	3.8111	0.0000	1,476.2946	1,476.2946	0.4671		1,487.9717

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	0.3499	11.7179	3.5171	0.0278	0.6197	0.0657	0.6853	0.1695	0.0628	0.2324		3,087.0837	3,087.0837	0.2782		3,094.0384
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	0.0581	0.0473	0.4141	8.6000e-004	0.0947	6.2000e-004	0.0954	0.0251	5.8000e-004	0.0257		85.9360	85.9390	3.3500e-003		86.0226
Total	0.4080	11.7652	3.9312	0.0287	0.7144	0.0663	0.7807	0.1947	0.0634	0.2581		3,173.0227	3,173.0227	0.2816		3,180.0610

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.5 Paving - 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	0.4183	4.4183	4.7991	7.7600e-003		0.2169	0.2169		0.1996	0.1996		751.1682	751.1682	0.2429		757.2418
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.4183	4.4183	4.7991	7.7600e-003		0.2169	0.2169		0.1996	0.1996		751.1682	751.1682	0.2429		757.2418

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	0.0705	0.0554	0.4868	1.1200e-003	0.1263	8.0000e-004	0.1271	0.0335	7.4000e-004	0.0343		111.0566	111.0566	3.8200e-003		111.1621
Total	0.0705	0.0554	0.4868	1.1200e-003	0.1263	8.0000e-004	0.1271	0.0335	7.4000e-004	0.0343		111.0566	111.0566	3.8200e-003		111.1621

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.5 Paving - 2020

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	HBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4183	4.4163	4.7991	7.7800e-003		0.2169	0.2169		0.1996	0.1996	0.0000	751.1682	751.1682	0.2429		757.2418
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.4183	4.4163	4.7991	7.7800e-003		0.2169	0.2169		0.1996	0.1996	0.0000	751.1682	751.1682	0.2429		757.2418

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	HBio-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	0.0705	0.0554	0.4888	1.1200e-003	0.1263	8.0000e-004	0.1271	0.0335	7.4000e-004	0.0343		111.0566	111.0566	3.8200e-003		111.1621
Total	0.0705	0.0554	0.4888	1.1200e-003	0.1263	8.0000e-004	0.1271	0.0335	7.4000e-004	0.0343		111.0566	111.0566	3.8200e-003		111.1621

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.6 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bkr-CO2	NBkr-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	546.8701					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.8838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9828
Total	547.1123	1.8838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9828

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bkr-CO2	NBkr-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	0.1269	0.0998	0.8782	2.0100e-003	0.2274	1.4500e-003	0.2288	0.0603	1.3400e-003	0.0617		199.9018	199.9018	6.8800e-003		200.0737
Total	0.1269	0.0998	0.8782	2.0100e-003	0.2274	1.4500e-003	0.2288	0.0603	1.3400e-003	0.0617		199.9018	199.9018	6.8800e-003		200.0737

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

3.6 Architectural Coating - 2020**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	546.8701					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	547.1123	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

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	0.1269	0.0998	0.8762	2.0100e-003	0.2274	1.4500e-003	0.2288	0.0603	1.3400e-003	0.0617		199.9018	199.9018	6.8800e-003		200.0737
Total	0.1269	0.0998	0.8762	2.0100e-003	0.2274	1.4500e-003	0.2288	0.0603	1.3400e-003	0.0617		199.9018	199.9018	6.8800e-003		200.0737

4.0 Operational Detail - Mobile

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	B5+ CO2	NBS+ CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Mitigated	0.1958	0.6943	8.1274	0.0177	2.2591	0.0128	2.2719	0.5989	0.0118	0.6107		1,764,796 3	1,764,796 3	0.0511		1,766,073 9
Unmitigated	0.1958	0.6943	8.1274	0.0177	2.2591	0.0128	2.2719	0.5989	0.0118	0.6107		1,764,796 3	1,764,796 3	0.0511		1,766,073 9

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	59.47	0.00	0.00	773,136	773,136
Total	59.47	0.00	0.00	773,136	773,136

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
General Light Industry	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Refrigerated Warehouse-No Rail	0.500000	0.500000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0190	0.1730	0.1453	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.5760	207.5760	3.9800e-003	3.8100e-003	208.8095
NaturalGas Unmitigated	0.0190	0.1730	0.1453	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.5760	207.5760	3.9800e-003	3.8100e-003	208.8095

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

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-CC2	NRBio-CC2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	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
Refrigerated Warehouse-No Rail	1764.4	0.0190	0.1730	0.1453	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.5760	207.5760	3.9800e-003	3.8100e-003	208.8095
Total		0.0190	0.1730	0.1453	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.5760	207.5760	3.9800e-003	3.8100e-003	208.8095

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CC2	NRBio-CC2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	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
Refrigerated Warehouse-No Rail	1764.4	0.0190	0.1730	0.1453	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.5760	207.5760	3.9800e-003	3.8100e-003	208.8095
Total		0.0190	0.1730	0.1453	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.5760	207.5760	3.9800e-003	3.8100e-003	208.8095

6.0 Area Detail**6.1 Mitigation Measures Area**

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive 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	9.6332	4.0000e-004	0.0435	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0930	0.0930	2.5000e-004		0.0991
Unmitigated	9.6332	4.0000e-004	0.0435	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0930	0.0930	2.5000e-004		0.0991

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	0.5394					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.0997					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0700e-003	4.0000e-004	0.0435	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0930	0.0930	2.5000e-004		0.0991
Total	9.6332	4.0000e-004	0.0435	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0930	0.0930	2.5000e-004		0.0991

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

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	0.5394					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.0897					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0700e-003	4.0000e-004	0.0435	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0930	0.0930	2.5000e-004		0.0991
Total	9.6332	4.0000e-004	0.0435	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0930	0.0930	2.5000e-004		0.0991

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

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

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

Lineage Logistics Planning Support - Santa Barbara County APCD Air District, Winter

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: July 12, 2018

TO: David Swenk, Urban Planning Concepts

FROM: Amy Fischer, Principal

SUBJECT: Greenhouse Gas Analysis for the Lineage Logistics Project, Santa Maria, CA

INTRODUCTION

LSA is pleased to submit this greenhouse gas analysis for the proposed Lineage Logistics Project (project). The purpose of this analysis is to evaluate potential impacts from greenhouse gas (GHG) emissions associated with the proposed project. The project site is located at 1315 South Blosser Road at the southwest corner of the intersection of South Blosser Road and West Stowell Road in the City of Santa Maria (City), Santa Barbara County, California.

LSA identified potential construction and operational GHG emissions generated by the project using the California Emissions Estimator Model version 2016.3.2 (CalEEMod). Guidelines identified by the Santa Barbara County Air Pollution Control District (SBCAPCD) were followed in this GHG emissions analysis. In addition, LSA evaluated the project's consistency with applicable GHG reduction plans.

Project Description

The proposed project would include the development and expansion of production facilities on a developed 26.66-acre site (Assessor's Parcel Number 117-240-26) at 1315 South Blosser Road at the southwest corner of the intersection of South Blosser Road and West Stowell Road. The project site is bound to the north by West Stowell Road, to the east by South Blosser Road, to the south by industrial land uses, and to the west by vacant land. Land uses in the project area include industrial, commercial, and single-family residential land uses as well as agricultural land and undeveloped, vacant land.

The project site includes approximately 277,698 square feet of existing freezer/processor development. Implementation of the proposed project would include the following improvements: approximately 704 square feet of building demolition; 28,131 square feet of new processor development; 208,320 square feet of new freezer development; repair and maintenance of existing drive-aisles and parking surfaces; parking lot re-striping; three bio-retention basins; enlarging and improving an existing retention basin; improved landscaping; and infrastructure improvements. The total square footage net increase on site from existing would be 235,747 square feet and the total square footage on site of the combination of remaining existing and proposed development would

be 479,323 square feet. Construction of the proposed project would also include approximately 14,451 cubic yards of rough cut and approximately 4,379 cubic yards of rough fill.

Hours of operation would be in two shifts during harvest season (April - July). The first shift would be 3:00 a.m. through 12:00 p.m. with the second shift from 6:00 p.m. through 2:30 a.m., Monday through Saturday. Access to and from the project is from Stowell Road and South Blosser Road. Truck traffic would include the harvest season over the months of April through July between the hours of 6:00 a.m. through 9:00 p.m. The field trucks would deliver the crops to the facility from local fields to be processed by the tenant processor (fruit) and to the freezer facility (other crops). The outbound "line" trucks (off season) would be trucks to deliver frozen produce to area markets and, at the greatest distance, potentially to other Lineage regional facilities. This transport is not dependent on harvest seasons and consists of regularly scheduled deliveries anticipated to be up to eight trucks per day throughout the entire year.

Loading times for the line trucks that would be serviced by the Lineage Logistics freezer facility are limited to 6:00 a.m. to 10:30 p.m. Monday through Friday. No loading would occur on weekends or holidays. All truck staging would occur on-site. Truck and trailer operators would pull in, be checked for pre-cooling, and would then be shut off. No idling would occur during loading. Trailers would be loaded and doors shut via a gasketed connection. Refrigeration units would be started and temperature checked prior to release of trucks. The total time from pull out to departure would be no more than 10 minutes.

ENVIRONMENTAL SETTING

Greenhouse Gas and Global Climate Change Background

Global climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans in recent decades. The Earth's average near-surface atmospheric temperature rose $0.6 \pm 0.2^{\circ}$ Celsius ($^{\circ}$ C) or $1.1 \pm 0.4^{\circ}$ Fahrenheit ($^{\circ}$ F) in the 20th century. The prevailing scientific opinion on climate change is that most of the warming observed over the last 50 years is attributable to human activities. The increased amounts of carbon dioxide (CO₂) and other GHGs are the primary causes of the human-induced component of warming. GHGs are released by the burning of fossil fuels, land clearing, agriculture, and other activities that lead to an increase in the greenhouse effect.¹

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

¹ The temperature on Earth is regulated by a system commonly known as the "greenhouse effect." Just as the glass in a greenhouse lets heat from sunlight in and reduces the heat escaping, greenhouse gases like carbon dioxide, methane, and nitrous oxide in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, although an excess of greenhouse gas results in global warming, the naturally occurring greenhouse effect is necessary to keep our planet at a comfortable temperature.

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF₆)

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO₂, CH₄, and N₂O, some gases, like HFCs, PFCs, and SF₆, are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this air quality analysis, the term “GHGs” will refer collectively to the six gases listed above only.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to CO₂, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “CO₂ equivalents” (CO₂e). Table 1 shows the GWP for each type of GHG. For example, SF₆ is 22,800 times more potent at contributing to global warming than CO₂ over a 100 year time span.

Table 1: Global Warming Potential of Greenhouse Gases

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-Year Time Horizon)
Carbon Dioxide	50-200	1
Methane	12	25
Nitrous Oxide	114	298
HFC-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC: Tetrafluoromethane (CF ₄)	50,000	7,390
PFC: Hexafluoromethane (C ₂ F ₆)	10,000	12,200
Sulfur Hexafluoride (SF ₆)	3,200	22,800

Source: IPCC, 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.

Regulatory Framework

California Air Resources Board

The California Air Resources Board (CARB) is the lead agency for implementing climate change regulations in the State. Since its formation, the CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems. Key efforts by the State are described below.

California's major initiative for reducing greenhouse gas emissions is Assembly Bill (AB) 32, passed by the State legislature on August 31, 2006. This effort aims at reducing greenhouse gas emissions to 1990 levels by 2020. In response to AB 32, California began to address climate change by employing a comprehensive, long-term approach to cut the State's greenhouse gas emissions to 1990 levels by 2020 and to maintain and continue reductions post 2020.

AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the emission reduction targets and to reduce greenhouse gases that contribute to global climate change. Pursuant to AB 32, the Scoping Plan must *"identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives"* in order to achieve the 2020 goal, and achieve *"the maximum technologically feasible and cost-effective greenhouse gas emission reductions"* by 2020 and maintain and continue reductions beyond 2020.

The Initial Scoping Plan in 2008 presented the first economy-wide approach to reducing emissions and highlighted the value of combining both carbon pricing with other complementary programs to meet California's 2020 greenhouse gas emissions cap while ensuring progress in all sectors. The coordinated set of policies in the Initial Scoping Plan employed strategies tailored to specific needs, including market-based compliance mechanisms, performance standards, technology requirements, and voluntary reductions. The Initial Scoping Plan also described a conceptual design for a cap-and-trade program that included eventual linkage to other cap-and-trade programs to form a larger regional trading program.

AB 32 requires CARB to update the scoping plan at least every five years. The First Update to the Scoping Plan (First Update), approved in 2014, presented an update on the program and its progress toward meeting the 2020 limit. It also developed the first vision for the long-term progress that the State endeavors to achieve. In doing so, the First Update laid the groundwork to transition to the post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012. It also recommended the need for a 2030 mid-term target to establish a continuum of actions to maintain and continue reductions, rather than only focusing on targets for 2020 or 2050.

In summer 2016 the Legislature passed, and the Governor signed, SB 32, and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the greenhouse gas emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an IPCC analysis of the emissions trajectory that would stabilize atmospheric greenhouse gas concentrations at 450 parts per million CO₂e and reduce the likelihood of catastrophic impacts from climate change.

The companion bill to SB 32, AB 197, provides additional direction to CARB on the following areas related to the adoption of strategies to reduce greenhouse gas emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

Santa Barbara County Air Pollution Control District

SBCAPCD provides guidance for assessing and reducing the impacts of project-specific air quality emissions in the Environmental Review Guidelines.² The Environmental Review Guidelines developed a GHG threshold of 10,000 metric tons of CO₂e per year for stationary source projects, which include equipment, processes, and operations that require an SBCAPCD permit to operate. However, this threshold does not apply to land development projects. The SBCAPCD has not developed or adopted GHG significance thresholds for commercial or industrial projects.

Santa Barbara County Association of Governments

The Santa Barbara County Association of Governments (SBCAG) adopted the 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)³ in 2017 which responded to the State requirements in Senate Bill 375. The RTP/SCS aims to make land use assumptions and allocate forecast future growth consistent with those assumptions and the allocation of regional housing needs. Starting with land uses allowed by existing, adopted local General Plans, the land use assumptions, developed in close coordination with the planning staff of SBCAG's member jurisdictions, selectively provide for intensification of residential and commercial land uses in urban areas proximate to existing transit. The intent of these changes is ultimately to shorten trip

² Santa Barbara County Air Pollution Control District, 2015. *Environmental Review Guidelines for the Santa Barbara County Air Pollution Control District*. Revised April 30.

³ Santa Barbara County Association of Governments, 2017. *Fast Forward 2040 SBCAG Regional Transportation Plan and Sustainable Communities Strategy*. August 17.

distances and reduce vehicle miles traveled by (1) directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs in bedroom communities in the North County, and (2) promoting more trips, both local and inter-city, by alternative transportation modes, especially public transit.

City of Santa Maria

The City of Santa Maria has not adopted a climate action plan. However, the Resources Management Element of the General Plan⁴ contains several objectives that would either directly or indirectly reduce GHG emissions. The following policies would apply to the proposed project:

- **Objective 1.1.e Conservation.** Reduce the City of Santa Maria's present per capita water consumption rate through effective conservation measures and public awareness programs.
- **Objective 1.1.f Efficient Water Use.** Provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.
- **Objective 2.1.a Mobile Sources.** Facilitate the development and use of alternative transportation to the private automobile by implementing trip reduction and traffic mitigation measures, when appropriate.
- **Objective 2.1.b Stationary Sources.** Reduce air emissions associated with stationary sources through the implementation of source control measures, when appropriate.
- **Objective 2.1.g Land Use.** Reduce mobile air pollutant emissions through the use of pedestrian and transit oriented design principles and minimize the impacts of stationary sources by locating these uses away from sensitive receptors (e.g. schools and hospitals).
- **Objective 2.1.h Community Design.** Design communities/neighborhoods so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
- **Objective 2.1.j Streets, pedestrian paths and bikeways.** Encourage the design of streets, pedestrian paths, and bike paths so that they are small and spatially defined by buildings, trees and lighting and discourage high speed traffic.
- **Objective 6.1.b(2) Energy Resources.** Encourage innovative building and site design which maximizes energy efficiency in private and public facilities.

METHODOLOGY

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term GHG emissions associated with project-related vehicular trips. Recognizing that the field of global

⁴ Santa Maria, City of, 2001. *City of Santa Maria General Plan Resources Management Element*. Amended January 16.

climate change analysis is rapidly evolving, the approaches advocated most recently indicate that for determining a project's contribution to GHG emissions, lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, construction activities, and any other significant source of emissions within the project area. The California Emission Estimator Model v.2016.3.2 (CalEEMod) computer program was used to quantify GHG emissions generated by the project.

THRESHOLDS OF SIGNIFICANCE

The State *CEQA Guidelines* indicate that a project would normally have a significant adverse GHG emission impact if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reduction the emissions of GHGs.

As described above, the SBCAPCD has developed a GHG threshold of 10,000 metric tons of CO₂e per year for stationary projects, which include equipment, processes, and operations that require an SBCAPCD permit to operate. However, this threshold does not apply to land development projects. Neither the City of Santa Maria nor SBCAPCD has developed or adopted GHG significance thresholds for commercial or industrial projects. Therefore, this analysis evaluates the project's GHG emissions based on the San Luis Obispo Air Pollution Control District (SLOAPCD) Greenhouse Gas Thresholds, as adopted in April 2012.

As described in SLOAPCD's Greenhouse Gas Thresholds and Supporting Evidence document, the SLOAPCD's approach to developing a threshold of significance for GHG emissions was to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions.⁵ The SLOAPCD set the GHG thresholds based on AB 32 GHG emission reduction goals by attributing a fair share of the GHG reductions needed from new land use development projects subject to CEQA. Therefore, as these GHG thresholds were developed based on State goals, these thresholds would be applicable to the City of Santa Maria. In addition, the SLOAPCD's GHG thresholds provide a quantitative approach and have been developed in a nearby air district in the same general region.

According to SLOAPCD GHG thresholds, a proposed project would not have a significant GHG effect on the environment, if operation of the project would:

- Be consistent with a Qualified Greenhouse Gas Reduction Plan;
- Result in operational-related greenhouse gas emissions of less than 1,500 metric tons of CO₂e per year; or

⁵ San Luis Obispo County Air Pollution Control District (SLOAPCD), 2012. *Greenhouse Gas Thresholds and Supporting Evidence*. March 28.

- Result in operational-related greenhouse gas emissions of less than 4.9 metric tons of CO₂e per service population (residents plus employees).

IMPACTS AND MITIGATION MEASURES

The project would release emissions over the short term as a result of construction activities, and over the long term from additional traffic generation and operation of the proposed facilities. The sections below describe the project's estimated potential GHG emissions, the significance of impacts with respect to the identified thresholds of significance, and consistency with applicable GHG reduction plans.

Construction Emissions

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the project site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Construction GHG emissions associated with the proposed project were estimated using CalEEMod. Appendix A contains CalEEMod output worksheets. Based on the CalEEMod results, construction of the proposed project would generate approximately 997.7 metric tons of CO₂e. Neither SBCAPCD nor SLOAPCD have a threshold of significance for construction GHG emissions; however the SLOAPCD recommends amortizing GHG emissions over the life of the project based on the total GHG emissions for construction activities divided by the project life (i.e., 50 years for residential projects and 25 years for commercial projects) then adding that number to the annual operational phase GHG emissions. Therefore, when amortized over the 25-year life of the project, annual emissions would be 39.9 metric tons of CO₂e.

Operational Emissions

Long-term operation of the project would generate GHG emissions from area and mobile sources as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site, and other sources. Emissions would also be generated at off-site utility providers as a result of increased electricity demand generated by the proposed project. Operational emissions were estimated using CalEEMod and the results are presented in Table 2. Additional calculation details are attached.

Table 2: Greenhouse Gas Operational Emissions

Emission Source	Operational GHG Emissions (metric tons/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction Emissions				
Construction emissions amortized over 25 years	39.7	<0.1	<0.1	39.9
Operational Emissions				
Area Source Emissions	0.0	0.0	0.0	0.0
Energy Source Emissions	378.3	0.0	0.0	381.1
Mobile Source Emissions	349.4	0.0	0.0	349.8
Waste Source Emissions	46.2	2.3	0.0	103.4
Water Source Emissions	63.5	0.1	0.0	78.0
Total CO₂e Emission	952.2			
SLOAPCD Significance Threshold	1,150 MT CO₂e/year OR 4.9 CO₂e/SP/year (residents + employees)			
Exceeds Threshold?	No			

Source: LSA, July 2018.

Notes:

CH₄ = methane

CO₂ = carbon dioxide

CO₂e = gross climate change emissions

GHG = greenhouse gas

MT = metric tons

SP = service population

As discussed above, neither the City of Santa Maria nor SBCAPCD has developed or adopted GHG significance thresholds for commercial or industrial projects. Therefore, this analysis evaluates the project's GHG emissions based on the SLOAPCD Greenhouse Gas Thresholds. According to the SLOAPCD, a project would have less-than-significant GHG emissions if it would meet one or more of the following criteria: be consistent with a qualified GHG reduction plan, result in operational-related GHG emissions of less than 1,150 metric tons of CO₂e a year, or result in operational-related GHG emissions of less than 4.9 metric tons of CO₂e per service population (residents plus employees). The City of Santa Maria does not have a qualified GHG reduction plan. Therefore, the determination of significance is based on the emission estimates. Based on the analysis results, the project would generate approximately 952.2 metric tons of CO₂e which is below the SLOAPCD's numeric threshold of 1,150 metric tons CO₂e. Therefore, the project would not have a significant effect on the environment related to GHG emissions.

Consistency with Greenhouse Gas Reduction Plans

The City of Santa Maria has not adopted a climate action plan. In May 2015, the County of Santa Barbara adopted the Energy and Climate Action Plan (ECAP); however the ECAP applies to unincorporated areas of Santa Barbara County and not incorporated cities such as Santa Maria. The SBCAG has incorporated a sustainable community strategy into its 2040 RTP/SCS plan, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2040 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS sets forth goals and objectives related to mixed-use

development and the jobs-housing balance. The RTP/SCS seeks to address the jobs/housing balance directly by allotting more jobs to the North County, including the City of Santa Maria. The proposed project would not include residential units and therefore would not increase population projections. In addition, the proposed project would create job opportunities within the City to increase the jobs-housing ratio. Therefore, the proposed project would be consistent with the goals of the SBCAG 2040 RTP/SCS.

Absent any other local or regional Climate Action Plan, the proposed project was analyzed for consistency with the CARB Scoping Plan. The proposed project would be consistent with the Scoping Plan measures, including the following.

- **California Light-Duty Vehicle Greenhouse Gas Standards.** The standards would be applicable to light-duty vehicles that would access the project site.
- **Energy Efficiency.** The project would increase its energy efficiency through compliance with the current Title 24 standards.
- **Low Carbon Fuel Standard.** Vehicles that access the project site would comply with the standard, by way of consuming transportation fuel that will meet the goal of a 10 percent reduction in carbon intensity by 2020.
- **Recycling and Waste.** The project would contribute toward a Statewide reduction in waste by utilizing the City of Santa Maria recycling services, which are subject to State recycling mandates.

Therefore, the project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in AB 32. Because there is no locally adopted GHG reduction plan to reduce emissions from new development, the project would be consistent with the applicable land use and zoning designations, and the project would not conflict with any State regulations intended to reduce GHG emissions Statewide, the project would be consistent with applicable plans and programs designed to reduce GHG emissions.

CONCLUSION

Based on the analysis presented above, GHG emissions released during construction and operation of the project are estimated to be lower than significance thresholds, and would not be cumulatively considerable. The proposed project would be consistent with the SBCAG's RTP/SCS and the goals of AB 32. Therefore, the project would result in less-than-significant GHG emissions and mitigation would not be required.

Attachment: CalEEMod Output Worksheets

ATTACHMENT

CALEEMOD OUTPUT WORKSHEETS

Lineage Logistics - Santa Barbara County APCD Air District, Annual

Lineage Logistics
Santa Barbara County APCD Air District, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	28.13	1000sqft	0.65	28,131.00	0
Refrigerated Warehouse-No Rail	208.32	1000sqft	4.78	208,320.00	0
Parking Lot	632.00	Space	5.69	252,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	328.8	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average (2016-2020), PG&E 2015

Land Use - Unrefrigerated Warehouse includes the new processor development and Refrigerated Warehouse includes the new freezer development

Construction Phase - Default construction phasing

Grading - The project would include approximately 14,451 cubic yards of rough cut and approximately 4,379 cubic yards of rough fill, for a total of 10,162 cubic yards of cut.

Demolition -

Approximately 704 square feet of structures are proposed to be demolished

Lineage Logistics - Santa Barbara County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblGrading	MaterialExported	0.00	10,162.00
tblLandUse	LandUseSquareFeet	28,130.00	28,131.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8

2.0 Emissions Summary

[illegible]

Lineage Logistics - 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	1-1-2019	3-31-2019	1,7804	1,7804
2	4-1-2019	6-30-2019	1,1273	1,1273
3	7-1-2019	9-30-2019	1,1397	1,1397
4	10-1-2019	12-31-2019	1,1455	1,1455
5	1-1-2020	3-31-2020	1,0293	1,0293
6	4-1-2020	6-30-2020	2,2293	2,2293
7	7-1-2020	9-30-2020	1,3229	1,3229
		Highest	2,2293	2,2293

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	1.2233	7.0000e-005	8.0300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166
Energy	4.7800e-003	0.0435	0.0365	2.6000e-004		3.3100e-003	3.3100e-003		3.3100e-003	3.3100e-003	0.0000	378.2713	378.2713	0.0301	6.9100e-003	381.0819
Mobile	0.1470	0.5595	1.6269	3.8100e-003	0.3338	4.5600e-003	0.3384	0.0897	4.2900e-003	0.0940	0.0000	349.3715	349.3715	0.0182	0.0000	349.8270
Waste						0.0000	0.0000		0.0000	0.0000	46.1553	0.0000	46.1553	2.2887	0.0000	103.3725
Water						0.0000	0.0000		0.0000	0.0000	19.3455	44.1262	63.4717	0.0705	0.0429	78.0105
Total	1.3751	0.6030	1.6714	4.0700e-003	0.3338	7.9000e-003	0.3417	0.0897	7.8300e-003	0.0973	65.5008	771.7845	837.2853	2.4075	0.0498	912.3085

Lineage Logistics - Santa Barbara County APCD Air District, Annual

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	1.2233	7.0000e-005	8.0300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166
Energy	4.7800e-003	0.0435	0.0365	2.8000e-004		3.3100e-003	3.3100e-003		3.3100e-003	3.3100e-003	0.0000	378.2713	378.2713	0.0301	6.9100e-003	381.0819
Mobile	0.1470	0.5595	1.8269	3.8100e-003	0.3338	4.5600e-003	0.3384	0.0897	4.2900e-003	0.0940	0.0000	349.3715	349.3715	0.0182	0.0000	349.8270
Waste						0.0000	0.0000		0.0000	0.0000	46.1553	0.0000	46.1553	2.2887	0.0000	103.3725
Water						0.0000	0.0000		0.0000	0.0000	19.3455	44.1282	63.4717	0.0705	0.0429	78.0105
Total	1.3761	0.6030	1.6714	4.0700e-003	0.3338	7.9000e-003	0.3417	0.0897	7.6300e-003	0.0973	65.5008	771.7845	837.2863	2.4075	0.0498	912.3085

	ROG	NOx	CO	SO2	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**

Lineage Logistics - Santa Barbara County APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/28/2019	5	20	
2	Site Preparation	Site Preparation	1/29/2019	2/11/2019	5	10	
3	Grading	Grading	2/12/2019	3/25/2019	5	30	
4	Building Construction	Building Construction	3/26/2019	5/18/2020	5	300	
5	Paving	Paving	5/19/2020	6/15/2020	5	20	
6	Architectural Coating	Architectural Coating	6/16/2020	7/13/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 5.69

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 354,677; Non-Residential Outdoor: 118,226; Striped Parking Area: 15,168 (Architectural Coating – sqft)

OffRoad Equipment

Lineage Logistics - Santa Barbara County APCD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Lineage Logistics - Santa Barbara County APCD Air District, Annual

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	15.00	0.00	3.00	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	8	20.00	0.00	1,005.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	205.00	80.00	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	41.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

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					3.5000e-004	0.0000	3.5000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0351	0.3578	0.2208	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672
Total	0.0351	0.3578	0.2208	3.9000e-004	3.5000e-004	0.0180	0.0183	5.0000e-005	0.0167	0.0168	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.2 Demolition - 2019**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	1.0000e-005	5.0000e-004	1.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1187	0.1187	1.0000e-005	0.0000	0.1189
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	5.3000e-004	4.8000e-004	4.0300e-003	1.0000e-005	9.3000e-004	1.0000e-005	9.3000e-004	2.5000e-004	1.0000e-005	2.5000e-004	0.0000	0.7807	0.7807	3.0000e-005	0.0000	0.7815
Total	5.4000e-004	9.6000e-004	4.1700e-003	1.0000e-005	9.6000e-004	1.0000e-005	9.6000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8994	0.8994	4.0000e-005	0.0000	0.9004

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					3.5000e-004	0.0000	3.5000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671
Total	0.0351	0.3578	0.2206	3.9000e-004	3.5000e-004	0.0180	0.0183	5.0000e-005	0.0167	0.0168	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.2 Demolition - 2019

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	1.0000e-005	5.0000e-004	1.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1187	0.1187	1.0000e-005	0.0000	0.1189
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	5.3000e-004	4.8000e-004	4.0300e-003	1.0000e-005	9.3000e-004	1.0000e-005	9.3000e-004	2.5000e-004	1.0000e-005	2.5000e-004	0.0000	0.7807	0.7807	3.0000e-005	0.0000	0.7815
Total	5.4000e-004	9.8000e-004	4.1700e-003	1.0000e-005	9.6000e-004	1.0000e-005	9.6000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8994	0.8994	4.0000e-005	0.0000	0.9004

3.3 Site Preparation - 2019

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
Total	0.0217	0.2279	0.1103	1.9000e-004	0.0903	0.0120	0.1023	0.0497	0.0110	0.0607	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.3 Site Preparation - 2019**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	3.2000e-004	2.8000e-004	2.4200e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4684	0.4684	2.0000e-005	0.0000	0.4689
Total	3.2000e-004	2.8000e-004	2.4200e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4684	0.4684	2.0000e-005	0.0000	0.4689

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
Total	0.0217	0.2279	0.1103	1.9000e-004	0.0903	0.0120	0.1023	0.0497	0.0110	0.0607	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.3 Site Preparation - 2019**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	3.2000e-004	2.8000e-004	2.4200e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4684	0.4684	2.0000e-005	0.0000	0.4689
Total	3.2000e-004	2.8000e-004	2.4200e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4684	0.4684	2.0000e-005	0.0000	0.4689

3.4 Grading - 2019**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					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5520	83.5520	0.0264	0.0000	84.2129
Total	0.0711	0.8178	0.5007	9.3000e-004	0.1301	0.0357	0.1658	0.0540	0.0329	0.0868	0.0000	83.5520	83.5520	0.0264	0.0000	84.2129

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.4 Grading - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.8600e-003	0.1877	0.0483	4.0000e-004	8.5600e-003	9.1000e-004	9.4800e-003	2.3500e-003	8.7000e-004	3.2200e-003	0.0000	39.7573	39.7573	3.5100e-003	0.0000	39.8451
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	1.0800e-003	9.3000e-004	8.0700e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8700e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.5614	1.5614	8.0000e-005	0.0000	1.5829
Total	6.9200e-003	0.1887	0.0564	4.2000e-004	0.0104	9.2000e-004	0.0114	2.8400e-003	8.8000e-004	3.7200e-003	0.0000	41.3187	41.3187	3.5700e-003	0.0000	41.4080

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					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5519	83.5519	0.0264	0.0000	84.2128
Total	0.0711	0.8178	0.5007	9.3000e-004	0.1301	0.0357	0.1658	0.0540	0.0329	0.0868	0.0000	83.5519	83.5519	0.0264	0.0000	84.2128

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.8600e-003	0.1677	0.0483	4.0000e-004	8.5600e-003	9.1000e-004	9.4800e-003	2.3500e-003	8.7000e-004	3.2200e-003	0.0000	39.7573	39.7573	3.5100e-003	0.0000	39.8451
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	1.0800e-003	9.3000e-004	8.0700e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8700e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.5614	1.5614	6.0000e-005	0.0000	1.5629
Total	5.9200e-003	0.1687	0.0584	4.2000e-004	0.0104	9.2000e-004	0.0114	2.8400e-003	8.8000e-004	3.7200e-003	0.0000	41.3187	41.3187	3.5700e-003	0.0000	41.4080

3.5 Building Construction - 2019

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	0.2373	2.1184	1.7250	2.7000e-003		0.1296	0.1296		0.1219	0.1219	0.0000	236.2797	236.2797	0.0576	0.0000	237.7187
Total	0.2373	2.1184	1.7250	2.7000e-003		0.1296	0.1296		0.1219	0.1219	0.0000	236.2797	236.2797	0.0576	0.0000	237.7187

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.5 Building Construction - 2019**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	0.0403	0.9771	0.3531	1.9200e-003	0.0468	7.5900e-003	0.0543	0.0135	7.2600e-003	0.0208	0.0000	188.5032	188.5032	0.0144	0.0000	188.8641
Worker	0.0728	0.0636	0.5539	1.1900e-003	0.1273	8.6000e-004	0.1281	0.0338	7.9000e-004	0.0346	0.0000	107.2289	107.2289	4.1300e-003	0.0000	107.3321
Total	0.1131	1.0406	0.9070	3.1100e-003	0.1740	8.4500e-003	0.1825	0.0473	8.0500e-003	0.0554	0.0000	295.7321	295.7321	0.0188	0.0000	296.1963

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	0.2373	2.1184	1.7250	2.7000e-003		0.1296	0.1296		0.1219	0.1219	0.0000	236.2794	236.2794	0.0576	0.0000	237.7184
Total	0.2373	2.1184	1.7250	2.7000e-003		0.1296	0.1296		0.1219	0.1219	0.0000	236.2794	236.2794	0.0576	0.0000	237.7184

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.5 Building Construction - 2019**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	0.0403	0.9771	0.3531	1.9200e-003	0.0468	7.5900e-003	0.0543	0.0135	7.2800e-003	0.0208	0.0000	188.5032	188.5032	0.0144	0.0000	188.6641
Worker	0.0728	0.0639	0.5539	1.1900e-003	0.1273	8.6000e-004	0.1281	0.0338	7.9000e-004	0.0346	0.0000	107.2289	107.2289	4.1300e-003	0.0000	107.3321
Total	0.1131	1.0408	0.9070	3.1100e-003	0.1740	8.4600e-003	0.1825	0.0473	8.0500e-003	0.0554	0.0000	295.7321	295.7321	0.0188	0.0000	296.1963

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	0.1049	0.9497	0.8340	1.3300e-003		0.0553	0.0553		0.0520	0.0520	0.0000	114.6469	114.6469	0.0280	0.0000	115.3462
Total	0.1049	0.9497	0.8340	1.3300e-003		0.0553	0.0553		0.0520	0.0520	0.0000	114.6469	114.6469	0.0280	0.0000	115.3462

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
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	0.0159	0.4395	0.1535	9.4000e-004	0.0230	2.3600e-003	0.0254	6.6400e-003	2.2600e-003	8.9000e-003	0.0000	92.3677	92.3677	6.9800e-003	0.0000	92.5421
Worker	0.0326	0.0275	0.2408	5.7000e-004	0.0627	4.1000e-004	0.0631	0.0167	3.8000e-004	0.0170	0.0000	51.1879	51.1879	1.7500e-003	0.0000	51.2315
Total	0.0485	0.4670	0.3943	1.5100e-003	0.0857	2.7700e-003	0.0885	0.0233	2.6400e-003	0.0259	0.0000	143.5555	143.5555	8.7300e-003	0.0000	143.7736

Mitigated Construction On-Site

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MT/yr					
Off-Road	0.1049	0.9497	0.8340	1.3300e-003		0.0553	0.0553		0.0520	0.0520	0.0000	114.6468	114.6468	0.0280	0.0000	115.3461
Total	0.1049	0.9497	0.8340	1.3300e-003		0.0553	0.0553		0.0520	0.0520	0.0000	114.6468	114.6468	0.0280	0.0000	115.3461

Lineage Logistics - Santa Barbara County APCD Air District, Annual

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	0.0159	0.4395	0.1535	9.4000e-004	0.0230	2.3600e-003	0.0254	6.6400e-003	2.2600e-003	8.9000e-003	0.0000	92.3877	92.3877	6.9800e-003	0.0000	92.5421
Worker	0.0326	0.0275	0.2408	5.7000e-004	0.0627	4.1000e-004	0.0631	0.0167	3.8000e-004	0.0170	0.0000	51.1879	51.1879	1.7500e-003	0.0000	51.2315
Total	0.0485	0.4670	0.3943	1.5100e-003	0.0857	2.7700e-003	0.0885	0.0233	2.6400e-003	0.0259	0.0000	143.5555	143.5555	8.7300e-003	0.0000	143.7736

3.6 Paving - 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	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902
Paving	7.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0210	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.6 Paving - 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	4.8000e-004	4.1000e-004	3.5600e-003	1.0000e-005	9.3000e-004	1.0000e-005	9.3000e-004	2.5000e-004	1.0000e-005	2.5000e-004	0.0000	0.7567	0.7567	3.0000e-005	0.0000	0.7573
Total	4.8000e-004	4.1000e-004	3.5600e-003	1.0000e-005	9.3000e-004	1.0000e-005	9.3000e-004	2.5000e-004	1.0000e-005	2.5000e-004	0.0000	0.7567	0.7567	3.0000e-005	0.0000	0.7573

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	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901
Paving	7.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0210	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.6 Paving - 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	4.8000e-004	4.1000e-004	3.5600e-003	1.0000e-005	9.3000e-004	1.0000e-005	9.3000e-004	2.5000e-004	1.0000e-005	2.5000e-004	0.0000	0.7567	0.7567	3.0000e-005	0.0000	0.7573
Total	4.8000e-004	4.1000e-004	3.5600e-003	1.0000e-005	9.3000e-004	1.0000e-005	9.3000e-004	2.5000e-004	1.0000e-005	2.5000e-004	0.0000	0.7567	0.7567	3.0000e-005	0.0000	0.7573

3.7 Architectural Coating - 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					
Archit. Coating	2.8278					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e-003	0.0188	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
Total	2.8302	0.0188	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.7 Architectural Coating - 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	1.3200e-003	1.1100e-003	9.7300e-003	2.0000e-005	2.5300e-003	2.0000e-005	2.5500e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.0682	2.0682	7.0000e-005	0.0000	2.0700
Total	1.3200e-003	1.1100e-003	9.7300e-003	2.0000e-005	2.5300e-003	2.0000e-005	2.5500e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.0682	2.0682	7.0000e-005	0.0000	2.0700

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	2.8278					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4200e-003	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582
Total	2.8302	0.0168	0.0183	3.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	2.5533	2.5533	2.0000e-004	0.0000	2.5582

Lineage Logistics - Santa Barbara County APCD Air District, Annual

3.7 Architectural Coating - 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	1.3200e-003	1.1100e-003	9.7300e-003	2.0000e-005	2.5300e-003	2.0000e-005	2.5500e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.0682	2.0682	7.0000e-005	0.0000	2.0700
Total	1.3200e-003	1.1100e-003	9.7300e-003	2.0000e-005	2.5300e-003	2.0000e-005	2.5500e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.0682	2.0682	7.0000e-005	0.0000	2.0700

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

Lineage Logistics - Santa Barbara County APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1470	0.5595	1.6269	3.8100e-003	0.3338	4.5600e-003	0.3384	0.0897	4.2900e-003	0.0940	0.0000	349.3715	349.3715	0.0182	0.0000	349.8270
Unmitigated	0.1470	0.5595	1.6269	3.8100e-003	0.3338	4.5600e-003	0.3384	0.0897	4.2900e-003	0.0940	0.0000	349.3715	349.3715	0.0182	0.0000	349.8270

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	349.98	349.98	349.98	774,674	774,674
Unrefrigerated Warehouse-No Rail	47.26	47.26	47.26	104,606	104,606
Total	397.24	397.24	397.24	879,281	879,281

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
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	6.60	5.50	6.40	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	6.60	5.50	6.40	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Lineage Logistics - Santa Barbara County APCD Air District, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MFD	RHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.553205	0.030828	0.204091	0.129951	0.023898	0.006086	0.017139	0.018453	0.002761	0.002481	0.007244	0.002707	0.001156
Refrigerated Warehouse-No Rail	0.553205	0.030828	0.204091	0.129951	0.023898	0.006086	0.017139	0.018453	0.002761	0.002481	0.007244	0.002707	0.001156
Unrefrigerated Warehouse-No Rail	0.553205	0.030828	0.204091	0.129951	0.023898	0.006086	0.017139	0.018453	0.002761	0.002481	0.007244	0.002707	0.001156

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	330.9297	330.9297	0.0282	6.0400e-003	333.4590
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	330.9297	330.9297	0.0282	6.0400e-003	333.4590
NaturalGas Mitigated	4.7800e-003	0.0435	0.0365	2.6000e-004		3.3100e-003	3.3100e-003		3.3100e-003	3.3100e-003	0.0000	47.3416	47.3416	9.1000e-004	8.7000e-004	47.6229
NaturalGas Unmitigated	4.7800e-003	0.0435	0.0365	2.6000e-004		3.3100e-003	3.3100e-003		3.3100e-003	3.3100e-003	0.0000	47.3416	47.3416	9.1000e-004	8.7000e-004	47.6229

Lineage Logistics - Santa Barbara County APCD Air District, Annual

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	789533	4.2600e-003	0.0387	0.0325	2.3000e-004		2.9400e-003	2.9400e-003		2.9400e-003	2.9400e-003	0.0000	42.1325	42.1325	8.1000e-004	7.7000e-004	42.3829
Unrefrigerated Warehouse-No Rail	97614.6	5.3000e-004	4.7900e-003	4.0200e-003	3.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	5.2091	5.2091	1.0000e-004	1.0000e-004	5.2400
Total		4.7900e-003	0.0435	0.0365	2.6000e-004		3.3000e-003	3.3000e-003		3.3000e-003	3.3000e-003	0.0000	47.3416	47.3416	9.1000e-004	8.7000e-004	47.6229

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	789533	4.2600e-003	0.0387	0.0325	2.3000e-004		2.9400e-003	2.9400e-003		2.9400e-003	2.9400e-003	0.0000	42.1325	42.1325	8.1000e-004	7.7000e-004	42.3829
Unrefrigerated Warehouse-No Rail	97614.6	5.3000e-004	4.7900e-003	4.0200e-003	3.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	5.2091	5.2091	1.0000e-004	1.0000e-004	5.2400
Total		4.7900e-003	0.0435	0.0365	2.6000e-004		3.3000e-003	3.3000e-003		3.3000e-003	3.3000e-003	0.0000	47.3416	47.3416	9.1000e-004	8.7000e-004	47.6229

Lineage Logistics - Santa Barbara County APCD Air District, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	88480	13.1960	1.1600e-003	2.4000e-004	13.2969
Refrigerated Warehouse-No Rail	2.03112e+006	302.9236	0.0267	5.5300e-003	305.2388
Unrefrigerated Warehouse-No Rail	99302.4	14.8101	1.3100e-003	2.7000e-004	14.9233
Total		330.9297	0.0292	6.0400e-003	333.4590

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	88480	13.1960	1.1600e-003	2.4000e-004	13.2969
Refrigerated Warehouse-No Rail	2.03112e+006	302.9236	0.0267	5.5300e-003	305.2388
Unrefrigerated Warehouse-No Rail	99302.4	14.8101	1.3100e-003	2.7000e-004	14.9233
Total		330.9297	0.0292	6.0400e-003	333.4590

Lineage Logistics - Santa Barbara County APCD Air District, Annual

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2233	7.0000e-005	8.0300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166
Unmitigated	1.2233	7.0000e-005	8.0300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166

Lineage Logistics - Santa Barbara County APCD Air District, Annual

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	0.2828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9398					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.6000e-004	7.0000e-005	8.0300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166
Total	1.2233	7.0000e-005	8.0300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166

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	0.2828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9398					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.6000e-004	7.0000e-005	8.0300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166
Total	1.2233	7.0000e-005	8.0300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0155	0.0155	4.0000e-005	0.0000	0.0166

7.0 Water Detail

Lineage Logistics - Santa Barbara County APCD Air District, Annual

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	63.4717	0.0705	0.0429	78.0105
Unmitigated	63.4717	0.0705	0.0429	78.0105

7.2 Water by Land UseUnmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	48.174 / 0	55.9208	0.0821	0.0378	68.7298
Unrefrigerated Warehouse-No Rail	8.50508 / 0	7.5511	8.3800e-003	5.1000e-003	9.2808
Total		63.4717	0.0705	0.0429	78.0105

Lineage Logistics - Santa Barbara County APCD Air District, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	48,174 / 0	55.9206	0.0621	0.0378	68.7298
Unrefrigerated Warehouse-No Rail	6,50508 / 0	7.5511	8.3800e-003	5.1000e-003	9.2808
Total		63.4717	0.0705	0.0429	78.0105

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Lineage Logistics - Santa Barbara County APCD Air District, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	46.1553	2.2887	0.0000	103.3725
Unmitigated	46.1553	2.2887	0.0000	103.3725

8.2 Waste by Land UseUnmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	195.82	40.6646	2.0164	0.0000	91.0754
Unrefrigerated Warehouse-No Rail	26.44	5.4906	0.2723	0.0000	12.2972
Total		46.1553	2.2887	0.0000	103.3725

Lineage Logistics - Santa Barbara County APCD Air District, Annual

8.2 Waste by Land UseMitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	195.82	40.6646	2.0184	0.0000	91.0754
Unrefrigerated Warehouse-No Rail	26.44	5.4906	0.2723	0.0000	12.2972
Total		46.1553	2.2887	0.0000	103.3725

9.0 Operational Offroad

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

10.0 Stationary EquipmentFire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Lineage Logistics - Santa Barbara County APCD Air District, Summer

Lineage Logistics
Santa Barbara County APCD Air District, Summer

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	28.13	1000sqft	0.65	28,131.00	0
Refrigerated Warehouse-No Rail	208.32	1000sqft	4.78	208,320.00	0
Parking Lot	632.00	Space	5.69	252,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW/hr)	328.8	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average (2016-2020), PG&E 2015

Land Use - Unrefrigerated Warehouse includes the new processor development and Refrigerated Warehouse includes the new freezer development

Construction Phase - Default construction phasing

Grading - The project would include approximately 14,451 cubic yards of rough cut and approximately 4,379 cubic yards of rough fill, for a total of 10,162 cubic yards of cut.

Demolition -

Approximately 704 square feet of structures are proposed to be demolished

Lineage Logistics - Santa Barbara County APCD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblGrading	MaterialExported	0.00	10,162.00
tblLandUse	LandUseSquareFeet	28,130.00	28,131.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8

2.0 Emissions Summary

[illegible]

Lineage Logistics - 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	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028
Energy	0.0262	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2400e-003	287.6452
Mobile	0.8276	2.9444	8.6516	0.0213	1.8746	0.0250	1.8996	0.5028	0.0235	0.5263		2,156.9979	2,156.9979	0.1091		2,159.7250
Total	7.5613	3.1835	8.9410	0.0228	1.8746	0.0434	1.9180	0.5028	0.0419	0.5448		2,443.1339	2,443.1339	0.1151	5.2400e-003	2,447.5730

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	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028
Energy	0.0262	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2400e-003	287.6452
Mobile	0.8276	2.9444	8.6516	0.0213	1.8746	0.0250	1.8996	0.5028	0.0235	0.5263		2,156.9979	2,156.9979	0.1091		2,159.7250
Total	7.5613	3.1835	8.9410	0.0228	1.8746	0.0434	1.9180	0.5028	0.0419	0.5448		2,443.1339	2,443.1339	0.1151	5.2400e-003	2,447.5730

Lineage Logistics - 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	1/1/2019	1/28/2019	5	20	
2	Site Preparation	Site Preparation	1/29/2019	2/11/2019	5	10	
3	Grading	Grading	2/12/2019	3/25/2019	5	30	
4	Building Construction	Building Construction	3/26/2019	5/18/2020	5	300	
5	Paving	Paving	5/19/2020	6/15/2020	5	20	
6	Architectural Coating	Architectural Coating	6/16/2020	7/13/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 5.69

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 354,677; Non-Residential Outdoor: 118,226; Striped Parking Area: 15,168 (Architectural Coating – sqft)

OffRoad Equipment

Lineage Logistics - Santa Barbara County APCD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Lineage Logistics - 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	15.00	0.00	3.00	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	8	20.00	0.00	1,005.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	205.00	80.00	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	41.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

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					0.0354	0.0000	0.0354	5.3600e-003	0.0000	5.3600e-003			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
Total	3.5134	35.7830	22.0600	0.0388	0.0354	1.7949	1.8303	5.3600e-003	1.6697	1.6750		3,816.8994	3,816.8994	1.0618		3,843.4451

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.2 Demolition - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive 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	1.4300e-003	0.0489	0.0141	1.2000e-004	2.6100e-003	2.7000e-004	2.8800e-003	7.1000e-004	2.6000e-004	9.7000e-004		13.1538	13.1538	1.1500e-003		13.1824
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	0.0516	0.0413	0.3971	8.8000e-004	0.0947	6.2000e-004	0.0954	0.0251	5.8000e-004	0.0257		87.9717	87.9717	3.3100e-003		88.0545
Total	0.0530	0.0903	0.4112	1.0000e-003	0.0973	8.9000e-004	0.0982	0.0268	8.4000e-004	0.0267		101.1256	101.1256	4.4600e-003		101.2369

Mitigated Construction On-Site

	ROG	NOx	CO	SO ₂	Fugitive 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					0.0354	0.0000	0.0354	5.3600e-003	0.0000	5.3600e-003			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6897	1.6897	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
Total	3.5134	35.7830	22.0600	0.0388	0.0354	1.7949	1.8303	5.3600e-003	1.6897	1.6750	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.2 Demolition - 2019

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	1.4300e-003	0.0489	0.0141	1.2000e-004	2.6100e-003	2.7000e-004	2.8800e-003	7.1000e-004	2.6000e-004	9.7000e-004		13.1538	13.1538	1.1500e-003		13.1824
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	0.0516	0.0413	0.3971	8.8000e-004	0.0947	6.2000e-004	0.0954	0.0251	6.8000e-004	0.0257		87.9717	87.9717	3.3100e-003		88.0545
Total	0.0530	0.0903	0.4112	1.0000e-003	0.0973	8.9000e-004	0.0982	0.0258	8.4000e-004	0.0267		101.1255	101.1255	4.4600e-003		101.2369

3.3 Site Preparation - 2019

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
Total	4.3350	45.5727	22.0630	0.0380	18.0663	2.3904	20.4566	9.9307	2.1991	12.1298		3,766.4529	3,766.4529	1.1917		3,796.2445

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.3 Site Preparation - 2019**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	0.0619	0.0496	0.4766	1.0600e-003	0.1137	7.5000e-004	0.1144	0.0302	6.9000e-004	0.0309		105.5661	105.5661	3.9700e-003		105.6654
Total	0.0619	0.0496	0.4766	1.0600e-003	0.1137	7.5000e-004	0.1144	0.0302	6.9000e-004	0.0309		105.5661	105.5661	3.9700e-003		105.6654

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
Total	4.3350	45.5727	22.0630	0.0380	18.0663	2.3904	20.4566	9.9307	2.1991	12.1298	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.3 Site Preparation - 2019**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	0.0619	0.0498	0.4786	1.0600e-003	0.1137	7.5000e-004	0.1144	0.0302	6.9000e-004	0.0309		105.5661	105.5661	3.9700e-003		105.6654
Total	0.0619	0.0498	0.4786	1.0600e-003	0.1137	7.5000e-004	0.1144	0.0302	6.9000e-004	0.0309		105.5661	105.5661	3.9700e-003		105.6654

3.4 Grading - 2019**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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	4.7389	54.5202	33.3768	0.0620	8.6733	2.3827	11.0560	3.5965	2.1920	5.7885		6,140.0195	6,140.0195	1.9426		6,188.5854

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.4 Grading - 2019**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	0.3200	10.9282	3.1504	0.0265	0.5820	0.0603	0.6423	0.1592	0.0577	0.2169		2,937,670 7	2,937,670 7	0.2557		2,944,063 9
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	0.0687	0.0551	0.5295	1.1800e-003	0.1263	8.3000e-004	0.1271	0.0335	7.7000e-004	0.0343		117.2956	117.2956	4.4200e-003		117.4060
Total	0.3887	10.9834	3.6799	0.0277	0.7084	0.0611	0.7695	0.1928	0.0584	0.2512		3,054,966 3	3,054,966 3	0.2602		3,061,488 9

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920	0.0000	6,140.019 5	6,140.019 5	1.9426		6,188.585 4
Total	4.7389	54.5202	33.3768	0.0620	8.6733	2.3827	11.0560	3.5965	2.1920	5.7885	0.0000	6,140.019 5	6,140.019 5	1.9426		6,188.585 4

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.4 Grading - 2019**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	0.3200	10.9282	3.1504	0.0285	0.5820	0.0603	0.6423	0.1592	0.0577	0.2169		2,937.6707	2,937.6707	0.2557		2,944.0639
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	0.0687	0.0551	0.5295	1.1800e-003	0.1263	8.3000e-004	0.1271	0.0335	7.7000e-004	0.0343		117.2956	117.2956	4.4200e-003		117.4060
Total	0.3887	10.9834	3.6799	0.0277	0.7084	0.0611	0.7696	0.1928	0.0584	0.2512		3,054.9663	3,054.9663	0.2602		3,061.4699

3.5 Building Construction - 2019**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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.5 Building Construction - 2019**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	0.3917	9.5845	3.3453	0.0193	0.4738	0.0748	0.5485	0.1383	0.0715	0.2078		2,087.425 5	2,087.425 5	0.1549		2,091.298 3
Worker	0.7045	0.5650	5.4274	0.0121	1.2947	8.5400e-003	1.3032	0.3435	7.8700e-003	0.3513		1,202.280 3	1,202.280 3	0.0453		1,203.411 7
Total	1.0963	10.1495	8.7727	0.0314	1.7684	0.0833	1.8517	0.4798	0.0794	0.5592		3,289.705 8	3,289.705 8	0.2002		3,294.709 9

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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.5 Building Construction - 2019Mitigated 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	0.3917	9.5845	3.3453	0.0193	0.4738	0.0748	0.5485	0.1363	0.0715	0.2078		2,087.425 5	2,087.425 5	0.1549		2,091.298 3
Worker	0.7045	0.5650	5.4274	0.0121	1.2947	8.5400e-003	1.3032	0.3435	7.8700e-003	0.3513		1,202.280 3	1,202.280 3	0.0453		1,203.411 7
Total	1.0963	10.1495	8.7727	0.0314	1.7684	0.0833	1.8517	0.4798	0.0794	0.5592		3,289.705 8	3,289.705 8	0.2002		3,294.709 9

3.5 Building Construction - 2020Unmitigated 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	0.0289		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5
Total	2.1198	19.1860	16.8485	0.0289		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5

Lineage Logistics - 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	0.3136	8.7667	2.9510	0.0191	0.4738	0.0472	0.5209	0.1363	0.0451	0.1815		2,077.303 1	2,077.303 1	0.1521		2,081.105 8
Worker	0.6409	0.4968	4.8038	0.0117	1.2947	8.2500e-003	1.3029	0.3435	7.8100e-003	0.3511		1,165.279 6	1,165.279 6	0.0390		1,166.254 5
Total	0.9544	9.2634	7.7547	0.0308	1.7684	0.0554	1.8239	0.4798	0.0528	0.5325		3,242.582 7	3,242.582 7	0.1911		3,247.360 3

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	2,553.063 1	2,553.063 1	0.6229		2,568.634 5
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.063 1	2,553.063 1	0.6229		2,568.634 5

Lineage Logistics - 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	0.3136	8.7687	2.9510	0.0191	0.4738	0.0472	0.5209	0.1363	0.0451	0.1815		2,077.303 1	2,077.303 1	0.1521		2,081.105 8
Worker	0.6409	0.4988	4.8038	0.0117	1.2947	8.2500e-003	1.3029	0.3435	7.6100e-003	0.3511		1,165.279 6	1,165.279 6	0.0390		1,168.254 5
Total	0.9544	9.2634	7.7647	0.0308	1.7684	0.0554	1.8239	0.4798	0.0528	0.5325		3,242.582 7	3,242.582 7	0.1911		3,247.360 3

3.6 Paving - 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	1.3566	14.0656	14.8521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.733 4	2,207.733 4	0.7140		2,225.584 1
Paving	0.7454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.1019	14.0656	14.8521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.733 4	2,207.733 4	0.7140		2,225.584 1

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.6 Paving - 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					
Off-Road	1.3588	14.0658	14.8521	0.0228		0.7528	0.7528		0.8926	0.8926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.7454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.1019	14.0658	14.8521	0.0228		0.7528	0.7528		0.8926	0.8926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.6 Paving - 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

3.7 Architectural Coating - 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					
Archit. Coating	282.7781					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	283.0183	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.7 Architectural Coating - 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	0.1282	0.0994	0.9608	2.3400e-003	0.2589	1.8500e-003	0.2606	0.0687	1.5200e-003	0.0702		233.0559	233.0559	7.8000e-003		233.2509
Total	0.1282	0.0994	0.9608	2.3400e-003	0.2589	1.8500e-003	0.2606	0.0687	1.5200e-003	0.0702		233.0559	233.0559	7.8000e-003		233.2509

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	282.7781					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.8838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9828
Total	283.0183	1.8838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9828

Lineage Logistics - Santa Barbara County APCD Air District, Summer

3.7 Architectural Coating - 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	0.1282	0.0994	0.9608	2.3400e-003	0.2589	1.6500e-003	0.2606	0.0687	1.5200e-003	0.0702		233.0559	233.0559	7.8000e-003		233.2509
Total	0.1282	0.0994	0.9608	2.3400e-003	0.2589	1.6500e-003	0.2606	0.0687	1.5200e-003	0.0702		233.0559	233.0559	7.8000e-003		233.2509

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

Lineage Logistics - 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	0.8276	2.9444	8.6516	0.0213	1.8746	0.0250	1.8996	0.5028	0.0235	0.5263		2,158,997 ⁹	2,156,997 ⁹	0.1091		2,159,725 ⁰
Unmitigated	0.8276	2.9444	8.6516	0.0213	1.8746	0.0250	1.8996	0.5028	0.0235	0.5263		2,158,997 ⁹	2,156,997 ⁹	0.1091		2,159,725 ⁰

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	349.98	349.98	349.98	774,674	774,674
Unrefrigerated Warehouse-No Rail	47.26	47.26	47.26	104,606	104,606
Total	397.24	397.24	397.24	879,281	879,281

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
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	6.60	5.50	6.40	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	6.60	5.50	6.40	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Lineage Logistics - Santa Barbara County APCD Air District, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MFD	HRC	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.553205	0.030828	0.204091	0.129951	0.023898	0.006086	0.017139	0.018453	0.002761	0.002481	0.007244	0.002707	0.001156
Refrigerated Warehouse-No Rail	0.553205	0.030828	0.204091	0.129951	0.023898	0.006086	0.017139	0.018453	0.002761	0.002481	0.007244	0.002707	0.001156
Unrefrigerated Warehouse-No Rail	0.553205	0.030828	0.204091	0.129951	0.023898	0.006086	0.017139	0.018453	0.002761	0.002481	0.007244	0.002707	0.001156

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0262	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2400e-003	287.6452
NaturalGas Unmitigated	0.0262	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2400e-003	287.6452

Lineage Logistics - Santa Barbara County APCD Air District, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO ₂	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	2163.1	0.0233	0.2121	0.1781	1.2700e-003		0.0181	0.0181		0.0181	0.0181		254.4828	254.4828	4.8800e-003	4.6700e-003	255.9950
Unrefrigerated Warehouse-No Rail	287.437	2.8800e-003	0.0262	0.0220	1.8000e-004		1.9900e-003	1.9900e-003		1.9900e-003	1.9900e-003		31.4632	31.4632	6.0000e-004	5.8000e-004	31.6502
Total		0.0262	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2500e-003	287.6452

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO ₂	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	2163.1	0.0233	0.2121	0.1781	1.2700e-003		0.0181	0.0181		0.0181	0.0181		254.4828	254.4828	4.8800e-003	4.6700e-003	255.9950
Unrefrigerated Warehouse-No Rail	287.437	2.8800e-003	0.0262	0.0220	1.8000e-004		1.9900e-003	1.9900e-003		1.9900e-003	1.9900e-003		31.4632	31.4632	6.0000e-004	5.8000e-004	31.6502
Total		0.0262	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2500e-003	287.6452

Lineage Logistics - Santa Barbara County APCD Air District, Summer

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028
Unmitigated	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028

Lineage Logistics - Santa Barbara County APCD Air District, Summer

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	1.5495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.1496					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.4000e-003	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028
Total	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028

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	1.5495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.1496					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.4000e-003	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028
Total	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028

7.0 Water Detail

Lineage Logistics - Santa Barbara County APCD Air District, Summer

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Lineage Logistics - Santa Barbara County APCD Air District, Winter

Lineage Logistics
Santa Barbara County APCD Air District, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	28.13	1000sqft	0.65	28,131.00	0
Refrigerated Warehouse-No Rail	208.32	1000sqft	4.78	208,320.00	0
Parking Lot	632.00	Space	5.69	252,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	328.8	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average (2016-2020), PG&E 2015

Land Use - Unrefrigerated Warehouse includes the new processor development and Refrigerated Warehouse includes the new freezer development

Construction Phase - Default construction phasing

Grading - The project would include approximately 14,451 cubic yards of rough cut and approximately 4,379 cubic yards of rough fill, for a total of 10,162 cubic yards of cut.

Demolition -

Approximately 704 square feet of structures are proposed to be demolished

Lineage Logistics - Santa Barbara County APCD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblGrading	MaterialExported	0.00	10,162.00
tblLandUse	LandUseSquareFeet	28,130.00	28,131.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8

2.0 Emissions Summary

[illegible]

Lineage Logistics - Santa Barbara County APCD Air District, Winter

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	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028
Energy	0.0262	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2400e-003	287.6452
Mobile	0.8204	3.0674	9.2515	0.0209	1.8746	0.0252	1.8999	0.5028	0.0238	0.5266		2,111.1074	2,111.1074	0.1121		2,113.9110
Total	7.5541	3.3065	9.5409	0.0223	1.8746	0.0437	1.9183	0.5028	0.0422	0.5450		2,397.2434	2,397.2434	0.1181	5.2400e-003	2,401.7590

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	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028
Energy	0.0262	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2400e-003	287.6452
Mobile	0.8204	3.0674	9.2515	0.0209	1.8746	0.0252	1.8999	0.5028	0.0238	0.5266		2,111.1074	2,111.1074	0.1121		2,113.9110
Total	7.5541	3.3065	9.5409	0.0223	1.8746	0.0437	1.9183	0.5028	0.0422	0.5450		2,397.2434	2,397.2434	0.1181	5.2400e-003	2,401.7590

Lineage Logistics - Santa Barbara County APCD Air District, Winter

	ROG	NOx	CO	SO2	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 DetailConstruction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/28/2019	5	20	
2	Site Preparation	Site Preparation	1/29/2019	2/11/2019	5	10	
3	Grading	Grading	2/12/2019	3/25/2019	5	30	
4	Building Construction	Building Construction	3/26/2019	5/18/2020	5	300	
5	Paving	Paving	5/19/2020	6/15/2020	5	20	
6	Architectural Coating	Architectural Coating	6/16/2020	7/13/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 5.69

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 354,677; Non-Residential Outdoor: 118,226; Striped Parking Area: 15,168 (Architectural Coating – sqft)

OffRoad Equipment

Lineage Logistics - Santa Barbara County APCD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Lineage Logistics - Santa Barbara County APCD Air District, Winter

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	15.00	0.00	3.00	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	8	20.00	0.00	1,005.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	205.00	80.00	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	41.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

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					0.0354	0.0000	0.0354	5.3600e-003	0.0000	5.3600e-003			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0818		3,843.4451
Total	3.5134	35.7830	22.0600	0.0388	0.0354	1.7949	1.8303	5.3600e-003	1.6697	1.6750		3,816.8994	3,816.8994	1.0818		3,843.4451

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.2 Demolition - 2019**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	1.4700e-003	0.0493	0.0148	1.2000e-004	2.6100e-003	2.8000e-004	2.8800e-003	7.1000e-004	2.6000e-004	9.8000e-004		12.9831	12.9831	1.1700e-003		13.0123
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	0.0581	0.0473	0.4141	8.8000e-004	0.0947	6.2000e-004	0.0954	0.0251	5.8000e-004	0.0257		85.9390	85.9390	3.3500e-003		86.0226
Total	0.0596	0.0966	0.4289	9.8000e-004	0.0973	9.0000e-004	0.0982	0.0258	8.4000e-004	0.0267		98.9220	98.9220	4.5200e-003		99.0349

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					0.0354	0.0000	0.0354	5.3600e-003	0.0000	5.3600e-003			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
Total	3.5134	35.7830	22.0600	0.0388	0.0354	1.7949	1.8303	5.3600e-003	1.6697	1.6750	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.2 Demolition - 2019**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	1.4700e-003	0.0493	0.0148	1.2000e-004	2.6100e-003	2.8000e-004	2.8800e-003	7.1000e-004	2.6000e-004	9.8000e-004		12.9831	12.9831	1.1700e-003		13.0123
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	0.0581	0.0473	0.4141	8.6000e-004	0.0947	6.2000e-004	0.0954	0.0251	5.8000e-004	0.0257		85.9390	85.9390	3.3500e-003		86.0226
Total	0.0596	0.0966	0.4289	9.8000e-004	0.0973	9.0000e-004	0.0982	0.0258	8.4000e-004	0.0267		98.9220	98.9220	4.5200e-003		99.0349

3.3 Site Preparation - 2019**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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
Total	4.3350	45.5727	22.0630	0.0380	18.0663	2.3904	20.4566	9.9307	2.1991	12.1298		3,766.4529	3,766.4529	1.1917		3,796.2445

Lineage Logistics - Santa Barbara County APCD Air District; Winter

3.3 Site Preparation - 2019**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	0.0698	0.0568	0.4970	1.0400e-003	0.1137	7.5000e-004	0.1144	0.0302	6.9000e-004	0.0309		103.1268	103.1268	4.0100e-003		103.2271
Total	0.0698	0.0568	0.4970	1.0400e-003	0.1137	7.5000e-004	0.1144	0.0302	6.9000e-004	0.0309		103.1268	103.1268	4.0100e-003		103.2271

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
Total	4.3350	45.5727	22.0630	0.0380	18.0663	2.3904	20.4566	9.9307	2.1991	12.1298	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.3 Site Preparation - 2019**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	0.0698	0.0568	0.4970	1.0400e-003	0.1137	7.5000e-004	0.1144	0.0302	6.9000e-004	0.0309		103.1268	103.1268	4.0100e-003		103.2271
Total	0.0698	0.0568	0.4970	1.0400e-003	0.1137	7.5000e-004	0.1144	0.0302	6.9000e-004	0.0309		103.1268	103.1268	4.0100e-003		103.2271

3.4 Grading - 2019**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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	4.7389	54.5202	33.3768	0.0620	8.6733	2.3827	11.0560	3.5965	2.1920	5.7885		6,140.0195	6,140.0195	1.9426		6,188.5854

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.4 Grading - 2019**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	0.3286	11.0081	3.3034	0.0281	0.5820	0.0617	0.6437	0.1692	0.0590	0.2182		2,899,550.6	2,899,550.6	0.2813		2,908,082.8
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	0.0775	0.0831	0.5522	1.1500e-003	0.1263	8.3000e-004	0.1271	0.0335	7.7000e-004	0.0343		114.5853	114.5853	4.4600e-003		114.6968
Total	0.4062	11.0691	3.8556	0.0273	0.7084	0.0625	0.7709	0.1928	0.0598	0.2525		3,014,135.9	3,014,135.9	0.2658		3,020,779.6

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	4.7389	54.5202	33.3768	0.0620	8.6733	2.3827	11.0560	3.5965	2.1920	5.7885	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.4 Grading - 2019**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	0.3286	11.0081	3.3034	0.0261	0.5820	0.0617	0.6437	0.1592	0.0590	0.2182		2,899.5506	2,899.5506	0.2613		2,906.0828
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	0.0775	0.0831	0.5522	1.1500e-003	0.1263	8.3000e-004	0.1271	0.0335	7.7000e-004	0.0343		114.5853	114.5853	4.4600e-003		114.6968
Total	0.4062	11.0691	3.8556	0.0273	0.7084	0.0625	0.7709	0.1928	0.0598	0.2525		3,014.1359	3,014.1359	0.2658		3,020.7796

3.5 Building Construction - 2019**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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.5 Building Construction - 2019**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	0.4114	9.5718	3.6733	0.0189	0.4738	0.0766	0.5504	0.1363	0.0733	0.2096		2,040.182 2	2,040.182 2	0.1623		2,044.240 0
Worker	0.7945	0.8484	5.6597	0.0118	1.2947	8.5400e-003	1.3032	0.3435	7.8700e-003	0.3513		1,174.499 5	1,174.499 5	0.0457		1,175.642 3
Total	1.2059	10.2182	9.3331	0.0307	1.7684	0.0862	1.8636	0.4798	0.0812	0.5610		3,214.681 7	3,214.681 7	0.2080		3,219.882 3

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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.5 Building Construction - 2019**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	0.4114	9.5718	3.6733	0.0189	0.4738	0.0786	0.5504	0.1363	0.0733	0.2096		2,040.182 2	2,040.182 2	0.1823		2,044.240 0
Worker	0.7945	0.8464	5.6597	0.0118	1.2947	8.5400e-003	1.3032	0.3435	7.8700e-003	0.3513		1,174.499 5	1,174.499 5	0.0457		1,175.642 3
Total	1.2059	10.2182	9.3331	0.0307	1.7684	0.0862	1.8538	0.4798	0.0812	0.5610		3,214.681 7	3,214.681 7	0.2080		3,219.882 3

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	19.1880	18.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5
Total	2.1198	19.1880	18.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5

Lineage Logistics - Santa Barbara County APCD Air District, Winter

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	0.3306	8.7434	3.2412	0.0187	0.4738	0.0488	0.5223	0.1363	0.0484	0.1828		2,028.8585	2,028.8585	0.1592		2,032.8382
Worker	0.7227	0.5883	4.9894	0.0114	1.2947	8.2500e-003	1.3029	0.3435	7.6100e-003	0.3511		1,138.3299	1,138.3299	0.0392		1,139.3088
Total	1.0534	9.3117	8.2307	0.0301	1.7684	0.0568	1.8252	0.4798	0.0541	0.5338		3,167.1884	3,167.1884	0.1983		3,172.1489

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

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
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	0.3306	6.7434	3.2412	0.0187	0.4738	0.0486	0.5223	0.1363	0.0484	0.1828		2,028.8585	2,028.8585	0.1592		2,032.8382
Worker	0.7227	0.5883	4.8894	0.0114	1.2947	8.2500e-003	1.3029	0.3435	7.6100e-003	0.3511		1,138.3299	1,138.3299	0.0392		1,139.3088
Total	1.0534	9.3117	8.2307	0.0301	1.7684	0.0568	1.8262	0.4798	0.0541	0.5338		3,167.1884	3,167.1884	0.1983		3,172.1469

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day										lb/day					
Off-Road	1.3586	14.0658	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.7454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.1019	14.0658	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.6 Paving - 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	0.0529	0.0416	0.3651	8.4000e-004	0.0947	6.0000e-004	0.0953	0.0251	5.6000e-004	0.0257		83.2924	83.2924	2.8700e-003		83.3641
Total	0.0529	0.0416	0.3651	8.4000e-004	0.0947	6.0000e-004	0.0953	0.0251	5.6000e-004	0.0257		83.2924	83.2924	2.8700e-003		83.3641

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	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.7454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.1019	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.6 Paving - 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	0.0529	0.0416	0.3651	8.4000e-004	0.0947	6.0000e-004	0.0953	0.0251	5.6000e-004	0.0257		83.2924	83.2924	2.8700e-003		83.3641
Total	0.0529	0.0416	0.3651	8.4000e-004	0.0947	6.0000e-004	0.0953	0.0251	5.6000e-004	0.0257		83.2924	83.2924	2.8700e-003		83.3641

3.7 Architectural Coating - 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					
Archit. Coating	282.7761					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	283.0183	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.7 Architectural Coating - 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	0.1446	0.1137	0.9979	2.2900e-003	0.2589	1.6500e-003	0.2606	0.0687	1.5200e-003	0.0702		227.6660	227.6660	7.8300e-003		227.8618
Total	0.1446	0.1137	0.9979	2.2900e-003	0.2589	1.6500e-003	0.2606	0.0687	1.5200e-003	0.0702		227.6660	227.6660	7.8300e-003		227.8618

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	282.7781					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	283.0183	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Lineage Logistics - Santa Barbara County APCD Air District, Winter

3.7 Architectural Coating - 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	0.1446	0.1137	0.9979	2.2900e-003	0.2589	1.6500e-003	0.2606	0.0687	1.5200e-003	0.0702		227.6680	227.6680	7.8300e-003		227.8618
Total	0.1446	0.1137	0.9979	2.2900e-003	0.2589	1.6500e-003	0.2606	0.0687	1.5200e-003	0.0702		227.6680	227.6680	7.8300e-003		227.8618

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

Lineage Logistics - Santa Barbara County APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8204	3.0674	9.2515	0.0209	1.8746	0.0252	1.8999	0.5028	0.0238	0.5266		2,111,107 4	2,111,107 4	0.1121		2,113,911 0
Unmitigated	0.8204	3.0674	9.2515	0.0209	1.8746	0.0252	1.8999	0.5028	0.0238	0.5266		2,111,107 4	2,111,107 4	0.1121		2,113,911 0

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	349.98	349.98	349.98	774,674	774,674
Unrefrigerated Warehouse-No Rail	47.26	47.26	47.26	104,606	104,606
Total	397.24	397.24	397.24	879,281	879,281

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
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	6.60	5.50	6.40	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	6.60	5.50	6.40	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Lineage Logistics - Santa Barbara County APCD Air District, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	LBLS	MCY	SBUS	MH
Parking Lot	0.553205	0.030828	0.204091	0.129951	0.023898	0.006086	0.017139	0.018453	0.002761	0.002481	0.007244	0.002707	0.001156
Refrigerated Warehouse-No Rail	0.553205	0.030828	0.204091	0.129951	0.023898	0.006086	0.017139	0.018453	0.002761	0.002481	0.007244	0.002707	0.001156
Unrefrigerated Warehouse-No Rail	0.553205	0.030828	0.204091	0.129951	0.023898	0.006086	0.017139	0.018453	0.002761	0.002481	0.007244	0.002707	0.001156

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	0.0282	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2400e-003	287.6452
Natural Gas Unmitigated	0.0282	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2400e-003	287.6452

Lineage Logistics - Santa Barbara County APCD Air District, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	2163.1	0.0233	0.2121	0.1781	1.2700e-003		0.0161	0.0161		0.0161	0.0161		254.4828	254.4828	4.8800e-003	4.6700e-003	255.9950
Unrefrigerated Warehouse-No Rail	267.437	2.8800e-003	0.0262	0.0220	1.6000e-004		1.9900e-003	1.9900e-003		1.9900e-003	1.9900e-003		31.4632	31.4632	6.0000e-004	5.8000e-004	31.6502
Total		0.0262	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2500e-003	287.6452

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	2163.1	0.0233	0.2121	0.1781	1.2700e-003		0.0161	0.0161		0.0161	0.0161		254.4828	254.4828	4.8800e-003	4.6700e-003	255.9950
Unrefrigerated Warehouse-No Rail	267.437	2.8800e-003	0.0262	0.0220	1.6000e-004		1.9900e-003	1.9900e-003		1.9900e-003	1.9900e-003		31.4632	31.4632	6.0000e-004	5.8000e-004	31.6502
Total		0.0262	0.2383	0.2002	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.9460	285.9460	5.4800e-003	5.2500e-003	287.6452

Lineage Logistics - Santa Barbara County APCD Air District, Winter

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028
Unmitigated	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028

Lineage Logistics - Santa Barbara County APCD Air District, Winter

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	1.5495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.1496					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.4000e-003	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028
Total	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028

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	1.5495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.1496					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.4000e-003	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028
Total	6.7075	8.2000e-004	0.0892	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		0.1901	0.1901	5.1000e-004		0.2028

7.0 Water Detail

Lineage Logistics - Santa Barbara County APCD Air District, Winter

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary EquipmentFire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

APPENDIX B

Biological Resources:

CNDDDB Element List

CNPS Inventory Results

IPaC Resource List



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: Quad IS (Santa Maria (3412084))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Ambystoma californiense</i> California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
<i>Anniella pulchra</i> northern California legless lizard	ARACC01020	None	None	G3	S3	SSC
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<i>Danaus plexippus pop. 1</i> monarch - California overwintering population	IILEPP2012	None	None	G4T2T3	S2S3	
<i>Delnandra increscens ssp. villosa</i> Gaviota tarplant	PDAST4R0U3	Endangered	Endangered	G4G5T2	S2	1B.1
<i>Delphinium parryi ssp. blochmaniae</i> dune larkspur	PDRAN0B1B1	None	None	G4T2	S2	1B.2
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Erigeron blochmaniae</i> Blochman's leafy daisy	PDAST3M5J0	None	None	G2	S2	1B.2
<i>Phrynosoma blainvillii</i> coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
<i>Rana draytonii</i> California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
<i>Southern Vernal Pool</i> Southern Vernal Pool	CTT44300CA	None	None	GNR	SNR	
<i>Spea hammondi</i> western spadefoot	AAABF02020	None	None	G3	S3	SSC
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC

Record Count: 14



Plant List

Inventory of Rare and Endangered Plants

6 matches found. *Click on scientific name for details*

Search Criteria

Found in Quad 3412084

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Arctostaphylos rudis	sand mesa manzanita	Ericaceae	perennial evergreen shrub	Nov-Feb	1B.2	S2	G2
Deinandra increscens ssp. villosa	Gaviota tarplant	Asteraceae	annual herb	May-Oct	1B.1	S2	G4G5T2
Delphinium parryi ssp. blochmaniae	dune larkspur	Ranunculaceae	perennial herb	Apr-Jun	1B.2	S2	G4T2
Erigeron blochmaniae	Blochman's leafy daisy	Asteraceae	perennial rhizomatous herb	Jun-Aug	1B.2	S2	G2
Lupinus ludovicianus	San Luis Obispo County lupine	Fabaceae	perennial herb	Apr-Jul	1B.2	S1	G1
Senecio blochmaniae	Blochman's ragwort	Asteraceae	perennial herb	May-Oct	4.2	S3	G3

Suggested Citation

California Native Plant Society, Rare Plant Program. 2019. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website <http://www.rareplants.cnps.org> [accessed 08 January 2019].

Search the Inventory

[Simple Search](#)

[Advanced Search](#)

[Glossary](#)

Information

[About the Inventory](#)

[About the Rare Plant Program](#)

[CNPS Home Page](#)

[About CNPS](#)

[Join CNPS](#)

Contributors

[The Calflora Database](#)

[The California Lichen Society](#)

[California Natural Diversity Database](#)

[The Jepson Flora Project](#)

[The Consortium of California Herbaria](#)

[CalPhotos](#)

Questions and Comments

rareplants@cnps.org

© Copyright 2010-2018 California Native Plant Society. All rights reserved.

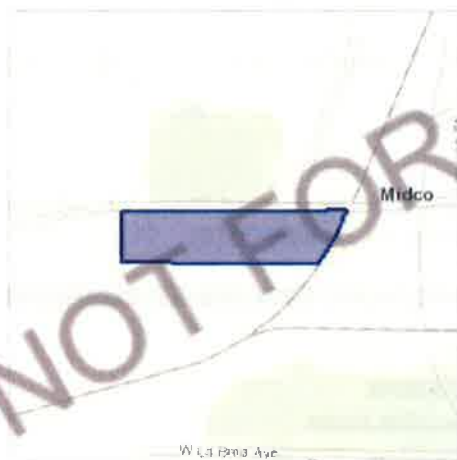
IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Santa Barbara County, California



Local office

Ventura Fish And Wildlife Office

☎ (805) 644-1766

📠 (805) 644-3958

2493 Portola Road, Suite B
Ventura, CA 93003-7726

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME

STATUS

California Condor <i>Gymnogyps californianus</i>	Endangered
There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/8193	
Least Bell's Vireo <i>Vireo bellii pusillus</i>	Endangered
There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/5945	
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i>	Endangered
There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/6749	

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i>	Threatened
There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2891	
California Tiger Salamander <i>Ambystoma californiense</i>	Endangered
There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2076	

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i>	Threatened
There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/498	

Flowering Plants

NAME	STATUS
Gambel's Watercress <i>Rorippa gambellii</i>	Endangered
No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4201	

La Graciosa Thistle *Cirsium loncholepis*

Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/6547>

Marsh Sandwort *Arenaria paludicola*

Endangered

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/2229>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the

Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Allen's Hummingbird *Selasphorus sasin*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9637>

Breeds Feb 1 to Jul 15

Common Yellowthroat *Geothlypis trichas sinuosa*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/2084>

Breeds May 20 to Jul 31

Golden Eagle *Aquila chrysaetos*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1680>

Breeds Jan 1 to Aug 31

Lawrence's Goldfinch *Carduelis lawrencei*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9464>

Breeds Mar 20 to Sep 20

Long-billed Curlew *Numenius americanus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/5511>

Breeds elsewhere

Nuttall's Woodpecker *Picoides nuttallii*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9410>

Breeds Apr 1 to Jul 20

Oak Titmouse *Baeolophus inornatus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9656>

Breeds Mar 15 to Jul 15

Rufous Hummingbird *Selasphorus rufus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/8002>

Breeds elsewhere

Short-billed Dowitcher *Limnodromus griseus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9480>

Breeds elsewhere

Song Sparrow *Melospiza melodia*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Breeds Feb 20 to Sep 5

Spotted Towhee *Pipilo maculatus clementae*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/4243>

Breeds Apr 15 to Jul 20

Tricolored Blackbird *Agelaius tricolor*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3910>

Breeds Mar 15 to Aug 10

Willet *Tringa semipalmata*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds elsewhere

Wrentit *Chamaea fasciata*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds Mar 15 to Aug 10

Yellow-billed Magpie *Pica nuttalli*

Breeds Apr 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9726>

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

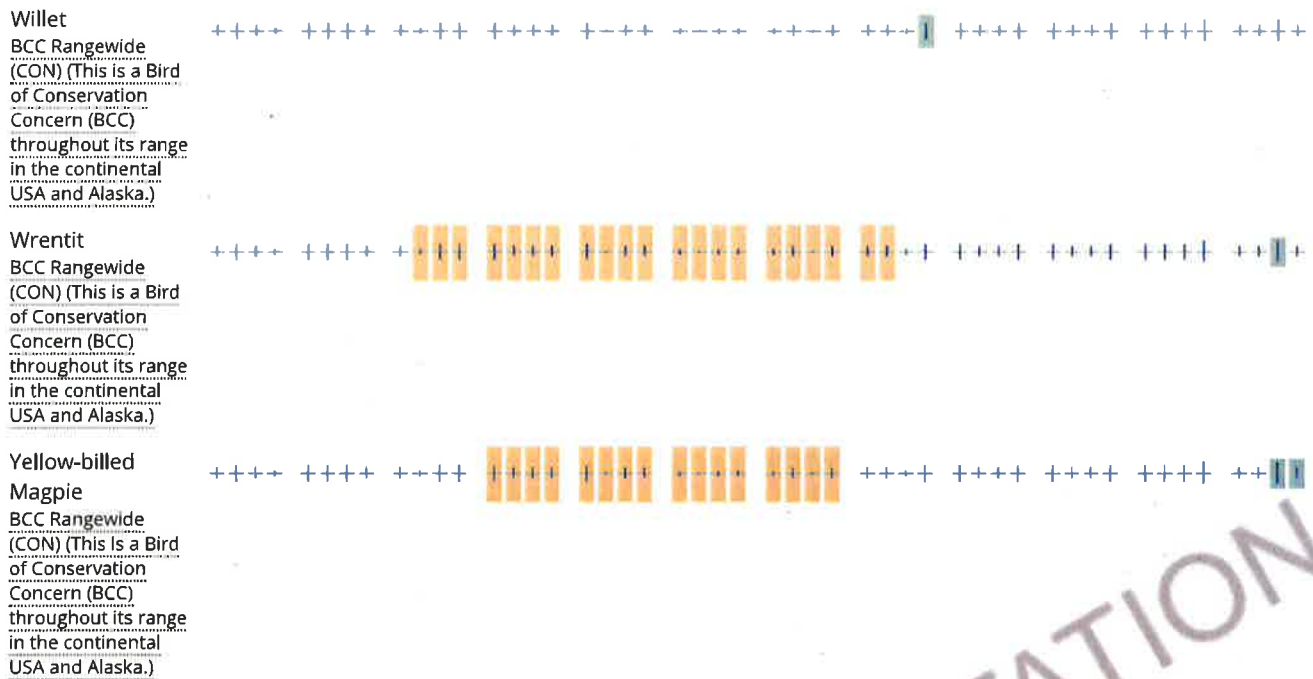
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.







Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look

carefully at the survey effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ “Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds” at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER POND

PABFx

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

APPENDIX C

Traffic:

Trip Generation Analysis



Since 1978

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

RECEIVED

OCT 23 2018

October 5, 2018

18571P02

David Beas
Public Works Department
City of Santa Maria
110 S. Pine Street, Suite 221
Santa Maria, CA 93458

TRIP GENERATION ANALYSIS FOR THE LINEAGE LOGISTICS PROJECT, CITY OF SANTA MARIA

Associated Transportation Engineers (ATE) is submitting this trip generation analysis for the Lineage Logistics Project (Project) proposed on the southwest corner of the Stowell Road/Blosser Road intersection. The site is currently used for processing agriculture produce from the nearby agricultural fields. The site currently contains 277,698 SF of freezer/processor development that was constructed from 1956 to 2003. The Project includes construction of approximately 208,320 SF of freezer and processing facilities including 12 truck-loading bays; and demolition of approximately 704 SF of existing processor development and construction of 27,427 SF of new development.

PROJECT TRIP GENERATION

Preliminary trip generation estimates were calculated using the rates for High-Cube Cold Storage Warehouse (ITE Code #157) published in the Institute of Transportation Engineers (ITE) Trip Generation manual.¹ Table 1 presents the trip generation estimates for the Project based on ITE rates (A worksheet showing the trip generation calculations is attached for reference).

¹ Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

Table 1
Project Trip Generation

Land Uses	Size	Daily		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Food Processing Cooler(a)	235,043 SF	2.12	498	0.11	26	0.12	28

(a) ITE Land Use Code #157 (High-Cube Cold Storage Warehouse).

As shown in Table 1, the proposed Project would generate 498 average daily trips (ADT), with 26 trips occurring during the AM peak hour and 28 trips occurring during the PM peak hour.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

Impact Criteria

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. The CMP considers LOS D acceptable for CMP roadways and intersections, with deficiency plans required when operations degrade to LOS E or F. Projects that generated less than 500 daily trips and less than 50 peak hour trips are considered consistent with the CMP and would not generate significant impacts.

As shown in Table 1, the Project would generate 498 average daily trips, with 26 trips occurring during the AM peak hour and 28 trips occurring during the PM peak hour. The Project is consisted consistent with the CMP and would not generate significant impacts based on the adopted impact criteria since it would generate less than 500 daily trips and less than 50 peak hour trips.

Associated Transportation Engineers



Dan Dawson
Supervising Transportation Planner

DLD/EKM

attachment

