CITY OF LOMPOC
PLANNING COMMISSION STAFF REPORT

MEETING DATE: MAY 14, 2008

TO: MEMBERS OF THE PLANNING COMMISSION

FROM: KEITH C. NEUBERT, PRINCIPAL PLANNER

RE: DEVELOPMENT PLAN REVIEW – DR 07-15

AGENDA ITEM NO. 2

A request by Rosario Perry, the property owner, for Planning Commission consideration of a proposal to construct an approximately 49,265 square foot building to be utilized for industrial/winery uses. The proposed project site is approximately 3.35 acres and is located at 1501 North L Street in the Business Park (BP) Zoning District (Assessor Parcel Number: 93-450-59). A Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA).

SCOPE OF REVIEW:

The Planning Commission is being asked to consider:

- If the proposed draft Mitigated Negative Declaration (MND) is adequate pursuant to the California Environmental Quality Act (CEQA);
- If the proposal is consistent with the Architectural Review Guidelines;
- If the project meets the property development standards for the Business Park (BP) zone;
- If the Conditions of Approval are appropriate for the project; and
- If the required Finding of Fact can be made.

The Planning Commission has the authority to approve, conditionally approve, or deny project architecture (Lompoc City Code Section 8826 et seq.).

RECOMMENDATION:

It is recommended that the Planning Commission:

1. Certify the Mitigated Negative Declaration; and

2. Adopt Resolution No. 601 (08) approving DR 07-15, for the construction of an approximately 49,265 square foot multi-tenant building to be utilized for industrial/winery uses, based upon the Findings of Fact in the Resolution and subject to the attached draft Conditions of Approval.

SITE DATA:

1. Property Owner ..... Cerdoc, LLC

2. Site Location ..... 1501 North L Street

3. Assessor Parcel Number..... 93-450-59

4. Site Zoning ..... Business Park (BP)

5. General Plan Designation ..... Business Park (BP)

6. Site Use..... Vacant Lot

7. Surrounding Uses/Zoning..... North – Airport (PF)
South – Commercial (PCD)
East – Commercial (BP)
West – Vacant Land (PF)

8. Parcel Size ..... 3.35 acres

BACKGROUND:

On July 12, 2004, the Planning Commission adopted Resolution 350 (04) approving a Tentative Parcel Map (LOM 537-P) to subdivide one (1) existing approximately 12.36 acre parcel into three (3) parcels. The map was recorded on August 28, 2006. The current proposal is for a development plan on Parcel 3.

PROJECT DESCRIPTION:

The applicant proposes a 49,265 square foot, one-story, multi-tenant building to be utilized for industrial/winery uses. The building would include ten (10) separate tenant spaces. Specific tenants have not yet been identified. The proposed building fronts on L Street and includes parking and landscaping. The site is currently undeveloped land with a low-lying vegetative cover. Public wine tasting is not proposed.

ENVIRONMENTAL REVIEW:

Description

A Mitigated Negative Declaration (MND) has been prepared for the proposed project by City Staff. The MND was prepared pursuant to the provisions of the California Environmental Quality Act (CEQA) with the purpose of evaluating the project and identifying potential environmental impacts on the community.

The Draft MND was circulated to the State Clearinghouse on February 28, 2008 for distribution to responsible agencies (SCH No. 2008021146). A Notice of Intent to adopt an MND was filed with the Santa Barbara County Clerk of the Board and mailed to interested parties advising that the MND was available for public review and comment. The public review period for comments began on February 28, 2008 and ended on March 28, 2008.

Mitigable Impact Areas

Areas that have impacts identified as *Less than Significant with Mitigation Incorporated* include:

- **Aesthetics**
- **Cultural Resources**
- **Geology**
- **Noise**
- **Transportation/Circulation**

Comments on the draft MND were received from five (5) individuals, agencies and interested parties.

1) State of California – Native American Heritage Commission (3/6/08)
2) State of California – Department of Transportation (3/13/08)
3) State of California – Department of Transportation, Division of Aeronautics (3/27/08)
4) State of California – Department of Fish and Game (3/31/08)
5) County of Santa Barbara – Air Pollution Control District (4/1/08)

Responses to the comments on the Draft MND were prepared by the City of Lompoc. The comments and responses are included with the MND as Attachment No. 2.

Certification

Certification of the MND acknowledges that the document has:

1) Been completed in compliance with CEQA;
2) Was reviewed by the decision-making body; and
3) Represents the City's independent judgment.

CONFORMANCE WITH ADOPTED CITY POLICIES:

Architectural Review Guidelines:

The proposed building consists of gray exterior metal walls that are stucco embossed and striated to add architectural detail. The roofing material is proposed as a standing seam metal roof. The proposed roof color is green. The roof on the south elevation extends upward and peaks at a height of 34 feet 10 inches. The roof on the north elevation extends upward and peaks at a height of 25 feet. A gap of approximately seven feet between the two elevations contains two rows of windows. The lower row of windows will be able to open/close. The applicant has proposed solar panels on the southern rooftop elevation. The plans depict the roof at maximum capacity (Sheet A6). The exact quantity of solar panels on the rooftop has yet to be determined.

Along the base of the exterior walls, the applicant proposes horizontal screens at 4 feet tall and 8 feet wide that will support roses or grape vines. Gutters, downspouts and areas under roof eaves will be treated with baked on enamel copper penny color.

To enhance the look of the proposed building, additional architectural detail is proposed on elevations visible from L Street. The round tank element is sheeted stainless steel and will have a dimpled texture. Stainless steel bands surround the exterior and wire mesh screening appears on the upper ⅓ of the tank.

The *Architectural Review Guidelines* state:

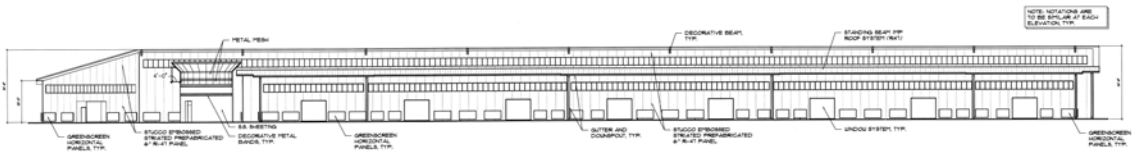
Page 5, Item 6

> *All proposed buildings or structures should be sensitive to the neighborhood character.*

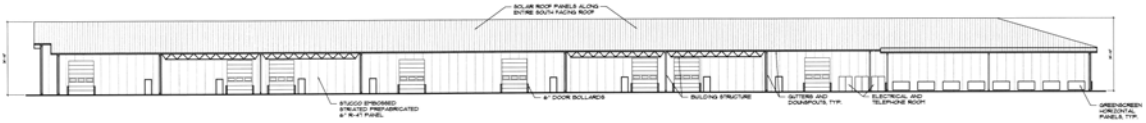
Page 6, Item 13

> *All building elevations visible to the public shall be designed and architecturally treated. The choice of materials, colors, and the level of detailing shall be thoughtfully integrated into the design. All elevations need not look alike; however, a sense of overall architectural continuity is encouraged*.

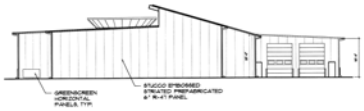
Proposed Elevations



North Elevation



South Elevation



West Elevation

East Elevation

The Lompoc Corners Shopping Center is directly south of the proposed building and a vacant lot is located to the north. Properties to the east contain commercial development. The property to the west is currently vacant. A winery, approved by the Planning Commission in April, will be constructed to the west in the near future. This project provides an architectural style that is sensitive to the planned future business development in the area.

Landscaping is proposed along the perimeter of the property as well as directly around the building. The landscape plan will be reviewed by City Staff and a Landscape Maintenance Agreement will be required for the project (COA P21 & P22). As conditioned, the project is consistent with the City's Architectural Review Guidelines.

Photos of the site and a color / material board will be available at the meeting for review.

General Plan:

The General Plan designation for this property is *Business Park* (BP) and the stated purpose is:

> *To provide areas for clean and attractive, planned industrial centers on large, integrated parcels of land upon which all activities are conducted indoors.*

The proposed project would be consistent with the General Plan designation and all applicable policies.

Zoning Ordinance:

The zoning for the site is *Business Park (BP)*. The stated purpose is:

> *Section 8300 Purpose – to provide for planned industrial complexes in appropriate areas with sound development standards. The intent is to have primary users share common building complexes with common sign programs, building architecture, utility networks, and landscape areas in compatibly planned developments.*

Planning Commission review and approval of the Development Plan for this project will assure the orderly development of the site.

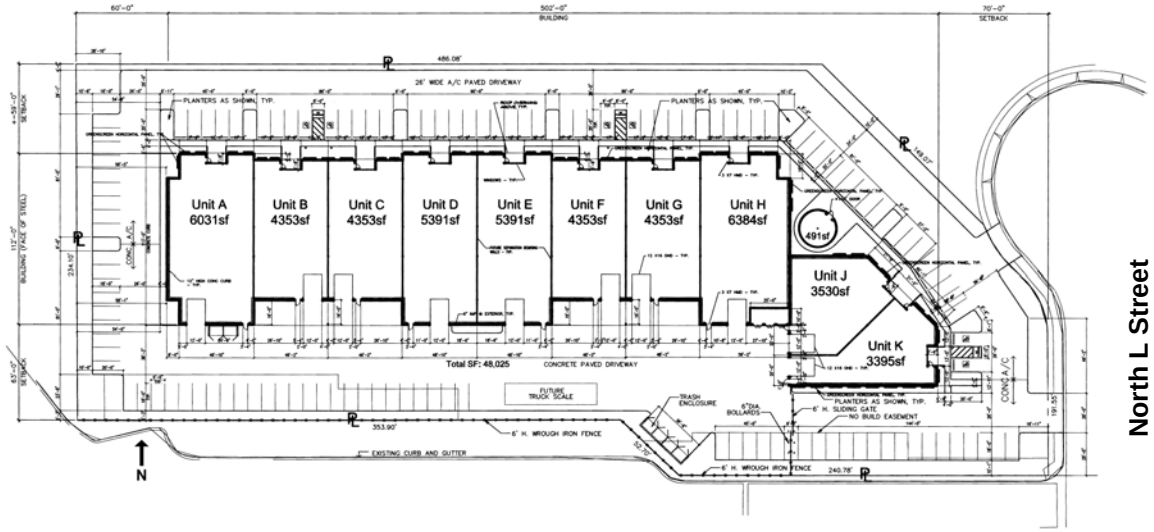
Site Plan:

The project is located at 1501 North L Street. Two driveways are proposed off of L Street. The driveways lead to the parking areas surrounding the proposed building.

A six foot high wrought iron fence with an automatic sliding gate is proposed at the southern driveway entrance. The gate is proposed for architectural screening purposes and will remain open during business hours. The wrought iron fence continues along the southern property line ending at the western property line. A future truck scale is proposed along the property line to the south.

Proposed Site Plan

Vacant lot (Lompoc Airport beyond)



Shopping center south of proposed site

As shown in the table below, the project meets Zoning Ordinance *Section 8304 Property Development Standards* for the BP zone.

Category	BP Development Standards	Proposed
Building Height	**35 feet**	**34 feet 10 inches**
Setbacks:		
Front	**None**	**Approximately 60 feet**
Side	**None**	**Approximately 57 feet (south)** **Approximately 57 feet (north)**
Rear	**None**	**Approximately 57 feet**
Fences, Walls:		
Height	**8 feet maximum**	**6 feet**
Materials	**Wrought iron or solid masonry**	**Wrought iron fence along southern property line**

Parking:

A. Parking Spaces – Zoning Ordinance *Section 8851 Schedule of Off-Street Parking Requirements* requires one space for each 500 square feet of gross floor area for manufacturing and warehousing. Tenants may have up to 15% of floor area dedicated to office/retail space. Required parking for office/retail space is calculated based on the 15% criteria. Office and retail uses are required to provide one space for each 250 square feet of floor area.

Required:	Proposed:
40,821 sq. ft. / 500	121 parking spaces
+ 7,204 sq. ft. / 250	
Total = 111 parking spaces	

B. Loading Spaces – A non-residential structure containing 25,000 square feet up to and including 100,000 square feet of gross floor area is required to provide two (2) off-street loading spaces. The minimum size of the loading space is 12 feet wide, and a net area of not less than 360 square feet, exclusive of necessary area for maneuvering, ingress and egress per *Section 8852 Off Street Loading Requirements* of the Zoning Ordinance. The proposed site plan shows one (1) loading space for the site. A Condition of Approval is included requiring that two (2) loading spaces be provided (COA P53).

Signage:

The applicant is not requesting review of signage by the Planning Commission at this time. Section 8842.2 of the Zoning Ordinance requires a sign program for all business locations with more than three (3) businesses. A sign program shall be prepared and returned to the Commission for review and approval prior to issuance of a Certificate of Occupancy for the building. A Condition of Approval is included to ensure compliance with City Sign Regulations (COA P50).

Based upon the information provided on the plans and the conditions imposed upon the project, the development would be in conformance with the Zoning Ordinance and the Architectural Review Guidelines.

Staff Review:

A Development Review Board (DRB) meeting was held for this project on September 24, 2007. The applicant met with staff to discuss the proposal and draft Conditions of Approval were formulated. The following project specific comments were received:

Aviation/Transportation – Building height may not exceed FAA standards and regulations (COA AT1), owner shall complete Aviation Easement form prior to issuance of building permit (COA AT2).

Electric Division – Electric easement shall be granted to City (COA EL8).

Engineering – O Street improvement plans must be completed prior to issuance of building permits (COA EN35), driveway approaches on L Street shall be per City of Lompoc Standards (COA EN36), provide the turning movements for a WB40 vehicle (COA EN37), submit calculations for the pavement sections within the parking lot (COA EN38), submit fair share of the cost for the improvements to the intersection of H Street and Central Avenue (COA EN39).

Solid Waste – If the enclosure cannot be made accessible to collection trucks then the owner shall sign an agreement with the City stating that he will be responsible for refuse containers being placed out to the street on the day of service (COA SW6), developer shall provide key codes to obtain access through any gates within the project that restrict the access of the trash collection trucks (COA SW7).

Waste Water – Pretreatment requirements in ordinance must be met by project (COA WW14).

Water – New water meter service shall be shown on the plans and shall be installed by the Applicant at his/her expense per City Standards (COA W10), new water meter services and backflow assemblies shall be provided at the Applicant's expense and constructed to City Standards (COA W11).

The Development Review Board (DRB) has developed a series of standard conditions of approval (COA) to advise applicants of possible requirements during the development review process. Project specific conditions are included when staff can determine what they should be from the conceptual plans provided for Commission review. A complete plan check occurs after construction plans have been submitted to the Building Division for building permits. Please note that not all COAs included with the Planning Commission Resolution for the project may be applicable. If the applicant has questions and/or concerns regarding specific conditions, he/she should contact the department/division that is recommending the condition. DRB members do not attend the Commission meeting and Planning staff cannot answer specific questions regarding conditions recommended by other departments/divisions.

NOTICING:

On February 27, 2008:

- A Notice of Intent to Adopt a Mitigated Negative Declaration was mailed to all property owners within 300 feet by US mail.

On March 2, 2008:

- A Notice of Intent to Adopt a Mitigated Negative Declaration was published in the Lompoc Record.

On May 2, 2008:

- Notice of public hearing was published in the Lompoc Record;
- Notices were mailed to property owners within 300 feet by U.S. Mail; and
- The project site was posted by City staff.

APPEAL RIGHTS:

Any person has the right to appeal the Planning Commission action to the City Council within ten days of the action. Contact a Planning Division staff member for the required appeal form; the fee is $250.00.

ATTACHMENTS:

1. Draft Resolution No. 601 (08) and Conditions of Approval
2. Final Mitigated Negative Declaration*
3. Site Plan, Floor Plans, Elevations*

*(PC only with staff report, documents available for review in Planning Division)

Staff Report has been reviewed and approved for submission to the Planning Commission			
Arleen T. Pelster, AICP Community Development Director	**Date**	**Lucille T. Breese, AICP Planning Manager**	**Date**

ATTACHMENT 1

RESOLUTION NO. 601 (08)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC APPROVING A DEVELOPMENT PLAN FOR THE CONSTRUCTION OF AN APPROXIMATELY 49,265 SQUARE FOOT BUILDING TO BE UTILIZED FOR INDUSTRIAL/WINERY USES AT 1501 NORTH L STREET (DR 07-15)

WHEREAS, a request was submitted by Rosario Perry, of Cerdoc, LLC, the property owner, for Planning Commission consideration of a proposal to construct an approximately 19,265 square foot building to be utilized for industrial/winery uses. The proposed project site is located at 1501 North L Street in the Business Park (BP) Zoning District (Assessor Parcel Number: 93-450-59); and

WHEREAS, the request was considered by the Planning Commission at a duly-noticed public meeting on May 14, 2008; and

WHEREAS, at the meeting of May 14, 2008, _____, was present and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of May 14, 2008, _____ spoke in favor of, and _____ spoke in opposition to, the project; and

WHEREAS, the Planning Commission has certified the Mitigated Negative Declaration (SCH No. 2008021146) for the project as required by the California Environmental Quality Act (CEQA).

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LOMPOC RESOLVES AS FOLLOWS:

SECTION 1: After hearing testimony, considering the evidence presented, and due deliberation of the matters presented, the Planning Commission finds that the proposed project, as conditioned, meets the requirements of the Lompoc City Code and is consistent with the applicable policies and development standards, therefore it can be found that:

A. The site for the proposed use is adequate in size and topography to accommodate said use, and all spaces, walls and fences, parking, loading, and landscaping are adequate to properly adjust such use with the land and uses in the vicinity.

B. The conditions stated in the decision are deemed necessary to protect the public health, safety, and welfare.

C. The site of the proposed use relates to streets and highways adequate in width and pavement to carry the quantity and kind of traffic generated by the proposed use.

D. The proposed use will have no adverse effect upon the abutting and surrounding property from the permitted use thereof.

Inasmuch as the Initial Environmental Study and Mitigated Negative Declaration, prepared for the proposal, show no substantial evidence that the project may have a significant effect on the environment it can be found:

E. That the proposed project, as conditioned, will not have a significant effect on the environment and;

SECTION 2: Based upon the foregoing DR 07-15 is approved as proposed May 14, 2008, subject to the conditions attached as Exhibit A and Mitigation Measures attached as Exhibit B, which are incorporated by reference as if fully set forth herein.

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the regular Planning Commission meeting of May 14, 2008 by the following vote:

AYES:

NOES:

Arleen T. Pelster, AICP, Secretary

Jack Rodenhi, Chair

Attachments: Exhibit A – Conditions of Approval
Exhibit B – Mitigation Measures

CONDITIONS OF APPROVAL
DR 07-15 – PERRY INDUSTRIAL/WINERY PROJECT
1501 NORTH L STREET – APN: 93-450-59

The following Conditions of Approval apply to the plans for DR 07-15, received by the Planning Division and stamped on April 18, 2008, and reviewed by the Planning Commission on May 14, 2008.

I. PLANNING

Planning - General Conditions

P1. All applicable provisions of the Lompoc City Code are made a part of these conditions of approval in their entirety, as if fully contained herein.

P2. In conformity with Sections 8900, 8935, and 8936 of the Lompoc City Zoning Ordinance, the violation of any condition listed herein shall constitute a nuisance and a violation of the Lompoc City Zoning Ordinance and the Lompoc City Code. In conformity with Section 0107 and 0128 of the Lompoc City Code, a violation of the Lompoc City Code and the Lompoc City Zoning Ordinance is a misdemeanor and shall be punishable as provided by law. In addition to criminal penalties, the City may seek injunctive relief to specifically enforce the Conditions of Approval. The applicant agrees to pay for all attorney's fees and costs, including, but not limited to, staff time incurred by the City in obtaining injunctive relief against the applicant as a result of a failure of the applicant to fully perform and adhere to all of the Conditions of Approval.

P3. The applicant is advised that certain fees and charges will be collected by the City prior to issuance of building permits and/or prior to issuance of certificates of occupancy.

P4. These conditions of approval shall be noted on the construction drawings filed for any building permits, including the Planning Commission resolution number and the applicant's signed affidavit agreeing to comply with the conditions.

P5. All revisions made by the Planning Commission and specified in the planning conditions of approval shall be shown on a revised site plan, which shall be reviewed by the Planning Division prior to submittal of construction drawings.

P6. Minor changes to the site plan, architectural elevations, or landscape plans shall be reviewed by the Community Development Director and approved if acceptable. Major changes to the site plan, architectural elevations, or landscape plans shall be reviewed by the Planning Commission and approved if acceptable.

P7. Prior to the installation of any signage or sign related construction the applicant shall obtain all appropriate permits. Approval of these plans with signage indicated does not imply approval of signage.

P8. Owner agrees to and shall indemnify, defend, protect, and hold harmless City, its officers, employees, agents and representatives, from and against any and all claims, losses, proceedings, damages, causes of action, liabilities, costs and expenses, including reasonable attorney's fees, arising from or in connection with, or caused by (i) any act, omission or negligence of Owner, or their respective contractors, licensees, invitees, agents, sublessees, servants or employees, wherever on or adjacent to the Property the same may occur; (ii) any use of the Property, or any accident, injury, death or damage to any person or property occurring in, or on or about the Property, or any part thereof, or from the conduct of Owner's business or from any activity, work or thing done, permitted or suffered by Owner or its sublessees, contractors, employees, or invitees, in or about the Property, other than to the extent arising as a result of City's sole active negligence or to the extent of any willful misconduct of the City; and (iii) any default in the performance of any obligations of Owner's part to be performed under the terms of this Agreement, or arising from any negligence of Owner, or any such claim or any action or proceeding brought thereon; and in case any action or proceedings be brought against the City, its officers, employees, agents and representatives, by reason of any such claim, Owner, upon notice from City, shall defend the same at its expense by counsel reasonably satisfactory to City.

Owner further agrees to and shall indemnify, defend, protect, and hold harmless the City, its officers, employees, agents and representatives, from and against any and all actions brought by any third party to challenge the Project or its approval by the City, including environmental determinations. Such indemnification shall include any costs and expenses incurred by Agency and City in such action(s), including reasonable attorney's fees.

Planning - Architectural Conditions

P9. The Architectural Review approval granted by the Planning Commission is valid for one year from date of approval and will expire on May 14, 2009. A one-year extension may be granted by the Community Development Director if the applicant so requests prior to the expiration date.

P10. All facades which extend above the roof line shall be finished on all elevations exposed to public view.

P11. All mechanical, ventilation, and utility equipment shall be architecturally screened to prevent visibility from public view and shall be designed and placed to harmonize with the major structures on the site and with the neighborhood.

P12. Downspouts shall drain to landscaped areas where feasible. Water draining from downspouts that drain to paved areas shall be filtered for sediment, trash, oil and grease, prior to discharge into City streets, storm drains or waterways. Protective bollards shall be installed near all downspouts adjacent to traffic.

P13. Foam material shall not be used for architectural features from the ground level to six (6) feet above ground level. Foam material may be used on portions of the building which are a minimum of six feet above ground level.

P14. The use of trellis shall be limited to ornamental plants only. The trellis shall not be used to display banners or signs of any kind.

Planning - Site Plan Conditions

P15. No outside vending machines, except fully enclosed newspaper racks, shall be allowed on site. All newspaper racks shall be pedestal-mounted.

P16. One copy of the lighting plan shall be submitted to the Engineering Division with the grading/improvement plans. A separate copy shall be submitted to the Building Division with the building plans. The lighting plan shall be reviewed and approved by the Engineering and Planning Divisions prior to issuance of any permits for the project. The plan shall incorporate the following:

a. Details for external light fixtures both on and off the building(s), all lighting within private streets (including conduit and wiring), external illuminated signage, and any light fixtures at ground level. All lighting shall be shielded to prevent glare and minimize light intrusion to adjacent properties.

b. The lighting shall be controlled by a timer. Within one hour after closing, lighting in the parking areas adjacent to the building shall be reduced to a minimal level of lighting necessary for safety and security; and the illumination of signs and landscaping adjacent to the building shall be curtailed.

Planning - Stormwater Conditions

P17. Filters that will remove sediment, trash, oil, and grease shall be provided to treat all water that will drain from all on-site paved areas, prior to discharge into City streets, storm drains or waterways. Filter(s) location(s) and type(s) shall be shown/detailed on grading and drainage plans.

P18. On construction sites which are over 1-acre in size, an NPDES Phase II (National Pollution Discharge Elimination System) construction permit shall be obtained through the Regional Water Quality Control Board (RWQCB). A copy of the Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP), meeting the requirements of the Construction General Permit, shall be submitted to the Planning Division for approval, prior to issuance of the grading permit.

P19. Grading and drainage plans, showing filter(s) location and type, shall be reviewed by the City Planning and Engineering Divisions, prior to issuance of grading permits.

P20. Filters shall be adequately maintained and replaced. Filters shall be cleaned out at least twice a year, before and after the storm season. Filters shall be cleaned out and replaced, if necessary, at any time they are not functioning correctly and water is ponding as a result.

Planning - Landscaping General Conditions

P21. Five (5) sets of the landscape and irrigation plans shall be submitted to the Planning Division for distribution and review by various City departments/divisions. The landscape and irrigation plans shall be reviewed and approved prior to issuance of grading or encroachment permits. After the final review and approval of these Plans, mylar copies shall be submitted to the Engineering Division with the grading and/or improvement plans.

The landscape and irrigation plans shall be prepared by a licensed landscape architect or other qualified professional project designer as designated by City staff; shall have overall dimensions of 24" x 36"; shall show all existing and proposed public utilities within the project limits; and shall have the following approval blocks:

1) City Engineer;
2) Community Development Director – private property landscaping; and
3) Urban Forestry Manager – right-of-way landscaping

P22. A Landscape Maintenance Agreement, in a form satisfactory to the City Attorney, shall be recorded prior to issuance of building permits for the project.

P23. The project must conform with the Urban Forestry Administrative Guidelines.

P24. The final landscaping Conditions of Approval shall be printed on the landscape plans filed with the City.

Planning - Landscaping Irrigation Conditions

P25. The project must conform with sections 3331.1 - 3331.6 of the Lompoc City Code Water Efficient Landscape Standards.

P26. All irrigation must be low-water use, per manufacturer's specifications. A copy of the specifications must be provided to the Planning Division before installation. Installation must include check valves as needed to prevent runoff.

P27. All irrigation under paving must be Schedule 80 PVC or greater with tracer wires and sleeves.

Planning - Landscaping Tree Conditions

P28. The number and size of trees installed on the site shall meet the tree density requirements, as set forth in Chapter 31 of the City Code. The density will be approved or denied during Plan Check.

P29. All trees must be planted at least ten feet away from public utilities, to include but not limited to water, sewer, electric, storm drain, cable, telephone, etc.

P30. All trees must be installed with support staking. All nursery stakes must be removed from trees.

P31. All trees and plant material selection shall be made with the concurrence of the Planning Division.

Planning - Landscaping Installation Conditions

P32. Installation of all irrigation and landscaping shall be performed by a licensed landscape contractor. Open trench inspection of the irrigation installation is subject to approval of City officials. Prior to the final inspection by the Planning Division, a letter confirming substantial conformance with the approved plans must be submitted by the project landscape designer.

P33. A layer of bark two to four inches deep must be applied in all landscape areas. A sample of the bark shall be submitted to the Planning Division for review and approval prior to the issuance of building permits.

P34. All plant material is subject to inspection by the Planning Division and must be guaranteed for two years from the date of final inspection.

P35. Prior to the final inspection by the Planning Division, a Certificate of Substantial Compliance shall be completed and submitted to the Planning Division.

P36. All landscaping shall be installed and accepted by the City prior to issuance of a certificate of occupancy for the building.

Planning - Air Quality Conditions

P37. Dust (PM_{10}) - a dust abatement program shall be prepared by the applicant and submitted with the grading/improvement plans. The program shall be reviewed and approved by the City Engineer, Senior Environmental Coordinator, and City Planner prior to issuance of grading permits. The dust abatement program shall include, but is not limited to, the following dust control measures:

a. Sprinkle all construction areas with water (recycled when possible) at least twice a day, during excavation and other ground-preparing operations, to reduce fugitive dust emissions.

b. Construction sites shall be watered and all equipment cleaned in the morning and evening to reduce particulate and dust emissions.

c. Cover stockpiles of sand, soil, and similar materials, or surround them with windbreaks.

d. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces or have adequate freeboard to prevent spillage.

e. Post signs that limit vehicle speeds on unpaved roads and over disturbed soils to 10 miles per hour during construction.

f. Soil binders shall be spread on construction sites, on unpaved roads, and on parking areas; ground cover shall be re-established through seeding and watering.

g. Sweep up dirt and debris spilled onto paved surfaces immediately to reduce resuspension of particulate matter through vehicle movement over those surfaces.

h. Require the construction contractor to designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary.

i. The name and 24/7 contact information for the person responsible for dust control shall be provided to the City prior to issuance of grading permits.

j. If dust is not controlled on the site, the City shall shut down work on the project until the applicant can provide adequate dust control.

k. Streets and alleys surrounding the project shall be kept clean and free of dirt.

P38. Ozone (O_3) Precursors: (NO_x and ROC)

a. All construction equipment engines and emission systems shall be maintained in proper operating order, in accordance with manufacturers' specifications, to reduce ozone precursor emissions from stationary and mobile construction equipment.

b. If feasible, electricity from power poles or ground lines shall be used in place of temporary diesel- or gasoline-powered generators.

P39. Conditions for Long-term and Operational Impacts:

a. All industrial and public facility construction or remodel projects of more than 10,000 square feet of floor area shall provide preferential parking spaces for employee carpools at a ratio of 1 preferential space for every 20 required spaces.

b. All industrial and public facility construction or remodel projects of more than 10,000 square feet of floor area shall have parking lots designed to reduce the number of idling vehicles waiting for parking

c. In all industrial and public facility construction or remodel projects of more than 10,000 square feet of floor area if the development project is adjacent to a bicycle trail and/or lane designated in the Lompoc General Plan, that portion adjacent to the project shall be installed.

d. All industrial and public facility construction or remodel projects of more than 10,000 square feet of floor area shall provide bicycle facilities including, but not limited to bicycle racks installed on all industrial and public facility projects greater than 10,000 square feet. City staff shall determine the number of racks to be installed on a case by case basis.

Planning - Mitigation Monitoring Conditions

P40. Hours of construction shall be limited to:
Monday through Friday - between the hours of 7 a.m. and 5 p.m.
Saturday - between the hours of 8 a.m. and 5 p.m.
Sunday - None
Minor modifications to the hours of construction may be granted by the City Planner.

P41. All mitigation measures set forth in the *Perry Wineries Mitigated Negative Declaration (MND)* are hereby incorporated into these Conditions of Approval, as if fully contained herein, except those found infeasible pursuant to §15091 of the State CEQA Guidelines.

P42. The applicant shall enter into a Mitigation Monitoring Agreement with the City of Lompoc, which shall assure continuing compliance with the Mitigation Measures set forth in the *Final MND.* The Agreement shall be reviewed and approved by the City Attorney, and shall be recorded prior to the issuance of any construction permit.

P43. The applicant shall pay the costs associated with implementation of the Mitigation Monitoring Program prior to issuance of the first Certificate of Occupancy for any building in the project. The costs associated with implementation of Mitigation Monitoring Program shall be calculated on a time and materials basis.

P44. Minor changes to the Mitigation Monitoring Program may be made by the Community Development Director. Such changes shall not result in alteration of any mitigation measures, but shall be restricted to changes related to which phase of the Mitigation Monitoring Program (e.g., plan check, construction, pre-occupancy, post-occupancy) a mitigation measure is to be completed. Any such changes may be approved when it is found to be impractical to require completion of a mitigation measure during the phase specified in the Mitigation Monitoring Program.

Planning – Project Specific Conditions

P45. A temporary use permit shall be obtained from the Planning Division prior to installation of a construction trailer on the project site.

P46. In accordance with *Section 8301 Limited Accessory Uses* of the Lompoc Zoning Ordinance, accessory uses are limited to 15 percent of the gross floor area of the primary industrial use.

P47. In accordance with *Section 8301 Outdoor Storage* of the Lompoc Zoning Ordinance, outdoor storage shall be adequately screened with walls and landscaping and shall not contain more than 50 percent of the primary use site area. No material shall be stored to a height greater than the height of the required wall or fence within 10 feet of the required wall or fence. The type and location of screening shall be reviewed and approved by the Planning Division staff at plan check.

P48. Any new perimeter walls and/or fencing for the project shall be architecturally treated. The treatment shall be reviewed and approved by the Planning Division staff prior to issuance of grading permits.

P49. Bicycle racks to accommodate 10 bicycles shall be provided on site. The location and type of bicycle racks shall be reviewed and approved by the Planning Division prior to issuance of building permits.

P50. A Sign Program must be approved by the Planning Commission prior to issuance of a Certificate of Occupancy for the building.

P51. A Federal Aviation Administration (FAA) Notice of Proposed Construction or Alteration (Form 7460-1) shall be filed with the FAA by the applicant for projects which will extend vertically into a 100:1 slope originating at the Airport runway. A copy of the notice filed with the FAA shall be submitted to the Planning Division prior to issuance of building permits.

P52. An avigation easement and flight pattern representations, including but not limited to references to noise, low overflight, airport expansion plans and beacons, in a form acceptable to the City Attorney, shall be recorded on the property title. A copy of the recorded document shall be submitted to the Planning Division prior to issuance of building permits.

P53. The site plan shall be revised to show a total of two (2) loading spaces on the site. The revisions shall be reviewed by staff at plan check and approved if appropriate.

P54. A permit or exemption shall be obtained from the Santa Barbara Air Pollution Control District (SBAPCD). A copy of the permit or exemption issued by the SBAPCD shall be submitted to the Planning Division prior to issuance of building permits.

P55. Public health risk from off-road and on-road construction equipment used during the construction time period should be reduced by abiding by the following measures:

a. Construction contracts must specify that only heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean " diesel engines) will be used.
b. The engine size of construction equipment shall be the minimum practical size.
c. 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.
d. Construction equipment shall be maintained in tune per the manufacturer's specifications.
e. Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.
f. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
g. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
h. Diesel powered equipment should be replaced by electric equipment whenever feasible.
i. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.
j. Construction worker trips should be minimized by requiring carpooling and by providing lunch onsite.

II. BUILDING AND FIRE SAFETY

Building - General Conditions

B1. Project shall comply with the most recent adopted City and State building codes.

a. The Building Code requires that no change of occupancy shall be made in the character of occupancies or use of any building unless such building is made to comply with the most recent edition of the Building/Fire Codes.

B2. Plans shall be submitted by a California licensed architect and/or engineer.

B3. Approved fire-resistive assemblies shall be provided for occupancy and/or exterior wall protection. Parapets may be required in accordance with the UBC and UFC.

B4. Dimensioned building setbacks and property lines, street centerlines, and between buildings or other structures shall be designated on plot plans.

B5. All property lines and easements must be shown on the plot plan. A statement that such lines and easements are shown is required.

B6. The Title Sheet of the plans shall include:

a. Occupancy group
b. Description of use
c. Type of construction
d. Height of the building
e. Floor area of building(s)

B7. California disabled access regulations shall be incorporated within the plans.

B8. Project shall comply with current City and State water conservation regulations.

B9. Dust and erosion control shall be in conformance with standards and regulations of the City of Lompoc.

B10. A licensed surveyor/engineer shall verify pad elevations, setbacks, and roof elevations.

B11. Stairs, decks, platforms shall meet the strict guidelines in the most recent adopted Building Code.

B12. Buildings shall comply with the State's Energy Regulations.

III. FIRE

Fire - Access Conditions

F1. All required access roads on the site shall be in service prior to the start of framing construction. The roads shall have: 1) an all-weather surface; 2) a minimum vertical clearance of 14 feet; and 3) a minimum width of 20 feet. All dead-end access roads in excess of 150 feet in length shall have a minimum outside turn around radius of forty (40) feet and/or a minimum inside turn around radius of thirty (30) feet.

F2. All permanent gates on required access roads shall have a means for Fire Department access either: 1) an approved key box containing appropriate keys or gate combination, or 2) if electrically operated, an approved key operated switch. Provisions must be made to open electrically operated gates in the event of a power failure.

F3. Fire Department access shall comply with UFC Appendix 3-D and UFC Chapter 9.

F4. An approved key box containing appropriate keys to buildings shall be made accessible and installed according to City Standards.

Fire - Water Supply Conditions

F5. Fire Hydrants shall be provided in accordance with UFC Chapter 9 and UFC Appendix 3-B.

a. The number and spacing of fire hydrants shall be in accordance to UFC Table A-3-B-1.
b. Fire Department access and water supply shall be in accordance with UFC Article 9 and UFC Appendix 3-A.

F6. All fire hydrants shall be in service prior to the start of framing construction.

F7. Fire sprinkler connections shall have unobstructed access to a fire hydrant within 150 feet.

Fire - Equipment and Protection System Conditions

F8. Fire alarm systems are required in accordance with the most restrictive of the following: the Uniform Fire Code, the Uniform Building Code, or the Lompoc City Code.

F9. Automatic sprinkler systems are required in accordance with the most restrictive of the following: the Uniform Fire Code, the Uniform Building Code, and the Lompoc City Code.

F10. Fire alarm systems and automatic sprinkler systems shall be supervised on a 24-hour basis at a location approved by the Fire Department.

F11. Four sets of plans for fire alarm systems and sprinklers shall be submitted to the Building and Fire Safety Division for review and approval, prior to the start of framing construction. When approved, two sets of the plans will be returned to the applicant, two sets will be retained by the Building and Fire Safety Division. Plan submittal and installation shall be in accordance with National Fire Protection Association and UFC standards.

F12. All fire extinguishers required to have an 'A' rating shall have a minimum rating of 2A10BC. Location, number and types shall be in accordance to UFC Standard 10-1.

IV. POLICE DEPARTMENT

No General or Project Specific Conditions

V. ENGINEERING

Engineering – General Conditions

EN1. Improvement Plans are required with this development. Improvement Plans include:

- Public Improvements:
  - o Utilities - Electric (conduit, transformers, street lights, etc.), water and sewer.
  - o Drainage - Storm drain (SD) lines, inlets & filters, main line, sidewalk drains, etc.
  - o Streets, Sidewalk and Curb & Gutter
- Private Improvements:
  - o Earthwork (grading)
  - o Connection Points to utility mains for sewer laterals and water services.
  - o Conduit and fixtures for lighting within private streets and/or parking lots
  - o Streets & Sidewalk
  - o Drainage – SD lines, inlets & filters, sidewalk drains, retention basins, etc.
  - o Trash Enclosures
  - o Parking Lot Paving
  - o Parking Lot Curb & Gutter
  - o Street Signing and Striping

EN2. All public utilities such as water mains, sewer mains, electric lines, electric transformers, etc., within the development shall be located within public utilities easements (PUE).

PUE's shall be dedicated by grant deed and prepared by a licensed land surveyor or qualified civil engineer. The grant deed form to be used will be provided by the Engineering Division and is available in electronic format.

Applicant shall submit a draft copy of the deed (including an 8-1/2''x11'' deed map) to the Engineering Division for review and approval. With draft submittal include all referenced documents and a preliminary title report current within the last ninety days.

After the Engineering Division has reviewed and approved the draft grant deed the Applicant will submit the original deed to the Engineering Division for acceptance and recordation. The submitted deed originals must be signed by the grantee(s) and notarized, and signed and stamped by a licensed land surveyor or qualified civil engineer. A PUE deed ready for recordation shall be on file in the Engineering Division prior to approval of the Improvement Plans.

EN3. All public improvements shall be provided at the Applicant's expense.

EN4. Improvement Plans shall be prepared by or under the supervision of a registered Civil Engineer or Architect.

EN5. Grading and public improvements shall be designed in accordance with the City's "Standard Requirements for The Design and Construction for Subdivisions and Special Developments," as last revised. Said Standard Requirements are available at the office of the City Engineer.

EN6. Improvement Plans shall be prepared in conformance with City of Lompoc "Development Assistance Brochures." "Development Assistance Brochures" are available to facilitate the preparation of plans and reports by the Applicant's engineer and are an essential reference for the preparation of Grading and Public Improvement Plan submittals. "Development Assistance Brochures" can be obtained at the Engineering Division or downloaded from the City Engineering web page (http://www.cityoflompoc.com/departments/pworks/engineering.htm).

EN7. In conformance with Chapter 27, Section 2774.E of the Lompoc City Code, the Improvement Plans, including but not limited to, grading, water, sewer, streets, electrical system, and other surface and subsurface improvements, shall be prepared based upon the control monuments as established by the City of Lompoc Coordinate Control System by Record Of Survey filed August 22, 2003, in Book 172, Pages 4 through 7, Santa Barbara County Records. All drawings, improvement plans and survey maps shall be prepared in accordance with the requirements currently in effect.

Plan Review

EN8. After Improvement Plans have been prepared by Applicant's Engineer/Architect and are ready for City review, **FOUR** sets of prints shall be submitted to the Engineering Division for the first plan check. Plan submittal shall include additional information as required herein.

EN9. First plan check submittal shall include estimated grading quantities, a current soils investigation report, retaining wall calculations, drainage analysis, and all other pertinent information relating to the Improvement Plans and their approval.

EN10. The Soils Investigation Report shall be prepared by a Soils Engineer who will be retained by the Applicant to observe, test, and certify that all recommendations outlined in the Soils Investigation Report are fulfilled during construction.

EN11. Landscape and irrigation plans required by the Planning Division shall be approved by the Public Works and Utility Departments prior to Improvement Plan approval. An approval block shall be provided on the landscape plan title sheet for the City Engineer's signature.

EN12. All trees and large rooted shrubbery must be planted at least ten feet away from public utilities, to include, but mot limited to, water, sewer, electric, storm drain, cable, telephone, etc.

Permits & Fees

EN13. Plan Review, Grading and Encroachment Permit fees are based on Section 2 of the Master Fee Schedule adopted by City Council Resolution No. 5386(07).

EN14. A Grading Permit issued by the Engineering Division is required prior to any excavation or filling on the site. Any stockpiling of fill dirt will require a Temporary Grading Permit.

EN15. An Encroachment Permit shall be obtained from the Engineering Division for any work within City street right-of-way or easement.

EN16. Prior to the issuance of an Encroachment Permit or Grading Permit, the Applicant shall provide a letter to the Engineering Division, addressed to the City Engineer, stating that the engineer, who prepared the Improvement Plans, or his/her designated representative, will perform periodic site observations of work shown on the approved Improvement Plans. (Refer to condition EN32)

EN17. STREET IMPROVEMENT and TRAFFIC SIGNAL IMPACT FEES will be imposed upon the issuance of a building permit and are based on the City of Lompoc Development Impact Fee Schedule in effect at the time of permit issuance.

Drainage

EN18. Drainage out to the street shall be directed through Curb and/or Parkway Drain(s) per APWA Standard Plan No. 150-2 and 151-1. Submit drainage calculations to support sizing for drain.

EN19. Drainage from parking lots and private streets to the public right-of-way will be filtered through a City approved filter system. The filter shall be located on the development property and maintained by the property owner.

EN20. Pre-development flow from adjacent properties onto the project site shall be maintained or accounted for in the final design.

EN21. The on-site drainage system must be properly designed to maximize infiltration of roof and/or surface runoff into the underlying soil before discharging into public storm drain, street or alley.

Parking Lots

EN22. Parking lot design and structural section shall conform to the City's Standard Requirements, Section 8.

EN23. Asphalt Concrete – Asphalt Concrete in parking lots shall conform to the provisions in Section 39, “Asphalt Concrete,” and Section 92, “Asphalts,” of the Caltrans Standard Specifications, current edition, the plans and these specifications.

EN24. The grade of asphalt binder to be mixed with aggregate shall be AR-4000.

EN25. Areas of the parking lot that will be used for truck traffic shall be designed with a heavier structural section than areas for passenger cars.

EN26. An "R" value shall be determined by the Soils Investigation and included in the Soils Report. A note shall be placed on the Grading Plan stating that “R” value samples shall be obtained and tested at the completion of rough grading, and the pavement sections confirmed or revised, to the satisfaction of the City Engineer.

Streets

EN27. Asphalt Concrete for paving within street right-of-way shall conform to the provisions in Section 39, "Asphalt Concrete," and Section 92, "Asphalts," of the Caltrans Standard Specifications, current edition.

EN28. The grade of asphalt binder to be mixed with aggregate shall be AR-4000.

EN29. Asphalt used as binder for asphalt concrete pavement shall conform to Section 39-2.01, “Asphalts,” of the Caltrans Standard Specifications.

EN30. Asphalt concrete shall be Type A, ¾ inch maximum, medium, grading.

Sidewalk/Driveways

EN31. All driveways shall provide a minimum 4-foot sidewalk area behind the apron, at 2 percent slope toward the street, for ADA compliance.

Final Approval

EN32. Prior to final approval, any damaged public improvements shall be repaired in conformance to City of Lompoc Standard Plans and Specifications.

EN33. Prior to final approval, the civil engineer or architect who prepared the Improvement Plans shall prepare Record Drawings. Minimum guidelines for Record Drawings can be obtained at the Engineering Division or downloaded from the City Engineering web page (http://www.cityoflompoc.com/departments/pworks/engineering.htm).

EN34. After construction is complete and the City has approved the Record Drawings, the Applicant shall:

A. Provide the City Management Services Department, Information Systems Division, with a copy of the Record Drawings, in a computer format readily compatible for transfer to the City Geographic Information System. The following computer formats are acceptable for delivery: DGN (native Microstation); DWG (same as or less than Version 14); DXF.

B. Provide the Engineering Division with record Drawings copied in PDF

format (one file) on CD.

Engineering – Project Specific Conditions

EN35. Improvement Plans for the widening of the O Street cul-de-sac, including curb, gutter, sidewalk and street lighting as noted in the Construction Requirements Statement on the Final Map for the project site shall be provided with the submittal of on-site improvement plans. Construction of these improvements shall be required prior to the issuance of a building permit.

EN36. The two commercial driveway approaches on L Street for access into the proposed parking lot shall be per City of Lompoc Standard Drawing No. 610. The driveways shall provide an ADA approved path of travel behind the approaches per EN31.

EN37. Provide the turning movements for a WB40 vehicle within the project site. This plan shall be approved by the Engineering Division prior to approval of the Grading and Improvement Plans.

EN38. Submit to the Engineering Division calculations for the pavement sections within the parking lot. These sections must adhere to the truck traffic expected within the parking lot. See General Condition EN25.

EN39. The developer shall submit their fair share of the cost for the improvements to the intersection of H Street and Central Avenue. The improvements shall be the construction of dual left-turn lanes for the northbound and southbound directions of H Street. $37,600.00 shall be submitted to the Engineering Division prior to the issuance of the building permit for this project.

VI. AVIATION/TRANSPORTATION

Aviation/Transportation – Project Specific Conditions

AT1. Due to the proximity of the airport to the project site, the design engineer or architect must provide information to ensure that the height of the buildings do not exceed the FAA standards and regulations.

AT2. Prior to the issuance of the building permit, the Owner shall complete the Avigation Easement form from the City of Lompoc and file the Federal Aviation Administration Form 7460 with the FAA and provide the City of Lompoc, Aviation/Transportation Administrator with a copy of the approved FAA form.

VII. SOLID WASTE

Solid Waste – General Conditions

SW1. Trash enclosures shall be designed in accordance with City standards for up to 440-gallon automated containers accessible to automated trash collection trucks and in locations as approved by the City Solid Waste Superintendent. The trash collection trucks are side loading and have a 40-foot turning radius. On-site circulation for the trucks shall be designed so trash collection trucks will not need to back up in order to turn around and exit.

SW2. Trash enclosures shall not have any doors and shall be enclosed on three sides with a six-foot wall, which is architecturally compatible with the on-site buildings as approved by the City Planner.

SW3. Trash enclosure access openings must be placed no more than one-foot from drive aisle.

SW4. Trash containers must be kept side-by-side and parallel with alley or drive aisle. Enclosures with more depth than the minimum required seven-foot depth of one container must be constructed with a wheel-stop sufficient to keep the containers at the front edge of the enclosure so that the operator of the trash collection truck does not have to move containers out for collection.

SW5. The project must provide adequate areas for collecting and loading recyclable materials. The recycling area(s) shall be located so they are convenient for those persons who deposit, collect, and load the recyclable materials. Whenever feasible, areas for collecting and loading recyclable materials shall be adjacent to the solid waste collection areas. A sign clearly identifying all recycling and solid waste collection and loading areas and the materials accepted therein shall be posted adjacent to all points of direct access to the recycling area(s).

Solid Waste – Project Specific Conditions

SW6. If the enclosure cannot be made accessible to collection trucks then the owner shall sign an agreement with the City stating that he will be responsible for refuse containers being placed out to the street on the day of service. The agreement, in a form satisfactory to the City Attorney, will be recorded prior to issuance of building permits for the project.

SW7. The Developer shall provide key codes to obtain access through any gates within the project that restrict the access of the trash collection trucks. Access via remote controls will not be acceptable.

VIII. ELECTRIC

Electric – General Conditions

EL1. The Applicant shall sign a line extension agreement and pay all costs for the City to furnish and install electric power lines/equipment to and within the proposed development. These costs will include all labor, labor overhead, material, material handling charges and equipment/vehicle rentals necessary for the City to extend the City's electrical distribution system to serve the project. The total estimated cost, as mentioned in the Line Extension Agreement, must be paid prior to the City issuance of building permits.

EL2. The Applicant shall provide a single line diagram showing voltage, phase, load requirements, and size of planned switchboard. Three-phase electric services up to 200 Amps shall have 7-jaw meter sockets. Three-phase electric services above 200 Amps shall have 13-jaw meter sockets and provisions for a test switch and for current transformers. The main switchboard shall conform to Electric Utility Service Equipment Requirements approved by the City of Lompoc. The Applicant shall pay the Meter Installation Fee, prior to the issuance of the building permit.

EL3. Electric meters and main disconnect switches shall be located on the exterior of the building or in an enclosure opening only to the exterior of the building. Meter enclosures shall be accessible at all times to electric division personnel. If the enclosure is to be locked, the lock shall be keyed to Schlage Lock No. C38587.

EL4. The Applicant shall provide all necessary trenching and backfilling to Electric specifications. This shall include trenching for primary cable, secondary cable, street light wiring and associated vaults and boxes. The Applicant shall provide transformer pads as required. The project shall be at final grade prior to trenching for installation of underground electric facilities.

EL5. The Applicant shall furnish and install the service wire and conduit from the service panel to the transformer or secondary box. Upon approval of the building inspector, the City shall make the final connections to the transformer and energize the service.

EL6. For three-phase electrical service over 200 Amps, the Applicant shall run a telephone service wire to the meter location for remote meter readings.

EL7. Provide and install one 2-inch conduit, from the pull box in the street easement to the building, in same trench with the electrical service conduit.

Electric – Project Specific Conditions

EL8. Applicant shall grant a public electric easement to the City for any public underground electric lines and pad mount transformers. Refer to Engineering Condition EN2 for information concerning deed approval.

IX. WATER

Water – General Conditions

W1. This facility must comply with plumbing cross-connection control standards as required by City Ordinance and State law for the protection of water supplies. Information on acceptable back-flow assemblies is available from the City Water Division.

W2. The size and location of all water meters shall be determined by the Engineer/Architect or authorized representative. All water meters will be furnished and installed by the Water Division at the expense of the Applicant.

W3. All meter protection shall be by an approved Reduced Pressure Principle Backflow Prevention Assembly (RP) at the service connection. Information on acceptable assemblies is available from the City Water Division.

W4. All public water system components must be constructed within public right-of-way or public easements.

W5. When a fire sprinkler system is required or proposed, the utility plan shall show the location of Fire Department Connection FDC with reference dimensions to the nearest fire hydrant. Fire Department requires fire department connections to be within 150' of a fire hydrant.

W6. When a fire sprinkler system is required or proposed the utility plan shall show the fire line connection point to water main.

W7. All requests for information needed to design fire sprinkler systems and to determine available or needed fire hydrant flow shall be made with the City Water Division.

W8. All water connections to the City Of Lompoc Water Distribution system shall be shown on the Civil/Grading plan submittal review. This includes irrigation water meters for general open areas in a development project. Water irrigation meters and related impact fees will be paid before the Civil/Grading plans are approved and will be based on the City of Lompoc current meter fee schedules.

W9. Improvement Plan sheets showing public water facilities shall include an itemized schedule that shows all water meter requirements for the project. The schedule shall identify water meter quantity, size and plan sheet where meter is shown.

EXAMPLE

Water Meter Requirements			
Meter Type	Meter Size	Quanti ty	Plan Sheet #
House	¾" x ¾"	24	5 of 20
Irrigation	1.5"	2	4 of 20

Water – Project Specific Conditions

W10. Size of the new water meter service shall be shown on the plans and shall be installed by the Applicant at his/her expense per City Standard Specifications.

W11. All new water meter services and backflow assemblies shall be provided at the Applicant's expense and constructed to City Standard Specifications.

X. WASTEWATER

Wastewater – General Conditions

WW1. All new sewer main and lateral installations will be of Polyvinyl Chloride Plastic (PVC) SDR35 sewer pipe, including all pipefittings and miscellaneous appurtenances. No glue joints are permissible.

WW2. All PVC SDR35 sewer piping shall be furnished in the following lengths:

Piping from 8" to 12" in diameter – 20' maximum length
Piping from 15" to 60" in diameter – 12.5' maximum length

WW3. For cut-in to an existing sewer, a wye tye-in shall be used. Saddles are not allowed.

WW4. No steps shall be installed in new or replacement maintenance holes. Steps will be removed for any coatings of maintenance holes.

WW5. Bedding will be 3/8" float rock or compacted sand.

WW6. In existing paved streets or alleys trench backfill, from one-foot above sewer pipe to subgrade, shall be one-sack cement slurry. Slurry cement backfill shall conform to the provisions of Subsection 19-3.062, "Slurry Cement Backfill," of the Caltrans Standard Specifications.

WW7. Maintenance hole reducer/cone will be concentric molded construction.

WW8. Outer and inner drop maintenance hole connections are not allowed.

WW9. No clean-out connections to City main sewer lines.

WW10. A grease trap/interceptor is required to be installed in community buildings where commercial appliances will be used.

WW11. All food handling establishments must demonstrate compliance with Wastewater Division Ordinance requirements, sized according to Appendix H of the Uniform Plumbing Code (UPC) and show location and type of grease interceptor/trap.

WW12. No approval for connection to dispose of industrial waste into the public sewer shall be made until a permit for industrial wastewater discharge has been applied

for and approved by the Wastewater Division and before final approval of a development plan for said connection.

WW13. All wastewater improvements must comply with Federal, State and City laws/ordinances for the protection of the Wastewater System.

Wastewater – Project Specific Conditions

WW14. Clarifier not specifically required, but pretreatment requirements in ordinance must be met by project (extra strength discharge TSS, BOD, ect.)

I, Rosario Perry of Cerdoc, LLC, the property owner, do hereby declare under penalty of perjury that I accept all conditions imposed by the Planning Commission in their approval of the project. As property owner, I agree to comply with these conditions and all other applicable laws and regulations at all times.

_____ _____

Name Date

EXHIBIT B

MITIGATION MEASURES
Perry Winery
Development Plan – DR 07-15

These Mitigation Measures were extracted from the Mitigated Negative Declaration for Perry Wineries (SCH No. 2008021146), which was certified by the Planning Commission on May 14, 2008. Language may be modified herein to clarify applicability to the project and to provide clarification regarding compliance to contractors and future property owners. No revisions have been made to modify the intent or requirements of the Mitigation Measures. In the case of conflict, the Mitigation Measures contained herein shall supercede those contained in the MND.

Aesthetics

1. In order to assure that no additional light and glare spills off of the project site, the applicant will submit a lighting plan showing: lumens, fixture type, placement, and height of any lighting proposed for the development. All lighting will be shielded to prevent glare and minimize light intrusion to adjacent properties.

Cultural Resources

2. If archaeological artifacts are unearthed or exposed during construction, all ground-disturbing work in the vicinity shall stop immediately, the City of Lompoc Planning Division shall be notified, and the artifacts and the site will be evaluated be an experienced archaeologist. An appropriate plan for the evaluation of artifacts from the site will be prepared and its implementation overseen by an experienced archaeologist, prior to the restarting of ground-disturbing work at the project site.

3. Any discovery of human remains will be treated in accordance with State Health and Safety Code Section 7050.5, which requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to the Public Resources Code Section 5097.98. If human remains are discovered during construction, the City, the County Coroner, and the Native American Heritage Commission will be notified and their recommendations and requirements adhered to, prior to continuation of construction activity.

4. If paleontological artifacts are unearthed or exposed during construction, all ground-disturbing work will stop immediately and the City of Lompoc Planning Division notified. The artifacts and site will be evaluated by an experienced paleontologist/cultural resources specialist. An appropriate plan for the evaluation of the artifacts from the site will be prepared and its implementation overseen by an experienced paleontologist.

Geology

5. Soil preparation for all structures and improvements on the site will be prepared in conformance with the Geotechnical Recommendations in the Soils Report prior to construction.

6. The project will utilize seismic design measures contained in the latest edition of the Uniform Building Code.

7. Design and construction of all structural elements of the project will adhere to the most current state, County, and City standards for earthquake-resistant construction.

Noise

8. The project applicant will require construction contractors to implement feasible noise controls to minimize equipment noise impacts on nearby sensitive receptors. Feasible noise controls include improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds.

9. Equipment used for project construction will be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. External jackets on the tools will be used where feasible. Quieter procedures will be used wherever feasible.

10. The construction contractor shall implement appropriate additional noise reduction measures that include shutting off idling equipment, and notifying adjacent businesses (at least one time) in advance of construction work. In addition, the City will require the posting of signs prior to grading activities with a phone number for people to call in with noise complaints.

11. In order to limit short-term noise impacts, which will result during the construction phase, limits will be placed on the allowed hours of construction.

Transportation/Circulation

12. The applicant shall fully implement the proposed mitigation recommended by Rick Engineering as stated in the *Final Perry Wineries Traffic Impact Analysis* (January 2008). The applicant is expected to pay a fair share contribution (23.5 percent) towards the following near-term planned improvements, which are to provide dual left turn lanes along the northbound H Street approach (currently, one left turn lane) and dual left turn lanes along the southbound H Street approach (currently, one left turn lane).

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ATTACHMENT 2

FINAL MITIGATED NEGATIVE DECLARATION

PREPARED BY THE CITY OF LOMPOC

PERRY WINERIES PROJECT

SCH NO. 2008021146

CITY PROJECT NO. DR 07-15 / DR 07-16 / LOM 579-P

APRIL 2008

COMMENTS AND RESPONSE TO COMMENTS

INTRODUCTION

This section of the Final MND presents copies of comments on the Draft MND received in written form during the public review period, and provides the City of Lompoc's responses to those comments. Each comment letter is numbered. Comment letters are followed by responses, which are numbered in corresponding fashion for each comment letter.

The City's Responses to Comments on the Draft MND represent a good faith, reasoned effort to address the environmental issues identified by the comments. Under the *CEQA Guidelines*, the City is not required to respond to all comments, but only to respond to those comments that raise environmental issues. Case law under CEQA recognizes that the City need only provide responses to comments that are commensurate in detail with the comment itself. In the case of specific comments, the City has responded with specific analysis and detail; in the case of a general comment, the reader is referred to a related response or a specific comment, if possible. The absence of a specific response to every comment does not violate CEQA if the response would be cumulative to other responses.

AGENCIES AND INDIVIDUALS THAT COMMENTED ON THE DRAFT MND

Letters commenting on the information and analysis in the Draft MND were received from the following parties:

Letter No. 1 State of California – Native American Heritage Commission
Letter No. 2 State of California – Department of Transportation
Letter No. 3 State of California – Department of Transportation, Division of Aeronautics
Letter No. 4 State of California – Department of Fish and Game
Letter No. 5 Santa Barbara County – Air Pollution Control District

Letter No. 1 State of California – Native American Heritage Commission

STATE OF CALIFORNIA — ...old Schwarzenegger, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

March 3, 2008

RECEIVED
MAR - 6 2008
CITY OF LOMPOC
COMMUNITY DEVELOPMENT DEPARTMENT

Keith Neubert
City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93438

RE: SCH# 2008021146 DR 07-15, DR 07-16 and LOM 579-P; Santa Barbara County.

Dear Mr. Neubert:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for: **1**
  - A Sacred Lands File Check. **USGS 7.5 minute quadrangle name, township, range and section required.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,
Katy Sanchez
Katy Sanchez
Program Analyst

CC: State Clearinghouse

Letter No. 1 Native American Heritage Commission

Response 1

Mitigation Measures 2 to 4 for the project require that the work on the project be stopped and the City and Tribe be notified of any cultural or archaeological items unearthed during construction.

Letter No. 2 State of California – Department of Transportation

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TDD (805) 549-3259
http://www.dot.ca.gov/dist05/

RECEIVED
MAR 13 2008
CITY OF LOMPOC
PLANNING DIVISION

Flex your power!
Be energy efficient!

March 13, 2008

Keith Neubert, Principal Planner
Lompoc Community Development Dept
100 Civic Center Dr
Lompoc, CA 93436

SB-01-pm 22.07
SCH 2008021146

Subject: Perry Wineries Mitigated Negative Declaration

Dear Mr. Neubert:

Thank you for the opportunity to review the MND and traffic impact study (TIS) for this proposed project. Caltrans offers the following comments:

1. Caltrans is fully supportive of City policy requiring use of the Highway Capacity Manual (HCM) methodology when evaluating project traffic impacts, including the analysis of signalized intersections on State Highways.

2. Typically, analysis scenarios include an existing + project in order to isolate (to the extent possible) direct or project specific traffic contributions or impacts. This project's study does not include that scenario. Staff recommends that this scenario be included in future project analyses.

3. Caltrans staff supports the proposed mitigation as a theoretically sound operational improvement. It appears that the H St / Central Ave will operate within the level of service 'C/D' cusp. There may be challenges however in terms of roadway geometrics and width. Caltrans urges the lead agency to move forward with project planning and design as soon as it is feasible. Preferably, the improvement should be completed at or near opening day of the subject Industrial / Winery project.

If you have any questions regarding these comments, I can be contacted at (805) 549.3632. Thank you for the opportunity to review this project.

Sincerely,

Chris Shaeffer
Caltrans District 5
Development Review

Cc: L. Newland (Caltrans)
P. Mcclintic (Caltrans)

"Caltrans improves mobility across California"

Letter No. 2 State of California – Department of Transportation

Response 1

Comments noted.

Response 2

Pages 12-16 of the Final Traffic Study, prepared by Rick Engineering and dated January 9, 2008, include a cumulative analysis of existing plus approved/pending project.

Response 3

Comments noted.

Letter No. 3 State of California – Department of Transportation, Division of Aeronautics

Page 1

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPO..TATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711

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RECEIVED
MAR 27 2008
CITY OF LOMPOC
PLANNING DIVISION

March 25, 2008

Mr. Keith Neubert
City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93438

Dear Mr. Neubert:

Mitigated Negative Declaration for the Perry Wineries and Commercial Condominiums

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal is for an approximately 49,265 square foot building, an approximately 25,000 square foot building, and two future 25,000 square foot buildings to be used for industrial/winery uses. There is also a proposal to subdivide an approximately 5.12 acre site to create 3 commercial condominiums. The project site is located adjacent to the Lompoc Airport's southern boundary.

In accordance with CEQA, Public Resources Code Section 21096, the Caltrans Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource that should be applied to all public use airports. The Handbook is published on-line at http://www.dot.ca.gov/hq/planning/aeronaut/humlfile/landuse.php.

Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility-planning objective. While the chance of an aircraft injuring someone on the ground is historically quite low, an aircraft accident is a high consequence event. To protect people and property on the ground from the risks of near-airport aircraft accidents, some form of restrictions on land use are essential. The two principal methods for reducing the risk of injury and property damage on the ground are to limit the number of persons in an area and to limit the area covered by occupied structures.

The Handbook identifies six airport safety zones based on risk levels. The project site appears to be within Safety Zones 5 and 6 as defined in the Handbook. The Handbook recommends to avoid residential uses in Safety Zone 5. The potential severity of an off-airport aircraft accident is highly dependent upon the nature of the land use at the accident site.

"Caltrans improves mobility across California"

Letter No. 3 State of California – Department of Transportation, Division of Aeronautics

Page 2

Public Utilities Code Section 21659 prohibits structural hazards near airports. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). Form 7460-1 is available on-line at https://oeaaa.faa.gov/oeaaa/external/portal.jsp and should be submitted electronically to the FAA. **1**

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-line at http://www.leginfo.ca.gov/calaw.html. Any person who intends to offer land for sale or lease within an airport influence area is required to disclose that fact to the person buying the property. **2**

The proposal should be submitted to the Santa Barbara County Airport Land Use Commission (ALUC) for review. The proposal should also be coordinated with Lompoc Airport staff to ensure that the proposal will be compatible with future as well as existing airport operations. **3**

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 5 office in San Luis Obispo at (805) 549-3111 concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-7075.

Sincerely,

Ron Bolyard

RON BOLYARD
Aviation Environmental Planner

c: State Clearinghouse, Santa Barbara County ~~Master Plan~~ ALUC, Lompoc Airport

"Caltrans improves mobility across California"

Letter No. 3 State of California – Department of Transportation, Division of Aeronautics

Response 1

Conditions of Approval address the comment (DR COA P55 and DR COA AT2), requiring Form 7460-1 to be filed with the FAA.

Response 2

A Condition of Approval (DR COA P56) addresses this comment, requiring an aviation easement to be recorded on the property title prior to issuance of building permits.

Response 3

Comments noted. The City of Lompoc Aviation/Transportation Administrator has reviewed the plans for the project and will ensure compatibility with future as well as existing airport operations.

Letter No. 4 State of California – Department of Fish and Game

Page 1

State of California – The Resources Agency ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

March 27, 2008

RECEIVED
MAR 31 2008
CITY OF LOMPOC
COMMUNITY DEVELOPMENT DEPARTMENT

Keith Neubert
City of Lompoc
100 Civic Center Plaza
Lompoc CA 93436
Fax No.: (805) 875-8375

Draft Mitigated Negative Declaration for the Perry Wineries Project SCH #2008021146, Santa Barbara County

Dear Mr. Neubert:

The California Department of Fish and Game (Department), has reviewed the above Draft Mitigated Negative Declaration (DMND) for impacts to biological resources. The project applicant proposes to construct facilities for wine processing and tasting on 8.47 acres between the north ends of North "O" and North "L" streets in the City of Lompoc. Surrounding land uses include Lompoc Airport to the north, vacant land to the west, and commercial and residential to the south and east. The Santa Ynez River is located about ¼ mile to the north. Habitat types with the potential to be impacted by the project include coastal scrub and non-native grassland.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Guidelines §15386(a)). As trustee for the State's fish and wildlife resources, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species.

Impacts to Sensitive Biological Resources

The proposed project site was described in the DMND as having no impact to biological resources. However, the DMND does not indicate if formal biological surveys were conducted on the project site, and we therefore do not have enough information to make the determination of no impact. Department staff inspected the site on 3/10/08 and observed an even-age stand of coyote brush (*Baccharis pilularis*) covering almost the entire 8.5 acre site. The Department's California Natural Diversity Data Base (CBDDB) contains records of two rare plants 1 mile and 1.5 miles from the proposed project site (State Endangered seaside bird's beak (*Cordylanthus rigidus littoralis*) and California Native Plant Society List 1B black-flowered figwort (*Scrophularia atrata*), attached). Our information therefore indicates the proposed project site should be surveyed for rare plants. **1**

Rare Plants - The Department recommends surveys be conducted by qualified biologists for rare plants when: 1) natural vegetation occurs on the site; 2) it is unknown if rare, threatened, or endangered plants or habitats occur on the site; and 3) the project has the potential for direct or indirect effects on vegetation. A copy of the "Department Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural

Conserving California's Wildlife Since 1870

Letter No. 4 State of California – Department of Fish and Game

Page 2

Communities" is attached. The discovery of a rare plant will require recirculation of a revised DMND (CEQA Guidelines §15073.5(b)(1)). A revised DMND must contain an evaluation of potential project impacts and presentation of appropriate impact minimization and mitigation.

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Martin Potter, Environmental Scientist, at (805) 640-3677.

Sincerely,

Edmund J. Pert
Regional Manager
South Coast Region

attachments

cc: Ms. Betty Courtney
Department of Fish and Game, Santa Clarita, California

Mr. Martin Potter
Department of Fish and Game, Ojai, California

Ms. Helen Birss
Department of Fish and Game, Los Alamitos, California

Ms. Mary Meyer
Department of Fish and Game, Ojai, California

Mr. Scott Morgan
State Clearing House, Sacramento, California

EP:mp

Letter No. 4 State of California – Department of Fish and Game

Page 3

Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine **when** a botanical survey is needed, **who** should be considered qualified to conduct such surveys, **how** field surveys should be conducted, and **what** information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

   A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

   Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:

   a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
   b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.

3. Botanical consultants should possess the following qualifications:

   a. Experience conducting floristic field surveys;
   b. Knowledge of plant taxonomy and plant community ecology;
   c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
   d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
   e. Experience with analyzing impacts of development on native plant species and communities.

4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:

   a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

Letter No. 4 State of California – Department of Fish and Game

Page 4

When rare, threatened, or endangered plants are known to occur in the type(s) of habitat present in the project area, nearby accessible occurrences of the plants (reference sites) should be observed to determine that the species are identifiable at the time of the survey.

b. Floristic in nature. A floristic survey requires that every plant observed be identified to the extent necessary to determine its rarity and listing status. In addition, a sufficient number of visits spaced throughout the growing season are necessary to accurately determine what plants exist on the site. In order to properly characterize the site and document the completeness of the survey, a complete list of plants observed on the site should be included in every botanical survey report.

c. Conducted in a manner that is consistent with conservation ethics. Collections (voucher specimens) of rare, threatened, or endangered species, or suspected rare, threatened, or endangered species should be made only when such actions would not jeopardize the continued existence of the population and in accordance with applicable state and federal permit requirements. A collecting permit from the Habitat Conservation Planning Branch of DFG is required for collection of state-listed plant species. Voucher specimens should be deposited at recognized public herbaria for future reference. Photography should be used to document plant identification and habitat whenever possible, but especially when the population cannot withstand collection of voucher specimens.

d. Conducted using systematic field techniques in all habitats of the site to ensure a thorough coverage of potential impact areas.

e. Well documented. When a rare, threatened, or endangered plant (or rare plant community) is located, a California Native Species (or Community) Field Survey Form or equivalent written form, accompanied by a copy of the appropriate portion of a 7.5 minute topographic map with the occurrence mapped, should be completed and submitted to the Natural Diversity Database. Locations may be best documented using global positioning systems (GPS) and presented in map and digital forms as these tools become more accessible.

5. Reports of botanical field surveys should be included in or with environmental assessments, negative declarations and mitigated negative declarations, Timber Harvesting Plans (THPs), EIR's, and EIS's, and should contain the following information:

a. Project description, including a detailed map of the project location and study area.
b. A written description of biological setting referencing the community nomenclature used and a vegetation map.
c. Detailed description of survey methodology.
d. Dates of field surveys and total person-hours spent on field surveys.
e. Results of field survey including detailed maps and specific location data for each plant population found. Investigators are encouraged to provide GPS data and maps documenting population boundaries.
f. An assessment of potential impacts. This should include a map showing the distribution of plants in relation to proposed activities.
g. Discussion of the significance of rare, threatened, or endangered plant populations in the project area considering nearby populations and total species distribution.
h. Recommended measures to avoid impacts.
i. A list of all plants observed on the project area. Plants should be identified to the taxonomic level necessary to determine whether or not they are rare, threatened or endangered.
j. Description of reference site(s) visited and phenological development of rare, threatened, or endangered plant(s).
k. Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms.
l. Name of field investigator(s).
j. References cited, persons contacted, herbaria visited, and the location of voucher specimens.

Letter No. 4 State of California – Department of Fish and Game

Page 5

California Department of Fish and Game
Natural Diversity Database
Full Report with Sources for Selected Elements

Cordylanthus rigidus ssp. littoralis

seaside bird's-beak — **Element Code:** PDSCR0J0P2

Status	NDDB Element Ranks	Other Lists
Federal: None	**Global:** G5T1	**CNPS List:** 1B.1
State: Endangered	**State:** S1.1	

Habitat Associations

General: CLOSED-CONE CONIFEROUS FOREST, CHAPARRAL, CISMONTANE WOODLAND, COASTAL SCRUB, COASTAL DUNES.

Micro: SANDY, OFTEN DISTURBED SITES, USUALLY WITHIN CHAPARRAL OR COASTAL SCRUB. 0-215M.

Occurrence No. 41 **Map Index:** 60294 **EO Index:** 68406

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1928-07-27
Site: 1928-07-27

Record Last Updated: 2007-02-27

Quad Summary: Lompoc (3412064/170B)
County Summary: Santa Barbara

Lat/Long: 34.64347° / -120.45783°
UTM: Zone-10 N3836446 E733005
Mapping Precision: NON-SPECIFIC
Symbol Type: POINT
Radius: 1 mile

Township: 07N
Range: 34W
Section: 34 **Qtr:** XX
Meridian: S
Elevation: 100 ft

Location: LOMPOC.
Location Detail: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB IN THE VICINITY OF LOMPOC.
Ecological:
Threat:
General: THE ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS 1928 HOFFMANN COLLECTION. NEEDS FIELDWORK.
Owner/Manager: UNKNOWN

Sources

HOF28S0004 HOFFMANN, R. HOFFMANN SN SBBG #68667. 1928-06-27.

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Letter No. 4 State of California – Department of Fish and Game

Page 6

California Department of Fish and Game
Natural Diversity Database
Full Report with Sources for Selected Elements

Trimerotropis occulens
Lompoc grasshopper — **Element Code:** IIORT36310

Status	NDDB Element Ranks	Other Lists
Federal: None	**Global:** GH	**CDFG Status:**
State: None	**State:** SH	

Habitat Associations
General: KNOWN ONLY FROM SANTA BARBARA AND SAN LUIS OBISPO COUNTIES.
Micro:

Occurrence No. 1 **Map Index:** 60294 **EO Index:** 60330
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

Dates Last Seen
Element: 1938-08-06
Site: 1938-08-06
Record Last Updated: 2005-03-01

Quad Summary: Lompoc (3412064/170B)
County Summary: Santa Barbara

Lat/Long: 34.64347° / -120.45783°
UTM: Zone-10 N3838446 E733005
Mapping Precision: NON-SPECIFIC
Symbol Type: POINT
Radius: 1 mile

Township: 07N
Range: 34W
Section: 34 **Qtr:** XX
Meridian: S
Elevation: 100 ft

Location: LOMPOC.
Location Detail: NO OTHER LOCATION INFORMATION GIVEN.
Ecological:
Threat:
General: TYPE LOCALITY. HOLOTYPE MALE AND 7 MALE PARATYPES, DEPOSITED IN ANSP.
Owner/Manager: UNKNOWN

Sources
OTT84A0001 OTTE, DANIEL. THE NORTH AMERICAN GRASSHOPPERS. VOL. 2. PP. 204-205. PARTIAL COPY ONLY. 1984-XX-XX.

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Letter No. 4 State of California – Department of Fish and Game

Page 7

California Department of Fish and Game
Natural Diversity Database
Full Report with Sources for Selected Elements

Scrophularia atrata
black-flowered figwort — Element Code: PDSCR1S010

Status	NDDB Element Ranks	Other Lists
Federal: None	Global: G2	CNPS List: 1B.2
State: None	State: S2.2	

Habitat Associations
General: CLOSED-CONE CONIFEROUS FOREST, CHAPARRAL, COASTAL DUNES, COASTAL SCRUB, RIPARIAN SCRUB.
Micro: SAND, DIATOMACEOUS SHALES, AND SOILS DERIVED FROM OTHER PARENT MATERIAL; AROUND SWALES AND IN SAND DUNES. 10-250M.

Occurrence No. 11 Map Index: 29085 EO Index: 30977
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Dates Last Seen — Element: 1954-05-20 Site: 1954-05-20
Record Last Updated: 1997-04-14

Quad Summary: Lompoc (3412064/170B)
County Summary: Santa Barbara

Lat/Long: 34.67570° / -120.47451°
UTM: Zone-10 N3839983 E731387
Mapping Precision: NON-SPECIFIC
Symbol Type: POINT
Radius: 1 mile
Township: 07N
Range: 34W
Section: 21 Qtr: XX
Meridian: S
Elevation: 300 ft

Location: 1 MILE WEST OF HIGHWAY 1 AND 0.5 MILE NORTH OF SANTA YNEZ RIVER, NORTH OF LOMPOC.
Location Detail: WEST OF HIGHWAY ON ROAD LEADING FROM FORK 0.5 MILE NORTH OF RIVER TOWARD CAMP COOKE.
Ecological: SCATTERED AT EDGE OF SANDY WASH WITH BACCHARIS, SALIX, AND RHUS.
Threat:
General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS 1954 COLLECTION BY MUNZ.
Owner/Manager: UNKNOWN

Sources
MUN54S0005 MUNZ, P. MUNZ #19450 DS, CAS. 1954-05-20.

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Report Printed on Friday, March 21, 2008
Page 1
Information Expires 06/30/2008

Letter No. 4 State of California – Department of Fish and Game

Response 1

Project Site

The project site is comprised of two adjoining properties. These properties are served by standard City streets and are surrounded by fully developed property to the east and south and remnant agricultural property to the west. To the north of the properties is the Lompoc Airport, which was transferred to the City of Lompoc from Santa Barbara County ownership in 1989. The site has recently been cultivated and the plowed rows are clearly visible in a recent aerial flown in the winter of 2008. Coyote brush has grown up on the site, however it has not developed into chaparral and is generally ruderal in nature. This is most likely because it has been separated from untilled open space for approximately 50 to 60 years and because it has been actively farmed in the recent past. The subject properties are located on the sandy unconsolidated soil of the Lompoc Alluvial Plain. They are surrounded by urban development and beyond the urban landscape, between the subject site and the Pacific Ocean there are several miles of agricultural fields.

Seaside Birds Beak (Cordylanthus ridgidus ssp. littoralis)

The Coyote brush found on-site is not characterized as Burton Mesa Chaparral or Maritime Chaparral, as the sites do not support the associated plant species that comprise these vegetation types and thus, the project sites are not likely to support sea-side birds beak. Seaside bird's-beak grows in sandy soils of stabilized dunes covered by closed-cone pine forest, cismontane woodland, or maritime chaparral. The subject properties are located approximately 9 miles east of the ocean, well outside of any dune-influenced habitat. Some plants have been found in the Burton Mesa Chaparral, located a mile or more to the north, at a much higher elevation, in mature stands of Burton Mesa Chaparral. Between the subject site and identified Burton Mesa Chaparral, there is a mile or more in distance, a significant climb in elevation, developed areas including Alan Hancock College and urban residential subdivisions, as well as actively cultivated agricultural fields and cattle grazed lands. The project sites lack the characteristics of the vegetation of the Burton Mesa, the soils of the Burton Mesa and the elevation and, to some extent the climate of the Burton Mesa. Other plants have been found on Vandenberg Air Force Base, which exclusively controls access to the beaches and dunes in the area, where the plant is likely to be found. In addition, the notes provided by the CDFG cite a source of information dated 1928, and an unspecified location in the vicinity of Lompoc. In conjunction with the location of the site versus that of known occurrences and the urbanized, cultivated nature of the project site, the City concludes that there will not be an adverse impact on the Seaside Birds Beak and a specialized survey for the plant on this site is not warranted.

Black-flowered Figwort (*Scrophularia atrata*)

The black-flowered figwort occurs primarily in diatomaceous shale and soils in the vicinity of Lompoc. Between the subject properties and the nearest identified occurrence of black-flowered figwart there is a mile or more in distance. The black flowered figwart favors disturbed diatomaceous earth (DE). Diatomaceous Earth has been present at the two known locations of the plant in Lompoc. The subject properties however are primarily alluvial sand. In addition, the two properties on which black flowered figwart has been found have been located directly adjacent to undisturbed wildland open space. The subject site has been cultivated and separated from undeveloped open space for up to 60 years and is currently surrounded by urban development. Based on the location of the project site versus that of known occurrences of the Black Flowered Figwart, along with the urbanized, cultivated nature of the project site, the City concludes that there will not be an adverse impact on the Black flowered figwart and a specialized survey for the plant is not warranted.

Letter No. 5 Santa Barbara County – Air Pollution Control District

Page 1

Our Vision Clean Air

Santa Barbara County
Air Pollution Control District

RECEIVED
APR 1 2008
CITY OF LOMPOC
PLANNING DIVISION

March 31, 2008

Keith C. Neubert, Principal Planner
City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436

RE: Perry Wineries (DR07-15 L Street, DR07-16 O Street, LOM 579-P): Recommended Conditions of Approval

Dear Mr. Neubert:

The Santa Barbara County Air Pollution Control District (APCD), as a responsible agency under CEQA, provides the following recommended conditions of approval for the above-mentioned proposed project which involves one winery on 'L' Street producing up to 60,000 gallons of red wine per year; and several wineries on 'O' Street. It is our understanding that Sea Smoke will be permitted for 30,000 gallons/yr of red wine and up to 10 other smaller wineries will be limited to a total of 30,000 gallons of red wine per year. The estimated total emissions from the project, as proposed, will not exceed the SBCAPCD's air quality thresholds of significance *(i.e., 25 pounds per day of NO_x or ROC from motor vehicle trips only and 240 pounds/day for ROC or NO_x; and 80 lbs/day for PM_{10}).* With the implementation of the following recommended conditions of approval, the project is not expected to have significant cumulative air quality impacts.

1. Prior to issuance of building permits, the Winery applicant shall apply for, and obtain, either an Authority to Construct permit or written permit exemption from the APCD for the following equipment as subject to APCD Rules and Regulations:

    a) Wine fermentation and storage tanks. The winery permit exemption and winery permit application forms can be downloaded from www.sbcapcd.org/eng/winery/winery.htm
    b) Diesel-fired emergency standby generator(s)
    c) Diesel-fired firewater pumps
    d) Hot water boilers or large water heaters using any fuel type

2. Global climate change is a growing concern that needs to be addressed and mitigated. The project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases. The greenhouse gas, CO_2, is emitted during fermentation and the emission factor is 882 lb CO_2/1000 gallons for red wine and 819 lb CO_2/1000 gallons for white wine. Therefore, we strongly recommend all feasible mitigation measures under long-term impacts. At a minimum, the project should include mitigations to reduce emissions of greenhouse gases by:
    - Incorporating green building technologies;
    - Increasing energy efficiency at least 20% beyond Title 24 requirements;
    - Increasing recycling goals (e.g., separate waste and recycling receptacles); and
    - Increasing landscaping (shade trees decrease energy requirements and also provide carbon storage.)

Terence E. Dressler ▫ Air Pollution Control Officer
260 North San Antonio Road, Suite A ▫ Santa Barbara, CA ▫ 93110 ▫ www.sbcapcd.org ▫ 805.961.8800 ▫ 805.961.8801 (fax)

Letter No. 5 Santa Barbara County – Air Pollution Control District

Page 2

3. Diesel particulate matter is classified as a carcinogen. Public health risk from off-road and on-road construction equipment used during the construction time period should be reduced by enforcing the following:

   - Construction contracts must specify that only heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) will be used.
   - The engine size of construction equipment shall be the minimum practical size.
   - 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.
   - Construction equipment shall be maintained in tune per the manufacturer's specifications.
   - Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.
   - Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
   - Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
   - Diesel powered equipment should be replaced by electric equipment whenever feasible.
   - Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.
   - Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Please let us know when a decision has been taken on this project. If the project is approved, please provide a copy of the Final MND and the final adopted conditions of approval, as soon as possible. I may be contacted by phone at 961-8893, or by e-mail: VLJ@sbcapcd.org if you have questions.

Sincerely,

Vijaya Jammalamadaka

Vijaya Jammalamadaka
Air Quality Specialist
Technology and Environmental Assessment Division

cc: Michael Goldman, APCD
Project File (City of Lompoc: Perry Wineries)
TEA Chron File

Letter No. 5 County of Santa Barbara

Response 1

A Condition of Approval (DR COA P59) addresses this comment, requiring a permit or exemption to be obtained from the Santa Barbara Air Pollution Control District (SBAPCD).

Response 2

Comments noted.

Response 3

Condition of Approval (DR COA P60) addresses this comment, requiring measures to reduce the public health risk from off-road and on-road construction equipment.

G:\COMDEV\Environmental\RespToComm\Perry Wineries - 2008.doc

Print Form

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # _____

Project Title: DR 07-15, DR 07-16, LOM 579-P

Lead Agency: City of Lompoc | Contact Person: Keith Neubert

Mailing Address: 100 Civic Center Plaza | Phone: 805-875-8277

City: Lompoc | Zip: 93438 | County: Santa Barbara

Project Location: County: Santa Barbara | City/Nearest Community: Lompoc

Cross Streets: L Street, O Street, Commerce Court | Zip Code: 93436

Lat. / Long.: 34 ° 39 ' 48 " N/ 120 ° 27 ' 50 " W | Total Acres: 8.47

Assessor's Parcel No.: 93-450-57, 93-450-59 | Section: _____ | Twp.: _____ | Range: _____ | Base: _____

Within 2 Miles: State Hwy #: Hwy 1 & Hwy 246 | Waterways: Santa Ynez River

Airports: Lompoc Airport | Railways: S.P. | Schools: Olive Grove Charter Scl

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Document Type:

CEQA: ☐ NOP ☐ Early Cons ☐ Neg Dec ☑ Mit Neg Dec | ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) _____ Other _____ | NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI | Other: ☐ Joint Document ☐ Final Document ☐ Other _____

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☑ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☑ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☐ Other _____

Development Type:

☐ Residential: Units _____ Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____
☑ Industrial: Sq.ft. 125,000 Acres 8.47 Employees _____
☐ Educational _____
☐ Recreational _____

☐ Water Facilities: Type _____ MGD _____
☐ Transportation: Type _____
☐ Mining: Mineral _____
☐ Power: Type _____ MW _____
☐ Waste Treatment: Type _____ MGD _____
☐ Hazardous Waste: Type _____
☐ Other: _____

Project Issues Discussed in Document:

☑ Aesthetic/Visual
☐ Agricultural Land
☐ Air Quality
☑ Archeological/Historical
☐ Biological Resources
☐ Coastal Zone
☐ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☐ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☑ Geologic/Seismic
☐ Minerals
☑ Noise
☐ Population/Housing Balance
☐ Public Services/Facilities
☐ Recreation/Parks
☐ Schools/Universities
☐ Septic Systems
☐ Sewer Capacity
☐ Soil Erosion/Compaction/Grading
☐ Solid Waste
☐ Toxic/Hazardous
☑ Traffic/Circulation
☐ Vegetation
☐ Water Quality
☐ Water Supply/Groundwater
☐ Wetland/Riparian
☐ Wildlife
☐ Growth Inducing
☐ Land Use
☐ Cumulative Effects
☐ Other _____

Present Land Use/Zoning/General Plan Designation:
Vacant Land / Business Park (BP) / Business Park

Project Description: *(please use a separate page if necessary)*

See attached project description.

Note: The state Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

_____ Air Resources Board
_____ Boating & Waterways, Department of
_____ California Highway Patrol
_____ Caltrans District # _____
_____ Caltrans Division of Aeronautics
_____ Caltrans Planning (Headquarters)
_____ Coachella Valley Mountains Conservancy
_____ Coastal Commission
_____ Colorado River Board
_____ Conservation, Department of
_____ Corrections, Department of
_____ Delta Protection Commission
_____ Education, Department of
_____ Energy Commission
_____ Fish & Game Region # _____
_____ Food & Agriculture, Department of
_____ Forestry & Fire Protection
_____ General Services, Department of
_____ Health Services, Department of
_____ Housing & Community Development
_____ Integrated Waste Management Board
_____ Native American Heritage Commission
_____ Office of Emergency Services
_____ Office of Historic Preservation
_____ Office of Public School Construction
_____ Parks & Recreation
_____ Pesticide Regulation, Department of
_____ Public Utilities Commission
_____ Reclamation Board
_____ Regional WQCB # _____
_____ Resources Agency
_____ S.F. Bay Conservation & Development Commission
_____ San Gabriel & Lower L.A. Rivers and Mtns Conservancy
_____ San Joaquin River Conservancy
_____ Santa Monica Mountains Conservancy
_____ State Lands Commission
_____ SWRCB: Clean Water Grants
_____ SWRCB: Water Quality
_____ SWRCB: Water Rights
_____ Tahoe Regional Planning Agency
_____ Toxic Substances Control, Department of
_____ Water Resources, Department of

S Other Santa Ynez Band of Chumash Indians
s Other Santa Barbara Air Pollution Control District

Local Public Review Period (to be filled in by lead agency)

Starting Date February 28, 2008 Ending Date March 28, 2008

Lead Agency (Complete if applicable):

Consulting Firm: N/A
Address: _____
City/State/Zip: _____
Contact: _____
Phone: _____

Applicant: Rosario Perry
Address: 312 Pico Blvd.
City/State/Zip: Santa Monica, CA 90405
Phone: (805) 889-5200

Signature of Lead Agency Representative: _____ **Date:** 2/26/08

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Perry Wineries Project Description

1) **DR 07-15 – DEVELOPMENT PLAN REVIEW**

A request by Rosario Perry, the property owner, for Planning Commission consideration of a proposal to construct an approximately 49,265 square foot building to be utilized for industrial/winery uses. The proposed project site is approximately 3.35 acres and is located at 1501 North L Street in the Business Park (BP) Zoning District (Assessor Parcel Number: 93-450-59).

2) **DR 07-16 – DEVELOPMENT PLAN REVIEW / LOM 579-P – TENTATIVE PARCEL MAP**

A request by Rosario Perry, the property owner, for Planning Commission consideration of the following:

DR 07-16 – A Development Plan for the construction of an approximately 25,000 square foot building and two future 25,000 square foot buildings for a total of approximately 75,000 square feet to be utilized for industrial/winery uses; and

LOM 579-P – A Tentative Parcel Map requesting subdivision of an approximately 5.12 acre site to create three (3) commercial condominiums.

The proposed project site is approximately 5.12 acres and is located at 1600 North O Street in the Business Park (BP) Zoning District (Assessor Parcel Number: 93-450-57).

CITY OF LOMPOC
NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Name and Numbers: Perry Wineries – DR 07-15, DR 07-16, LOM 579-P

Project Descriptions/Locations:

1) **DR 07-15 – DEVELOPMENT PLAN REVIEW**

A request by Rosario Perry, the property owner, for Planning Commission consideration of a proposal to construct an approximately 49,265 square foot building to be utilized for industrial/winery uses. The proposed project site is approximately 3.35 acres and is located at 1501 North L Street in the Business Park (BP) Zoning District (Assessor Parcel Number: 93-450-59).

2) **DR 07-16 – DEVELOPMENT PLAN REVIEW / LOM 579-P – TENTATIVE PARCEL MAP**

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LOM 579-P – A Tentative Parcel Map requesting subdivision of an approximately 5.12 acre site to create three (3) commercial condominiums.

The proposed project site is approximately 5.12 acres and is located at 1600 North O Street in the Business Park (BP) Zoning District (Assessor Parcel Number: 93-450-57).

Project Proponents: Rosario Perry, Property Owner

Date of Notice: February 28, 2008

Review Period: [ ] 20 days [x] 30 days [ ] 21 days

End of Comment Period: March 28, 2008

Impacts Requiring Mitigation: Aesthetics, Cultural Resources, Geology, Noise, Transportation/Circulation

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Copies of the Mitigated Negative Declaration and associated Initial Study are available for review at Lompoc City Hall, Community Development Department, 100 Civic Center Drive, Lompoc, CA 93436. Please contact Keith Neubert, Principal Planner at (805) 875-8277.

Public Meetings or Hearings: A determination will be made for this project on or after April 9, 2008.

Date: April 9, 2008
Time: 6:30 PM
Location: City of Lompoc
Council Chambers
100 Civic Center Drive
Lompoc, CA 93436

Notice to:

State Clearinghouse	[x]
Santa Barbara County Clerk	[x]
Interested Parties	[x]
Lompoc Record	[x]
Contiguous Owners and Occupants	[x]
Subject Property	[ ]
Agencies noticed:	[x] Santa Barbara Air Pollution Control District, Santa Ynez Band of Chumash Indians

Draft Mitigated Negative Declaration

Perry Wineries Project

Prepared for:

City of Lompoc
100 Civic Center Plaza
Lompoc, California 93438-8001

Prepared by:

Impact Sciences
803 Camarillo Springs Road, Suite A
Camarillo, CA 93012

February 22, 2008

CITY OF LOMPOC
ENVIRONMENTAL CHECKLIST FORM

A. PROJECT INFORMATION:

Project Title: Perry Wineries	**Project Numbers:** DR07-15 L Street DR07-16 O Street LOM 579-P
Lead Agency Name and Address: City of Lompoc 100 Civic Center Plaza, Lompoc, CA 93436 P.O. Box 8001, Lompoc, CA 93438-8001	**Contact Person and Phone Number**: Keith C. Neubert Principal Planner (805) 875-8277

PROJECT DESCRIPTION/LOCATION:

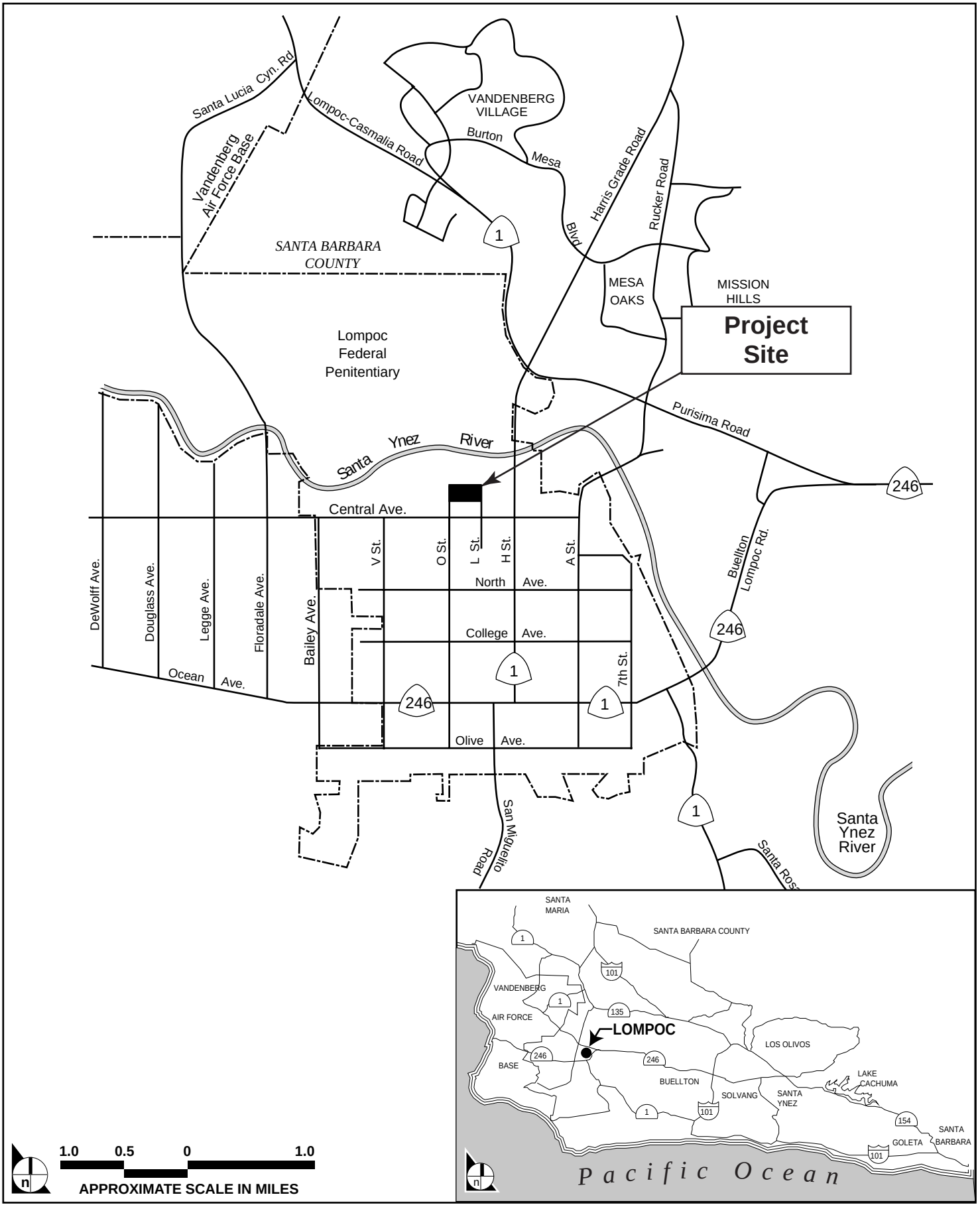
The project information provided below incorporates information on the proposed Perry Wineries Project in the City of Lompoc (City) at North O Street and North L Street, located on Assessor Parcel Numbers (APN) 093-450-057 through 093-450-059 (**Figures 1** and **2**). The proposed project entails approximately 8.47 acres, with 5.12 acres of industrial/winery use at 1600 North O Street site and 3.35 acres of industrial/winery use at 1501 North L Street. The proposed building facilities would be used for the processing of grapes, fermentation, barrel and case good storage, office, laboratory, and kitchen areas. Public wine tasting would not be conducted. Parking and landscaping are proposed as part of the project. Landscaped areas would utilize plants tolerant of low water usage and low maintenance. There is no surface water located on the site. Storm water drains would be constructed as part of the project and properly filtered prior to entering the City's storm water drainage system. Grading would be minimal since the property is flat. The anticipated construction period is 2008 to 2010. Hours of operation would be from 8:00 AM to 5:00 PM Monday through Friday. A building permit would be required from the City.

O Street Location

A request has been made by Vladimir Milosevic, Architect, representing the property owner, for Planning Commission consideration of a Development Plan for the construction of three buildings, each approximately 25,000 square feet. The site is zoned Business Park (BP) and is located at 1600 North O Street in Lompoc. The total gross floor area of the North O Street location would be 74,499 square feet. Full access to the site would be via a driveway along North O Street. The request includes a Tentative Parcel Map to subdivide the site to create three (3) commercial condominiums.

The Sea Smoke building would house only the Sea Smoke winery (**Figure 3**). Sea Smoke currently has 5 employees and does not intend to increase its employees. Sea Smoke would produce approximately 30,000 gallons of red wine per year. Water usage is estimated at 25,000 to 30,000 gallons per month. The other two buildings would have a use very similar in operation to Sea Smoke's; however, no tenants have been designated. The average size winery is 5,000 square feet and has two employees; with up to five wineries in each of the other two buildings there could be up to 20 employees. As a part of this project, improvements would also be made to North O Street. Utility connections would be made to all parcels. Parking for the Sea Smoke Cellars operation would include 61 spaces; 58 standard spaces and 3 handicapped accessible spaces.

The site is undeveloped land with a low-lying vegetative cover. A dilapidated, wooden garage is located on the northwest corner of the property, otherwise there are no buildings located on the site. The project fronts on North O Street, an existing public street. The project does not require any easements for access.

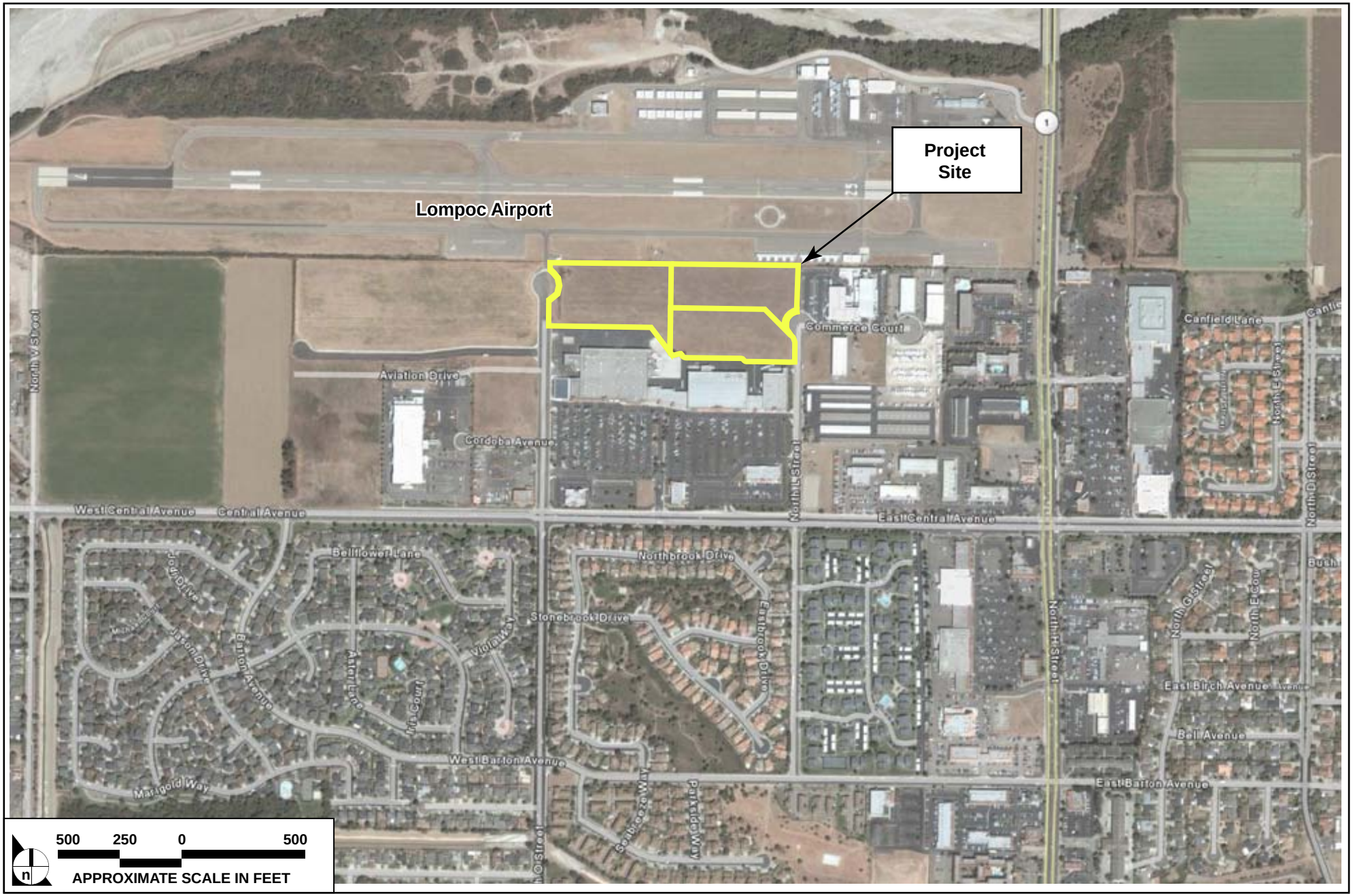


SOURCE: City of Lompoc, Impact Sciences, Inc. – September 2005

FIGURE **1**

Regional and Project Location Map

651-006•01/08

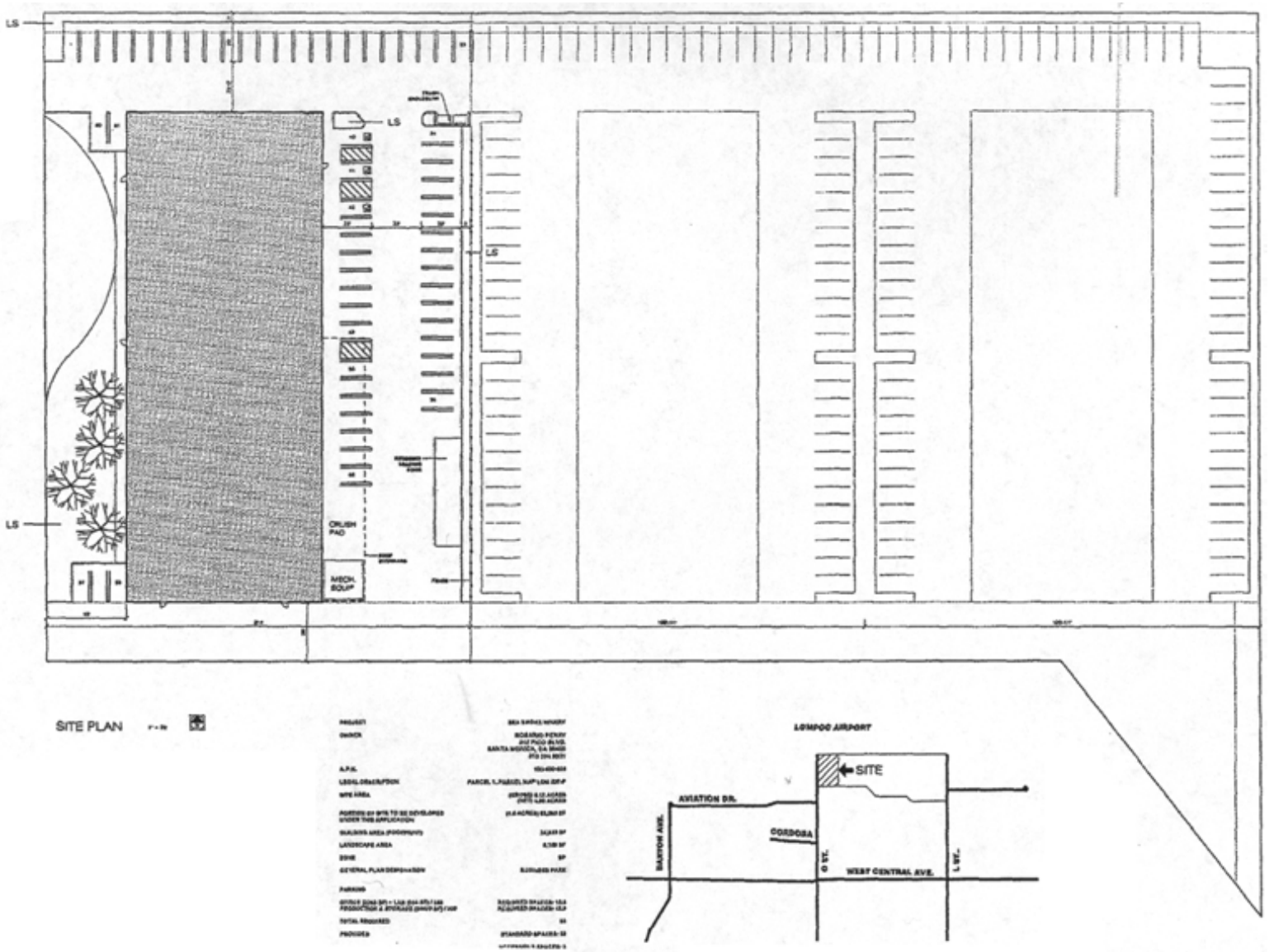


SOURCE: Google Earth - 2007, Impact Sciences, Inc. - November 2007

FIGURE **2**

Site and Surrounding Land Uses

651-006•01/08



NOT TO SCALE

SOURCE: Vladimir Milosevic, Architect – June 2007

FIGURE **3**

Conceptual Site Plan Sea Smoke Winery North O Street

651-006•01/08

Surrounding land uses include the Lompoc Airport to the north. The Wal-Mart Shopping Center and other commercial uses occupy land directly south of the site with an approximate 6-foot-high block wall separating the project site and shopping center. South of Central Avenue, land use is primarily residential. Land immediately west of 1600 North O Street is vacant, undeveloped property. Other business park, commercial areas are located southwest of the site along West Aviation Drive.

L Street Location

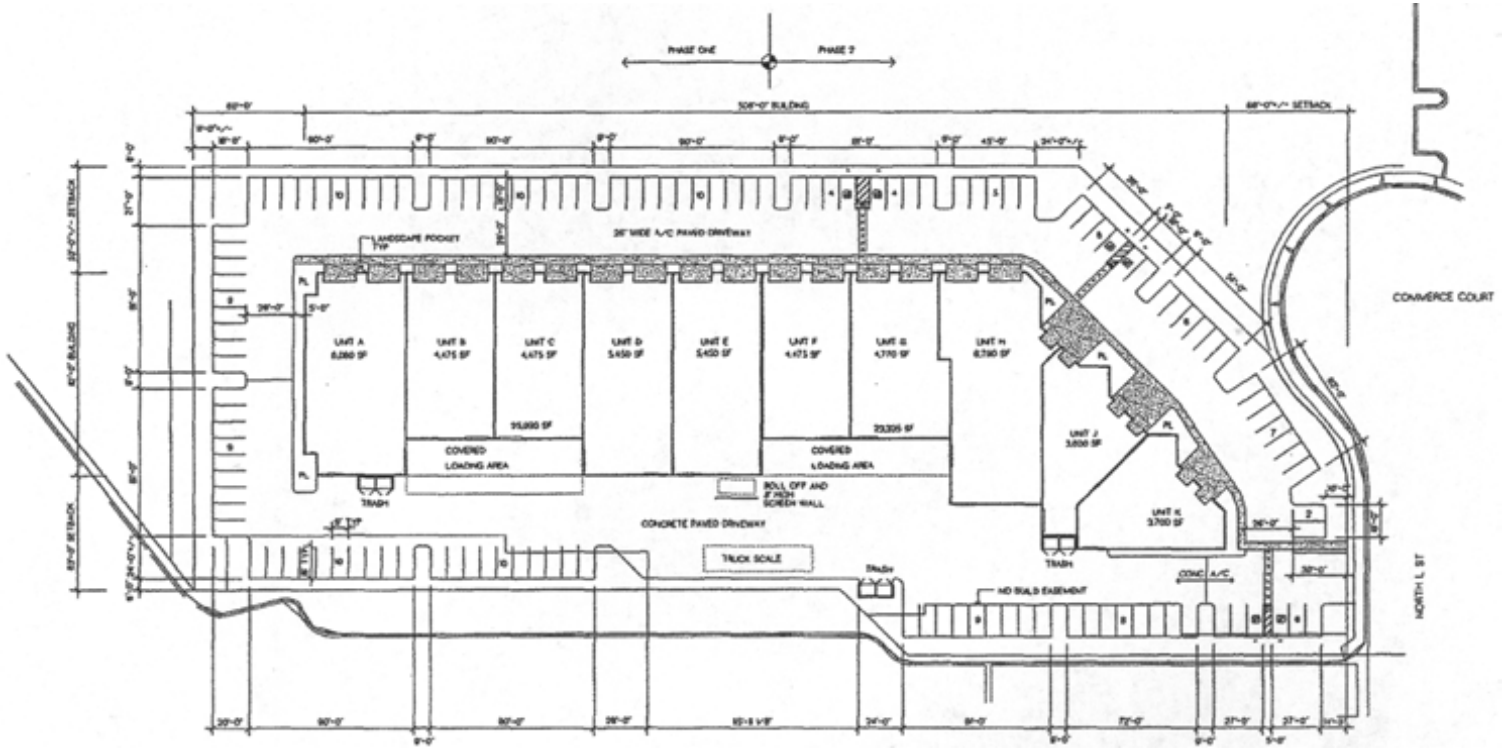
A request has been made by Vincent Dyer, Architect, representing the property owner, for Planning Commission consideration of a Development Plan for development of an area approximately 3.35 acres (net acres) for industrial/winery use at 1501 North L Street site (**Figure 4**). The site is zoned Business Park. The total gross floor area of the project would be 49,265 square feet. It is anticipated that 5,000 to 10,000 square feet of the building space would be used for wine case goods and barrel storage with the remaining square footage dedicated to wineries. The average size winery would be 2,000 to 5,000 square feet with a maximum of 10 wineries. Each winery would have up to 2 employees for 20 employees at this location. Employee and visitor parking would be accommodated with sufficient surface on-site parking spaces. A new drive approach would be constructed on North L Street. The site is undeveloped land with a low-lying vegetative cover. The project fronts on an existing public street, and a new driveway located on the northeast corner of the property would provide site access.

Surrounding land uses include the Lompoc Airport to the north. The Wal-Mart Shopping Center and other commercial uses occupy land directly south of the site. South of Central Avenue land use is primarily residential. Land immediately east of L Street supports commercial and business development and storage.

Public Agencies with Approval Authority (Including permits, funding, or participation agreements)**:** City of Lompoc, ABC, APCD.

Project Applicant, Name and Address:	**Project Consultant:**
O Street Location Rosario Perry 312 Pico Blvd. Santa Monica, CA 90405	**O Street Location** Vladimir Milosevic, Architect 991 Longview Avenue Pismo Beach, CA 93449
L Street Location Rosario Perry 312 Pico Blvd. Santa Monica, CA 90405	**L Street Location** Vincent Dyer, Architect 10761 Eton Avenue Chatsworth, CA 91311
General Plan Designation: Business Park	**City Zoning Designation:** Business Park (BP)
Surrounding Land Use Designations: North – Community Facility South – General Commercial East – Business Park West – Community Facility	**Surrounding Land Uses:** North – Airport South – Commercial/Retail East – Business Park West – Vacant

Environmental Setting: Undeveloped land zoned Business Park



NOT TO SCALE

SOURCE: Vincent Dyer, Architect – August 2007

FIGURE **4**

Conceptual Site Plan North L Street

651-006•01/08

B. TECHNICAL STUDIES

The following Technical Studies were prepared for this document:

Title	Prepared by/Date	Attached to IS	Available for Review
Final Perry Wineries Traffic Impact Study	Rick Engineering Company, January 2008		City of Lompoc
URBEMIS 2007	Impact Sciences, January 2008	X	

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

[ ] Aesthetics	[ ] Agriculture Resources	[ ] Air Quality
[ ] Biological Resources	[ ] Cultural Resources	[ ] Geology and Soils
[ ] Hazards and Hazardous Materials	[ ] Hydrology and Water Quality	[ ] Land Use and Planning
[ ] Mineral Resources	[ ] Noise	[ ] Population and Housing
[ ] Public Services	[ ] Recreation	[ ] Transportation and Traffic
[ ] Utilities and Service Systems	[ ] Mandatory Findings of Significance	

C. ENVIRONMENTAL IMPACTS:

Identify the potential for significant adverse impacts below. Note mitigation measures, if available, for significant adverse impacts.

I. AESTHETICS 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		

Comments

a) No Impact. The proposed buildings would not have a substantial adverse impact on a scenic vista as there are no scenic vistas in the immediate area as identified on the *City of Lompoc General Plan*, Urban Design Features Map (City of Lompoc 1997).

b) No Impact. The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, as the proposed project is not located within the viewshed of a state scenic highway per the City's General Plan, Urban Design Features and Scenic Ridgelines and Roads Map (City of Lompoc 1997). The proposed project would provide landscaping consistent with a commercial/business area and improve the view of the project from the adjacent area.

c) No Impact. The proposed project would not substantially degrade the existing visual character of the site or quality of the site and its surroundings. Planning Commission review and subsequent approval of the project architecture will assure compliance with established City *Architectural Review Guidelines.*

d) Less Than Significant With Mitigation Incorporated. There are no existing structures on the project site other than an old wooden garage located on the northwest corner of the North O Street location. The proposed project would create a potential new source of substantial light or glare, which would adversely affect day or nighttime views in the area. A lighting plan will be required as a condition of approval to assure that no substantial light and/or glare will adversely affect day or nighttime views in the area.

Mitigation

1. In order to assure that no additional light and glare spills off of the project site, the applicant will submit a lighting plan showing: lumens, fixture type, placement, and height of any lighting proposed for

the development. All lighting will be shielded to prevent glare and minimize light intrusion to adjacent properties.

Monitoring

The applicant will submit a lighting plan showing any proposed lighting for the development. City staff will review the adequacy of the plan during plan check.

II. AGRICULTURAL 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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				X

Comments

a) No Impact. The proposed project would not 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 uses as the site is within the existing City limits, zoned Business Park, and located in an urbanized area.

b) No Impact. The proposed project site is not currently used for agriculture or held in a Williamson Act contract. Agricultural uses would not be allowed within the existing zoning, Business Park.

c) No Impact. The proposed project would not involve changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. The site is not currently used for agriculture.

III. 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 nonattainment 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	

Comments

a) Less Than Significant Impact. The project site is located in the City, which is within the South Central Coast Air Basin (Basin). The Santa Barbara County portion of the Basin is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). The SBCAPCD is responsible for creating the Clean Air Plan (CAP) for Santa Barbara County. Since 1979, a number of Air Quality Attainment Plans (AQMPs) and CAPs have been prepared. The most recent is the 2007 Clean Air Plan (2007 CAP), which includes a variety of growth forecasts, strategies and control measures (SBCAPCD 2007a). The SBCAPCD prepared the 2007 CAP in partnership with the California Air Resources Board (CARB) and the United States Environmental Protection Agency (U.S. EPA). It was approved by the SBCAPCD Governing Board in August 2007. A project is considered to be consistent with the 2007 CAP if the direct and indirect emissions associated with the project are accounted for in the CAP's emissions growth assumptions and the project is consistent with policies adopted in the CAP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the CAP would not jeopardize attainment of the air quality levels identified in the CAP.

The 2007 CAP was prepared to address both federal and state requirements. Under Section 110(a)(1) of the federal Clean Air Act, areas that are designated as attainment for the federal 8-hour ozone standard and attainment for the previous federal 1-hour ozone standard with an approved maintenance plan must submit an 8-hour maintenance plan. The California Clean Air Act mandates that the CAP be updated every three years to attain the state ozone standard. The 2007 CAP represents the County's plan to maintain the federal 8-hour ozone standard and attain the state ozone standard.[1]

[1] Santa Barbara County is designated as attainment for the state 1-hour ozone standard. CARB promulgated an 8-hour ozone standard, which went into effect June 2006. Official designations have not been made; however, SBCAPCD data indicates the County will be considered nonattainment. The 8-hour standard is more protective of human health.

In order to satisfy federal and state requirements, the SBCAPCD 2007 CAP has adopted every feasible measure to reduce emissions of reactive organic compounds (ROC) and oxides of nitrogen (NO_X). The 2007 CAP includes the regulations promulgated by CARB and the U.S. EPA that reduce pollution from motor vehicles, off-road equipment, consumer products and fueling operations. Emission reductions from these adopted control measures will also help maintain attainment with the federal 8-hour ozone standard and help make progress toward the state ozone standards in Santa Barbara County. In addition, emission reductions from some of these measures will also reduce the precursors of secondary particulates, helping make progress toward attaining the state PM_{10} standard.

Under a joint Memorandum of Understanding (MOU) between the SBCAPCD and the Santa Barbara County Association of Governments (SBCAG), the SBCAG is responsible for the development and analysis of the 2007 CAP's on-road mobile source emissions estimates and Transportation Control Measures (TCMs) as well as for providing socio-economic (e.g., population, employment) projections that form the basis of the stationary and area source growth forecasts.

The proposed project includes several sources of direct and indirect emissions that are subject to regulations adopted by the SBCAPCD, CARB, and the U.S. EPA. These emission sources include stationary area sources (i.e., water heaters) and mobile sources (i.e., worker vehicles). The stationary area sources will comply with both the adopted and proposed emission control measures contained in the 2007 CAP that are applicable to these sources. The employment population generated by the project is consistent with SBCAG's growth projections for the City. Consequently, the project would be consistent with the 2007 CAP since it would comply with the CAP's emission control measures and would not induce growth over the projections that were used for future emission estimates.

Another measurement tool in assessing consistency with the CAP is to determine how a project accommodates the expected increase in employment. If a project could result in the minimization of vehicle miles traveled (VMT) both within the project and the community in which it is located, thereby minimizing air pollutant emissions, that aspect of the project is consistent with the CAP. The project is located on the north end of the City, which is an urban area accessible via the local transit system and sidewalks. The project is also located near to a major commercial shopping center. As a result, vehicle miles traveled and resulting air pollutant emissions could be reduced and the project is therefore consistent with the goals of the 2007 CAP.

b) Less Than Significant Impact. Ambient Air Quality Standards (AAQS) for seven criteria air pollutants. These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter with an aerodynamic diameter of less than 10 microns (PM_{10}), particulate matter with an aerodynamic diameter of less than 2.5 microns ($PM_{2.5}$) and lead (Pb). Currently the Santa Barbara County portion of the Basin is designated as attainment or unclassifiable/attainment for the federal AAQS. The area is designated as nonattainment for the state PM_{10} AAQS and unclassified for the state $PM_{2.5}$ AAQS. The state has not made official designations with respect to the 8-hour O_3 AAQS; however, the SBCAPD anticipates the area will be considered nonattainment. Ozone is formed by a photochemical reaction between ROC and NO_X. Thus, impacts from O_3 are assessed by evaluating ROC and NO_X impacts.

The SBCAPCD recommends that projects should be evaluated in terms of criteria pollutant significance thresholds established by the SBCAPD and published in the *Scope and Content of Air Quality Sections in Environmental Documents* (SBCAPCD 2007b). The thresholds of significance are intended to provide quantifiable levels to which individual project emissions can be compared. If project emissions would exceed any of the thresholds of significance for construction or operation, the project is considered to have significant impacts on air quality in the region and all feasible mitigation measures must be

implemented to reduce emissions to a less than significant level. The quantifiable thresholds listed below are currently recommended by the SBCAPCD and are used to determine the significance of air quality impacts associated with the proposed project.

The SBCAPCD has not established quantitative thresholds for short-term and construction-related emissions. Nonetheless, the SBCAPCD recommends that construction-related emissions of ROC, NO_X, PM_{10}, and $PM_{2.5}$ be quantified. Because the area is nonattainment for the state PM_{10} AAQS, standard dust control measures must be implemented for projects involving earth-moving activities. Additionally, SBCAPCD Rule 203 F.3 states that:

> *if the combined emissions from all construction equipment used to construct a stationary source which requires an Authority to Construct have the potential to exceed 25 tons of any pollutant, except carbon monoxide, in a 12 month period, the owner of the stationary source shall provide offsets as required under the provisions of Rule 804 and shall demonstrate that no ambient air quality standard would be violated.*

While there are no quantitative thresholds of significance for short-term or construction-related emissions, the SBCAPCD uses 25 tons per year for ROC or NO_X as a guideline for determining the significance of construction impacts.

The SBCAPCD has established quantitative thresholds for long-term operational emissions. A proposed project will not have a significant air quality impact if operation of the proposed project would:

- Emit (from all project sources, both stationary and mobile) less than the daily trigger for offsets or Air Quality Impact Analysis set in the SBCAPCD New Source Review Rule[2], for any pollutant (i.e., 240 pounds per day for ROC or NO_X; and 80 pounds per day for PM_{10}. There is no daily operational threshold for CO ; it is an attainment pollutant); and

- Emit less than 25 pounds per day of ROC or NO_X <u>from motor vehicle trips only</u>; and

- Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and

- Not exceed the SBCAPCD health risk public notification thresholds adopted by the SBCAPCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than one (1.0) for non-cancer risk; and

- Be consistent with the latest adopted federal and state air quality plans for Santa Barbara County.

<u>Construction Emission Impacts</u> – Construction emissions were calculated in accordance with the SBCAPCD using the URBEMIS 2007 emissions estimation model (Appendix A). Emissions were calculated for three project scenarios: (1) O Street Location (**Table III-1**), (2) L Street Location (**Table III-2**), and (3) Combined Locations (**Table III-3**). These estimates are based on the expected location, size, and development of the project. Where project-specific information was not available, model default assumptions were used. Particulate matter emission calculations assume that appropriate dust control measures would be implemented during project construction as required by the SBCAPCD. As illustrated

2 The SBCAPCD New Source Review Rule as it existed at the time of the SBCAPCD Environmental Review Guidelines were adopted in October 1995.

in **Table III-1, Table III-2,** and **Table III-3**, construction activities would not exceed 25 tons per year for ROC or NO_X. Thus, impacts would be less than significant, and no mitigation measures are required.

Table III-1
Maximum Annual Estimated Construction Emissions, O Street Location

Emissions Source	Maximum Emissions in Tons per Year				
	ROC	NO_X	CO	SO_2	PM_{10}
2008: Grading					
Fugitive Dust	—	—	—	—	0.14[1]
Off-Road Diesel	0.04	0.35	0.17	0.00	0.02
On-Road Diesel	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.02	0.00	0.00
2008: Building Construction, Architectural Coating, and Asphalt Paving					
Bldg. Const. Off-Road Diesel	0.36	1.59	1.03	0.00	0.12
Bldg. Const. Vendor Trips	0.03	0.47	0.32	0.00	0.02
Bldg. Const. Worker Trips	0.04	0.06	0.84	0.00	0.00
Arch. Coatings Off-Gas	0.80	—	—	—	—
Arch. Coatings Worker Trips	0.00	0.00	0.01	0.00	0.00
Asphalt Off-Gas	0.00	—	—	—	—
Asphalt Off-Road Diesel	0.02	0.12	0.06	0.00	0.01
Asphalt On-Road Diesel	0.00	0.01	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.02	0.00	0.00
Maximum Tons per Year:	**1.29**	**2.61**	**2.48**	**0.00**	**0.31**
SBCAPCD Threshold:	25	25	—	—	—
Exceeds Threshold?	NO	NO	—	—	—

Source: Impact Sciences, Inc. Emissions calculations are provided in the Appendix to this section.
Totals in the table may not appear to add exactly due to rounding in the computer model calculations.
[1] *PM_{10} emissions reflect SBCAPCD dust mitigation compliance (watering two times daily).*

Table III-2
Maximum Annual Estimated Construction Emissions, L Street Location

Emissions Source	Maximum Emissions in Tons per Year				
	ROC	NO_X	CO	SO_2	PM_{10}
2008: Grading					
Fugitive Dust	—	—	—	—	0.09[1]
Off-Road Diesel	0.04	0.35	0.17	0.00	0.02
On-Road Diesel	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.02	0.00	0.00
2008: Building Construction, Architectural Coating, and Asphalt Paving					
Bldg. Const. Off-Road Diesel	0.12	0.92	0.45	0.00	0.06
Bldg. Const. Vendor Trips	0.02	0.31	0.21	0.00	0.01
Bldg. Const. Worker Trips	0.02	0.04	0.56	0.00	0.00
Arch. Coatings Off-Gas	0.53	—	—	—	—
Arch. Coatings Worker Trips	0.00	0.00	0.01	0.00	0.00
Asphalt Off-Gas	0.00	—	—	—	—
Asphalt Off-Road Diesel	0.01	0.09	0.05	0.00	0.01
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.02	0.00	0.00
Maximum Tons per Year:	**0.75**	**1.71**	**1.48**	**0.00**	**0.19**
SBCAPCD Threshold:	25	25	—	—	—
Exceeds Threshold?	NO	NO	—	—	—

Source: Impact Sciences, Inc. Emissions calculations are provided in the Appendix to this section.
Totals in the table may not appear to add exactly due to rounding in the computer model calculations.
[1] *PM_{10} emissions reflect SBCAPCD dust mitigation compliance (watering two times daily).*

Table III-3
Maximum Annual Estimated Construction Emissions, Combined

Emissions Source	Maximum Emissions in Tons per Year				
	ROC	NO_X	CO	SO_2	PM_{10}
2008: Grading					
Fugitive Dust	—	—	—	—	0.24[1]
Off-Road Diesel	0.04	0.35	0.17	0.00	0.02
On-Road Diesel	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.02	0.00	0.00
2008: Building Construction, Architectural Coating, and Asphalt Paving					
Bldg. Const. Off-Road Diesel	0.36	1.59	1.03	0.00	0.12
Bldg. Const. Vendor Trips	0.06	0.78	0.54	0.00	0.03
Bldg. Const. Worker Trips	0.06	0.11	1.39	0.00	0.01
Arch. Coatings Off-Gas	1.33	—	—	—	—
Arch. Coatings Worker Trips	0.00	0.00	0.02	0.00	0.00
Asphalt Off-Gas	0.00	—	—	—	—
Asphalt Off-Road Diesel	0.02	0.12	0.06	0.00	0.01
Asphalt On-Road Diesel	0.00	0.01	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.02	0.00	0.00
Maximum Tons per Year:	**1.86**	**2.96**	**3.26**	**0.00**	**0.42**
SBCAPCD Threshold:	25	25	—	—	—
Exceeds Threshold?	NO	NO	—	—	—

Source: Impact Sciences, Inc. Emissions calculations are provided in the Appendix to this section.
Totals in the table may not appear to add exactly due to rounding in the computer model calculations.
[1] *PM_{10} emissions reflect SBCAPCD dust mitigation compliance (watering two times daily).*

The project will implement dust control measures during the construction phases of new project development consistent with the SBCAPCD dust mitigation measures adopted in the 1979 Air Quality Attainment Plan. The first measure is required for all projects involving earthmoving activities regardless of project size or duration. Implementation of all these measures, as needed, is recommended for all projects involving earth moving activities:

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. 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 whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever possible.

- Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

- Gravel pads must be installed at all access points to prevent tracking of mud on to public roads.

- If importation, exportation, and stockpiling of fill material are involved, soil stockpiled for more than two days 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.

- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

- The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress.

Operational Emission Impacts – Operational emissions would be generated by both area and mobile sources as a result of normal day-to-day activity on the project site after occupation. Area source emissions would be generated by the consumption of natural gas for water heating devices, periodical architectural coating maintenance, and landscape maintenance. Additionally, the proposed project would emit ROC from the fermentation, aging, and storage of wine and from the maintenance and testing of the on-site emergency firewater pump engines. Mobile source emissions would be generated by motor vehicles traveling to and from the project site.

Operational emissions were calculated in accordance with the SBCAPCD using the URBEMIS 2007 emissions estimation model (Appendix A). However, emissions from wine fermentation, aging and storage, industrial boilers, and firewater pump engines were calculated outside of URBEMIS 2007; the program does not provide emission estimates from these sources. These emissions were calculated using a spreadsheet and emission factors provided by the SBCAPCD. It was assumed that the O Street Location would have two boilers rated at 5 million British thermal units (MMBtu) each and one firewater pump engine rated at 250 horsepower. It was assumed that the L Street Location would have nine boilers rated at 2 MMBtu each and one firewater pump engine rated at 250 horsepower. Each location would produce up to 60,000 gallons of red wine per year. The spreadsheet emissions were added to the URBEMIS 2007 emissions. Emissions were calculated for three project scenarios: (1) O Street Location (**Table III-4**), (2) L Street Location (**III-5**), and (3) Combined Locations (**III-6**).

The operational emissions associated with the proposed project would not exceed the SBCAPCD thresholds of significance. The project would not be a substantial source of toxic air contaminants. The firewater pump engines would only operate during emergencies or during periodic maintenance and testing limited to 50 hours per year. Therefore, the project would not exceed the SBCAPCD health risk public notification thresholds adopted by the SBCAPCD Board. The operational emissions generated by the proposed project would not result in a significant impact, and no mitigation measures are required.

Table III-4
Maximum Daily Estimated Operational Emissions, O Street Location

Emissions Source	Emissions in Pounds per Day				
	ROC	NO_X	CO	SO_2	PM_{10}
Summertime Emissions[1]					
Operational (Mobile) Sources	4.52	4.81	44.87	0.02	4.04
Area Sources	0.64	0.83	2.34	0.00	0.00
Wine Emissions	15.20	0.00	0.00	0.00	0.00
Boiler	1.30	8.64	71.28	3.28	1.80
Firewater Pump	0.44	6.17	8.15	0.01	0.33
Summertime Emission Totals	22.10	20.45	126.64	3.31	6.17
SBCAPCD Operational (Mobile) Sources Thresholds[3]	25	25	—	—	—
SBCAPCD Total Project Thresholds	240	240	—	—	80
Exceeds Threshold?	NO	NO	—	—	NO
Wintertime Emissions[2]					
Operational (Mobile) Sources	4.76	5.64	47.48	0.02	4.04
Area Sources	0.50	0.81	0.68	0.00	0.00
Wine Emissions	15.20	0.00	0.00	0.00	0.00
Boiler	1.30	8.64	71.28	3.28	1.80
Firewater Pump	0.44	6.17	8.15	0.01	0.33
Wintertime Emission Totals	22.20	21.26	127.59	3.31	6.17
SBCAPCD Operational (Mobile) Sources Thresholds[3]	25	25	—	—	—
SBCAPCD Total Project Thresholds	240	240	—	—	80
Exceeds Threshold?	NO	NO	—	—	NO

Source: Impact Sciences, Inc. Emissions calculations are provided in the Appendix to this section.
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
1 "Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).
2 "Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).
3 Significance thresholds for ROC and NO_X apply to motor vehicle trips only.

Table III-5
Maximum Daily Estimated Operational Emissions, L Street Location

Emissions Source	Emissions in Pounds per Day				
	ROC	NO_X	CO	SO_2	PM_{10}
Summertime Emissions[1]					
Operational (Mobile) Sources	2.99	3.18	29.67	0.01	2.67
Area Sources	0.49	0.83	2.34	0.00	0.00
Wine Emissions	15.20	0.00	0.00	0.00	0.00
Boiler	2.33	15.55	128.30	5.91	3.24
Firewater Pump	0.44	6.17	8.15	0.01	0.33
Summertime Emission Totals	21.45	25.73	168.46	5.93	6.24
SBCAPCD Operational (Mobile) Sources Thresholds[3]	25	25	—	—	—
SBCAPCD Total Project Thresholds	240	240	—	—	80
Exceeds Threshold?	NO	NO	—	—	NO
Wintertime Emissions[2]					
Operational (Mobile) Sources	3.15	3.73	31.40	0.01	2.67
Area Sources	0.35	0.81	0.68	0.00	0.00
Wine Emissions	15.20	0.00	0.00	0.00	0.00
Boiler	2.33	15.55	128.30	5.91	3.24
Firewater Pump	0.44	6.17	8.15	0.01	0.33
Wintertime Emission Totals	21.47	26.26	168.53	5.93	6.24
SBCAPCD Operational (Mobile) Sources Thresholds[3]	25	25	—	—	—
SBCAPCD Total Project Thresholds	240	240	—	—	80
Exceeds Threshold?	NO	NO	—	—	NO

Source: Impact Sciences, Inc. Emissions calculations are provided in the Appendix to this section.
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
1 "Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).
2 "Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).
3 Significance thresholds for ROC and NO_X apply to motor vehicle trips only.

Table III-6
Maximum Daily Estimated Operational Emissions, Combined

Emissions Source	Emissions in Pounds per Day				
	ROC	NO_X	CO	SO_2	PM_{10}
Summertime Emissions[1]					
Operational (Mobile) Sources	7.52	8.00	74.53	0.03	6.71
Area Sources	0.92	0.83	2.34	0.00	0.00
Wine Emissions	30.40	0.00	0.00	0.00	0.00
Boiler	3.63	24.19	199.58	9.91	5.04
Firewater Pump	0.88	12.34	16.30	0.02	0.66
Summertime Emission Totals	43.35	45.36	292.75	9.24	12.41
SBCAPCD Operational (Mobile) Sources Thresholds[3]	25	25	—	—	—
SBCAPCD Total Project Thresholds	240	240	—	—	80
Exceeds Threshold?	NO	NO	—	—	NO
Wintertime Emissions[2]					
Operational (Mobile) Sources	7.91	9.38	78.88	0.03	6.71
Area Sources	0.78	0.81	0.68	0.00	0.00
Wine Emissions	30.40	0.00	0.00	0.00	0.00
Boiler	3.63	24.19	199.58	9.91	5.04
Firewater Pump	0.88	12.34	16.30	0.02	0.66
Wintertime Emission Totals	43.60	46.72	295.44	9.24	12.41
SBCAPCD Operational (Mobile) Sources Thresholds[3]	25	25	—	—	—
SBCAPCD Total Project Thresholds	240	240	—	—	80
Exceeds Threshold?	NO	NO	—	—	NO

Source: Impact Sciences, Inc. Emissions calculations are provided in the Appendix to this section.
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
1 "Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).
2 "Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).
3 Significance thresholds for ROC and NO_X apply to motor vehicle trips only.

Global Climate Change Cumulative Impact Discussion: The proposed project would emit greenhouse gases, primarily carbon dioxide (CO2) and to a lesser extent methane (CH4) and nitrous oxide (N2O). Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases. There are currently no established thresholds for measuring the significance of a project's cumulative contribution to global climate change. The SBCAPCD recommends that project implementation incorporate all feasible mitigation to reduce the emissions of greenhouse gases.

As discussed previously, the project will comply with both the adopted and proposed emission control measures contained in the 2007 CAP. While this serves primarily to reduce emissions of criteria pollutants, greenhouse gas emissions will also be reduced. Furthermore, since the project is located in an urban setting next to a major shopping center with access to the local public transit system, vehicular emissions would potentially be reduced. Additionally, the project is consistent with the growth projections under the 2007 CAP. For these reasons, the contribution of the project to the impact is not cumulatively considerable.

c) Less Than Significant Impact. Because Santa Barbara County is currently in nonattainment for the state PM_{10} AAQS and is expected to be nonattainment for the state 8-hour O_3 AAQS, cumulative development (i.e., related projects) could violate an air quality standard or contribute to an existing or projected air quality violation. For purposes of this document, individual projects that exceed the SBCAPCD recommended daily thresholds for project-specific impacts would be considered to cause a cumulatively considerable increase in emissions for those pollutants for which the County is in nonattainment. As discussed above, construction and operation of the project would not result in a net increase in daily emissions that would exceed the threshold of significance recommended by the SCAQMD. Therefore, the contribution of the project would not be cumulatively considerable.

Cumulative development (i.e., related projects) is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of, the 2007 CAP. The CAP was prepared to accommodate growth and to reduce the levels of ozone precursor pollutants within the areas under the jurisdiction of the SBCAPCD.

d) Less Than Significant Impact. The nearest sensitive receptors to the project site include residential land uses to the south and Olive Grove Charter School approximately 1,200 feet to the southeast. Several large commercial buildings and business offices, including a Wal-Mart shopping center, are located between the project site and the sensitive receptors. As shown in Table III-1, Table III-2, and Table III-3, the project's construction-related emissions would not exceed the significance thresholds. In addition, project construction would incorporate the use of dust control measures, as required by the SBCAPCD. Therefore, the project's construction-related emissions would also not expose any sensitive receptors to substantial pollutant concentrations.

As shown in **Table III-4**, **Table III-5**, **Table III-6**, the project's on-site operational emissions are not anticipated to exceed the significance thresholds. In addition, while the County is designated as attainment for CO and the SBCAPCD does not require an analysis of CO emissions, areas of vehicle congestion have the potential to create pockets of CO referred to as CO "hotspots." These hotspots have the potential to exceed the state ambient air quality 1-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9.0 ppm. The federal levels are based on 1- and 8-hour standards of 35 and 9 ppm, respectively. Thus, an exceedance condition would occur based on the state standards prior to exceedance of the federal standard. As such, exceedance of the state ambient air quality 1-hour standard of 20 ppm or the 8-hour standard of 9.0 ppm would constitute a significant air quality impact from the creation of substantial concentrations of CO. Based on the most recent air quality reports provided by the SBCAPCD for years 2003 through 2005, the maximum 1-hour CO concentration monitored at the Lompoc air monitoring station (South H Street, Lompoc, California) was 3.0 ppm. These reports do not indicate the 8-hour CO concentrations; however, based on the CARB Air Quality Data Statistics website for the same monitoring station for the same years, the maximum 8-hour CO concentration was 1.7 ppm. As the proposed project will not conduct public wine tasting, the proposed project will not result in motor vehicle traffic such that localized CO hotspots would be generated. Therefore, the project's operational-related emissions would also not expose any sensitive receptors to substantial pollutant concentrations, and no mitigation measures are required.

e) Less Than Significant Impact. The proposed project would develop winery facilities on the project site, which may produce odors during the wine-making process. An Odor Abatement Plan (OAP) may be developed as part of the project. SBCAPCD inspectors are required to respond to public nuisance complaints under SBCAPCD Rule 303, and may review the OAP for adequacy in mitigating potential nuisance odor impacts from the project. OAPs should include the following elements:

- Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints.
- Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond.
- Description of potential odor sources at the facility.
- Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add-on air pollution control equipment.
- Contingency measures to curtail emissions in the event of a public nuisance complaint.

Construction activity associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust in proximity to sensitive receptor locations. However, any detectable odors or heavy-duty equipment exhaust would be associated with initial construction and would be considered short term. Therefore, no significant impacts would occur, and no mitigation measures are required. As a result, impacts from odors would remain less than significant, and no mitigation measures are required.

IV. 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, and 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

Comments

a) No Impact. The proposed project would not 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 (CDFG) or U.S. Fish and Wildlife Service (USFWS). The project site is in an urbanized area and is not identified, in the *City of Lompoc General Plan (1997),* Biologically Significant Areas Map as being in an area of biological significance.

b) No Impact. The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS. There is no surface water present on the proposed site or adjacent to the site, which is located in an urbanized area.

c) No Impact. The proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means. There are no wetlands present on or near the site.

d) No Impact. The proposed project would not 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. The proposed site has not been identified as significant wildlife habitat and there would be no significant impact on movement of wildlife.

e) No Impact. The proposed project would not conflict with any local policies or ordinance protecting biological resources, such as a tree preservation policy or ordinance. There are no trees on the existing project site that have biological, historic, or cultural significance.

f) No Impact. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No such plans apply to this area.

V. 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 Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 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		

Comments

a) No Impact. The proposed project would not cause a substantial adverse change in the significance of a historical resource, as identified in Section 15064.5. Section 15064.5(a)(3) of the *California Environmental Quality Act (CEQA) Guidelines* generally defines historical resources as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic value. The subject site is not identified in the *City of Lompoc Cultural Resources Study* (Spanne 1988) as having an historical resource on the site.

b) Less Than Significant With Mitigation Incorporated. The site is identified on the *City of Lompoc General Plan (1997),* Archaeological Sensitivity Zones Map, as being located in a Low Sensitivity Zone. A Low Sensitivity Zone is characterized by less diversity of plant, animal, and mineral resources important to prehistoric and early historic peoples (Spanne 1988). Standard mitigation measures related to the accidental discovery of archaeological resources during site construction activities are recommended below.

c) Less Than Significant With Mitigation Incorporated. Paleontological resources, or fossils are the remains, imprints, or traces of prehistoric animals and plant preserved in rocks and sediments. The proposed project would not directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature. The site is identified on the *City of Lompoc General Plan (1997),* Archaeological Sensitivity Zones Map, as being located in a Low Sensitivity Zone. Standard mitigation measures related to the accidental discovery of paleontological resources during site construction activities are recommended below.

d) Less Than Significant With Mitigation Incorporated. The proposed project would not disturb any human remains, including those interred outside of formal cemeteries. Standard mitigation measures for discovery of any human remains are recommended below.

Mitigation

2. If archaeological artifacts are unearthed or exposed during construction, all ground-disturbing work in the vicinity shall stop immediately, the City of Lompoc Planning Division shall be notified, and the artifacts and the site will be evaluated by an experienced archaeologist. An appropriate plan for the evaluation of artifacts from the site will be prepared and its implementation overseen by an experienced archaeologist, prior to the restarting of ground-disturbing work at the project site.

Monitoring

City staff will monitor the grading and construction activities for the proposed project. The construction contractor will also notify the City of any archaeological artifacts unearthed during construction.

Mitigation

3. Any discovery of human remains will be treated in accordance with State Health and Safety Code Section 7050.5, which requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to the Public Resources Code Section 5097.98. If human remains are discovered during construction, the City, the County Coroner, and the Native American Heritage Commission will be notified and their recommendations and requirements adhered to, prior to continuation of construction activity.

Monitoring

City staff will monitor the grading and construction activities for the proposed project. The construction contractor will also notify the City of any human remains unearthed during construction.

Mitigation

4. If paleontological artifacts are unearthed or exposed during construction, all ground-disturbing work will stop immediately and the City of Lompoc Planning Division notified. The artifacts and site will be evaluated by an experienced paleontologist/cultural resources specialist. An appropriate plan for the evaluation of the artifacts from the site will be prepared and its implementation overseen by an experienced paleontologist.

Monitoring

City staff will monitor the grading and construction activities for the proposed project. The construction contractor will also notify the City of any paleontological artifacts unearthed during construction.

VI. 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
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 reading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the 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

Comments

a) Less Than Significant With Mitigation Incorporated. No fault identified on Alquist-Priolo Maps occurs on or near the project site. The San Andreas Fault Zone is the largest active fault zone within a 100-mile radius of the project site. Based upon the *City of Lompoc Seismic and Geologic Conditions Study* (Morro Group 1987), the area is not subject to unusual geologic activity nor does it have unique features. The site is not identified on the *City of Lompoc General Plan*, Geologic and Soils Hazards Map (1997), as being located in an area subject to rupture of a known earthquake fault, strong seismic ground shaking, seismic related ground failure, including liquefaction; or landslides. With the use of seismic design parameters in the Uniform Building Code, as well as adherence to the most current state, County, and City standards for earthquake resistant construction would reduce impacts related to seismic hazards to a less than significant level.

b) Less Than Significant Impact. The proposed project would not result in substantial soil erosion or the loss of topsoil. The site is relatively flat and grading activities would be minimal. Implementation of standard mitigation measures used to control construction air quality particulate emissions would ensure the control of topsoil erosion. Examples of standard measures used to control construction emissions included but are not limited to, watering unpaved road surfaces and materials transported off site, suspending all excavating and grading operations when wind speeds exceed 20 mph, and minimizing the area disturbed by clearing, grading, earth moving, or excavation activities. Landscaping would be installed immediately after building construction is complete. With the implementation of these standard construction practices, impacts related to soil erosion would be less than significant.

c) No Impact. The site is not identified on the *City of Lompoc General Plan*, Geologic and Soils Hazards Map (1997) as being in an area 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 reading, subsidence, liquefaction, or collapse.

d) No Impact. The proposed project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. The site is located in an area of Class III and Class IV soils per the *City of Lompoc General Plan*, Soil Classifications Map (1997). The City of Lompoc is located in Seismic Zone 3 as defined in the Uniform Building Code (UBC). Zone 3 is generally considered as providing adequate protection against significant damage as a result of earthquake shaking.

e) No Impact. No septic tanks or alternative wastewater disposal systems would be used for this project. The proposed project would be connected to the City's wastewater treatment system.

Mitigation

5. Soil preparation for all structures and improvements on the site will be prepared in conformance with the Geotechnical Recommendations in the Soils Report prior to construction.

Monitoring

City staff will monitor the grading activities for the proposed project to ensure soil preparation for all structures and improvements on the site is in conformance with the Geotechnical Recommendations in the Soils Report prior to construction.

Mitigation

6. The project will utilize seismic design measures contained in the latest edition of the Uniform Building Code.

Monitoring

City staff will review the building plans to ensure the project utilizes seismic design measures contained in the latest edition of the Uniform Building Code.

Mitigation

7. Design and construction of all structural elements of the project will adhere to the most current state, County, and City standards for earthquake-resistant construction.

Monitoring

City staff will review the building plans to ensure the Design and construction of all structural elements of the project will adhere to the most current state, County, and City standards for earthquake-resistant construction.

VII. 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

Comments

a) No Impact. The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No hazardous materials would be utilized in the wineries.

b) No Impact. The proposed project would not 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. Acutely hazardous or hazardous materials are not expected to be used in winery production. A program will be offered to winery tenants to use chlorine free and "green" soaps. To sanitize hoses, tanks, barrels, and other winemaking equipment most wineries utilize

180 degree Fahrenheit hot water and / or ozone. Ozone is transported through cold water. To clear barrels, PeroxyCarb diluted in water is the main solvent.

c) No Impact. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

d) No Impact. The proposed project is not on a site that has been included on a list of hazardous materials complied pursuant to Government Code Section 65962.5. It would not create a significant hazard to the public or the environment.

e, f) No Impact. The Lompoc Airport would have a less than significant impact on the safety of people working within the proposed project area (P&D Aviation 1993). The southern limit of the Airport's Safety Zone in the Lompoc Airport Master Plan extends south to Central Avenue. The majority of flight patterns are to the north and northeast of the airport (refer to Section XI. Noise).

g) No Impact. The proposed project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed buildings would be accessible through the construction of driveways on both North O and North L Streets and the interior roadways are wide enough to accommodate emergency vehicles.

h) No Impact. The proposed project would not 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, because the proposed project is located in the urbanized area of the City of Lompoc. *The City of Lompoc General Plan (1997),* Safety Element, Wildland Fire Hazard Area Map shows the urban core as a Low Hazard area.

VIII. 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

Comments

a) No Impact. The project would not violate any water quality standards or waste discharge requirements. The proposed project would be connected to the City's wastewater reclamation plant, which provides wastewater treatment to the site and surrounding area.

b) No Impact. The 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 (City of Lompoc Water Department 2007). The project would be connected to the City's water distribution center.

c–f) Less Than Significant. The project would not substantially alter the existing drainage pattern of the site or area, in a manner which would result in substantial erosion or siltation on- or off-site or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project would not create or contribute runoff of water, which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff. It would not substantially degrade water quality. A drainage plan would be required to maintain adequate drainage on the site. Filters to remove sediment, oil, and grease would be required as a condition of approval to assure that all water draining from new parking areas would be properly filtered prior to entering the City's storm water drainage system. Site clearing and grading would be minimal. Clearing and grading activities have the potential to result in the discharge of sediment and temporary water quality impacts. The proposed improvements would occur on greater than 1 acre of land, and therefore would require a National Pollution Discharge Elimination System (NPDES) permit. As part of this general permit, a Stormwater Pollution Prevention Plan (SWPPP) must be prepared that identifies Best Management Practices (BMPs) to be used during construction and operation phases of the project. Compliance with NPDES requirements would ensure that the project would result in less than significant impacts related to drainage on or off the site.

g, h) No Impact. The proposed project would not place housing or structures within a 100-year flood hazard area per the City's General Plan Flood Hazard Area Map (1997). Per the Federal Emergency Management Agency flood maps, the proposed project site is located in Zone X. Zone X is defined as areas outside the 1-percent annual chance floodplain, areas of 1 percent annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1 percent annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1 percent annual chance flood by levees (Federal Emergency Management Agency 2008).

i) No Impact. The proposed project would not 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.

j) No Impact. The proposed project would not create a threat of inundation by seiche, tsunami, or mudflow. The subject site is located approximately 10 miles from the ocean, so tsunamis are very unlikely. The site is also not located near a water body or a significant slope or volcano; mudflows and seiches are very unlikely.

IX. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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

Comments

a) No Impact. The proposed project would not physically divide an established community. The site is located within the existing City limits in an established area.

b) No Impact. The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project is consistent with the City's General Plan and Zoning.

c) No Impact. There is not a habitat conservation plan or natural community conservation plan, which applies to the site; therefore, there would be no conflict with such a plan.

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

Comments

~~a~~–b) No Impact. The proposed project would not result in a loss of availability of a known mineral resource that would be of value to the region and the residents of the state. There would be no loss in the availability of a locally-important mineral resource recovery site. The City of Lompoc, Mineral Resources Map, does not identify the project area as being a locally important mineral resource recovery site.

XI. NOISE Would the project:	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

Comments

a) Less Than Significant With Mitigation Incorporated. The proposed project would not expose persons to, or generate, noise levels in excess of standards established in *City of Lompoc General Plan* Noise Element (1997). The proposed winery operations would be conducted indoors and would not generate excessive noise levels. Operational noise would be limited to vehicular noise from incoming and outgoing cars and trucks and loading/unloading operations.

Existing noise conditions on the project site are typical of an urban environment. Mobile sources, in the form of roadway noise and limited aircraft noise, are the primary noise sources in the project area. The noise standards identified in the City's General Plan do not include quantitative standards or thresholds of significance for construction noise, steady-state sources of noise such as mechanical equipment, or periodic sources of noise such as vehicle loading. However, the City considers an increase in existing ambient noise levels of 5 decibels measured on an A-weighted scale (dB(A)) or greater at noise sensitive receptor locations during construction to be significant. Construction noise would be temporary and would be mitigated to less than significant with the incorporation of mitigation measures discussed below for item d.

b) No Impact. The proposed project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Groundborne vibration or noise levels are typically associated with the development of large, multi-story buildings that require the use of high-impact pile driving. Pile driving would not be required in the construction of the proposed project.

c) Less Than Significant Impact. The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. The site is presently undeveloped; however, it is adjacent to the Lompoc Airport to the north and a commercial/retail shopping center to the south. Operational noise levels would primarily be associated with incoming/outgoing traffic from cars and trucks and loading / unloading operations from trucks.

d) Less Than Significant With Mitigation Incorporated. Development of the proposed project would involve grading, and roadway and building construction. These activities usually require the use of heavy equipment such as graders, water trucks, loaders, and pavers. Noise levels associated with this type of equipment range from 75 to 85 dB(A) at a distance of 50 feet. There are no sensitive receptors located in close proximity to the project site. The closest receptor to the project site is the commercial/retail center adjacent to the property and other businesses located at Commerce Court directly east of L Street. The Lompoc Airport is located directly adjacent to the proposed site. Using a noise level of 85 dB(A) at a distance of 50 feet and an attenuation rate of 6 dB(A) per doubling distance, the nearest receptor would experience periodic noise levels of 73 dB(A) or 68 dB(A) CNEL. With the incorporation of standard construction noise mitigation measures and adherence to the City's hours of construction, noise impacts from construction activities would be less than significant. Construction activities would be limited to daytime hours and would comply with all City rules and regulations. Hours of construction shall be limited to Monday through Friday between the hours of 7:30 AM and 5 PM, and Saturday between the hours of 8 AM and 5 PM. No construction activities are allowed to take place on Sundays.

e) Less Than Significant Impact. The proposed project is located adjacent to the Lompoc Airport. Flight tracks for the Lompoc Airport currently pass over a portion of the Mesa Oaks area northeast of the airport and occasionally along Central Avenue. The State of California has adopted the Community Noise Equivalent Level (CNEL) as the methodology for describing airport noise exposure. CNEL is an energy-averaging metric that combines the average noise level of each aircraft flying over in a 24-hour period and the number of flyovers during that period. To incorporate the increased annoyance of aircraft noise during the evening and nighttime hours, the CNEL assigns a weighting of 3 times to aircraft noise events occurring between the hours of 7:00 and 10:00 PM and a weighting of 10 times to aircraft noise events occurring between 10:00 PM and 7:00 AM. A CNEL level is approximately equal to the average dB(A) level during an entire day. A 65 CNEL level represents a time-averaged constant noise level of 65 dB(A) even though noise events higher and lower than 65 dB(A) would be experienced throughout the day (P&D Aviation 1993). Using the Integrated Noise Model (INM) developed for the Federal Aviation Administration (FAA), CNEL noise contours were prepared for the Lompoc Airport; noise contours around the airport are expected to increase through 2015. The increased noise will be a result of more aircraft activity, larger aircraft, and a greater number of nighttime operations. Future noise contours are expected to remain relatively small.

State of California noise standards do not permit incompatible land uses with the 65 CNEL contour, except for conditional variances granted to existing airports. The City of Lompoc has developed a draft of interior and exterior noise standards for the noise element of the City's General Plan; these standards are under review and have not been adopted by the City. These draft noise standards allow interior energy average CNEL noise levels of 65 and exterior energy average CNEL for manufacturing and warehouses (P&D Aviation 1993). The Lompoc Airport Master Plan indicates that the airport noise area for the year 2015 be defined by the 60 CNEL noise contour. This contour would extend east to H Street and west to N. Bailey Avenue. The southern limit of the noise contour would be over the proposed project area.

f) No Impact. The proposed project is not located within the vicinity of a private airstrip.

Mitigation

8. The project applicant will require construction contractors to implement feasible noise controls to minimize equipment noise impacts on nearby sensitive receptors. Feasible noise controls include improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds.

Monitoring

City staff will monitor construction activities to ensure feasible noise controls are implemented.

Mitigation

9. Equipment used for project construction will be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. External jackets on the tools will be used where feasible. Quieter procedures will be used wherever feasible.

Monitoring

City staff will monitor construction activities to ensure feasible noise controls are implemented.

Mitigation

10. The construction contractor shall implement appropriate additional noise reduction measures that include shutting off idling equipment, and notifying adjacent businesses (at least one time) in advance of construction work. In addition, the City will require the posting of signs prior to grading activities with a phone number for people to call in with noise complaints.

Monitoring

City staff will monitor construction activities to ensure feasible noise controls are implemented and signs are posted prior to grading activities with a phone number for people to call in with noise complaints.

Mitigation

11. In order to limit short-term noise impacts, which will result during the construction phase, limits will be placed on the allowed hours of construction.

Monitoring

Hours of construction shall be limited to:

Monday through Friday - between the hours of 7:30 am and 5 pm
Saturday - between the hours of 8 am and 5 pm
Sunday - None

Minor modifications to the hours of construction may be granted by the Community Development Director.

XII. 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 and 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

Comments

a) No Impact. The proposed project would not 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 and other infrastructure) as this area has been identified in the General Plan and zoned for business development.

b–c) No Impact. The proposed project would not displace any people or housing, necessitating the construction of replacement housing elsewhere.

XIII. PUBLIC SERVICES Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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

Comments

The proposed project would not result in substantial adverse physical impacts associated with the provision of or 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 Fire, Police, Schools, Parks, or other public services. The site is currently within an urbanized area, which is already adequately served by City services.

a i) No Impact. Fire services in the City of Lompoc are provided by the Lompoc Fire Department (LFD), which provides fire protection, paramedic, and hazmat services. The LFD has an Automatic Aid agreement with the Santa Barbara County Fire Department and operates under a Mutual Aid agreement with Vandenberg Air Force Base, which allows LFD to train with the Vandenberg rescue team and permits use of their helicopter. The project would be served by Fire Station 2, located at 1100 North D Street.

a ii) No Impact. Police protection services for the City of Lompoc are provided by the Lompoc Police Department (LPD). The LPD operates one police station located at 107 Civic Center Plaza. The LPD has mutual aid agreements with the Santa Barbara County Sheriff Department and other law enforcement agencies.

a iii) No Impact. The Lompoc Unified School District (LUSD) provides public school facilities within the City. The proposed project is a winery and would not impact school services.

a iv) No Impact. The proposed project would have no impact on other public facilities such as parks. The Lompoc Public Library serves the project site and is located at 501 East North Avenue. The Lompoc Healthcare District provides health care services in the City of Lompoc; a new hospital is being constructed on the north side of Highway 1/Ocean Avenue between 7th and 12th Streets in the southeastern corner of the City.

XIV. 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

Comments

a) No Impact. The proposed project would not 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.

b) No Impact. The project does not include recreational facilities or require the construction or expansion of recreational facilities.

XV. TRANSPORTATION/CIRCULATION Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b) Exceed, either individually or cumulatively, a level of service standard 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) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Comments

The information below is summarized from the *Perry Wineries Traffic Impact Analysis* prepared by Rick Engineering Company (January 2008). The traffic analysis was completed based on the information provided in the City of Lompoc's Traffic Study Guidelines and Santa Barbara Congestion Management Program (CMP) Biennial Update, November 2003. Based upon information provided in the Santa Barbara Congestion Management Program (CMP) Biennial Update, November 2003, H Street and a portion of Central Avenue near H Street are designated as Congestion Management Program (CMP) arterials within the Lompoc area. Central Avenue/H Street is listed as one of the CMP controlled intersections within the Lompoc area. The proposed project driveways and nearby intersections were analyzed under the existing, cumulative, and cumulative plus project conditions.

A level of service (LOS) rating is a qualitative description of intersection operations and is reported using an A through F letter rating system to describe travel delay and congestion. Level of service is a relative measure of driver satisfaction with LOS A indicating free flow conditions with little or no delay and LOS F indicating jammed conditions with excessive delays and long backups.

Study intersections included the following five intersections:

- Central Avenue/H Street
- Central Avenue/North L Street
- Central Avenue/North O Street

- North L Street/Project Access
- North O Street/Project Access

~~a~~–b) Less Than Significant With Mitigation Incorporated. Based on trip generation rates listed in the Institute of Transportation Engineers (ITE) Trip Generation Model, 7th Edition for General Light Industrial land use, the project is estimated to generate a net ADT of 862 trips per day with 114 and 121 trips occurring during the AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hours, respectively. Site access and circulation features provided at the project site are expected to be adequate for regular as well as emergency access upon careful review of the site plan. Access to the project site would be provided by a full access driveway along North O Street and full access driveway along North L Street.

All of the study intersections operate at Level of Service (LOS) C or better (the City's minimum acceptable standards) during the AM and PM peak hour conditions, with the exception of Central Avenue/H Street. The intersection of Central Avenue/H Street is listed as one of the Congestion Management Program (CMP) intersections in the CMP Santa Barbara County Biennial Update. This intersection operates at LOS D, which the CMP has established as a minimum standard LOS. The City has also amended Circulation Element Goal 1.2 to allow LOS D at CMP intersections. All of the study intersections are expected to continue to operate at LOS C or better with (1) the proposed project trips, and (2) under cumulative conditions with the proposed project trips with the exception of Central Avenue/H Street. This intersection is expected to deteriorate to LOS E during the PM peak hour under cumulative without project and cumulative with project conditions based on (CMP) significance criteria. The LOS at the intersection of Central Avenue/H Street is calculated to be within CMP standards (LOS D or better) under cumulative plus project conditions with the implementation of planned improvements at this intersection. These improvements, which would require Perry Wineries pay a fair share contribution towards planned improvements of dual left turn lanes along both the northbound H Street approach and the southbound H Street approach, would obviate the need for a CMP deficiency plan at this intersection.

c) No Impact. The proposed project would not 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.

d) No Impact. The proposed project would not substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment) as it is located on parcels which are adequately served by existing roadways. Access to the site would be available through driveways constructed as part of the project and located on North L Street and North O Street.

e) No Impact. The proposed project would not result in inadequate emergency access. At each of the project driveways, one lane inbound and one lane outbound should be provided with sufficient room for the project vehicles such as single-unit trucks to maneuver in and out of the driveways. The site's circulation features are expected to be adequate for regular as well as truck access.

f) No Impact. The proposed project would not result in inadequate parking capacity. The site plan provided for North L Street property shows that the project driveway, located at the southeast corner of the site, would connect to a roadway that would curve around the buildings. Surface parking would be provided all along this roadway. The project driveway for the North O Street property is located at the northwest corner of the project site and provides access to the surface parking lot within the project site.

g) No Impact. The proposed project will not conflict with policies, plans or programs which support alternative transportation, including buses and bicycles, as the project will not result in blocked roadways, bikeways, or reduced parking. Currently, there are bikeway routes (Class II) on Central Avenue west of H Street and on O Street south of Central Avenue in the vicinity of the project site. The existing 4-foot

bikeway runs along both sides of Central Avenue in the vicinity of the project site. Most of the project trips would be by automobiles, especially trucks, since the project is a light industrial use type. The project is not expected to use the City of Lompoc Transit (COLT) service although there is a Route 2 bus stop near the intersection of Central Avenue/L Street because the proposed project is a light industrial use type.

Mitigation

12. The applicant shall fully implement the proposed mitigation recommended by Rick Engineering as stated in the *Final Perry Wineries Traffic Impact Analysis* (January 2008). The applicant is expected to pay a fair share contribution (23.5 percent) towards the following near-term planned improvements, which are to provide dual left turn lanes along the northbound H Street approach (currently, one left turn lane) and dual left turn lanes along the southbound H Street approach (currently, one left turn lane).

Monitoring

The City staff will ensure that the applicant has paid a fair share contribution towards the above mentioned near-term planned improvements.

XVI. 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 Central Coast Region of the 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

Comments

a, b, e) No Impact. The proposed project will not exceed wastewater treatment requirements of the Central Coast Region of the Regional Water Quality Control Board. The City of Lompoc owns and operates the Lompoc Regional Wastewater Reclamation Plant (LRWRP), which provides wastewater treatment to the site and surrounding area. The LRWRP has a current design capacity and average dry weather flow of 5.0 million gallons per day (MGD) and an instantaneous wet weather flow of 16.0 MGD. The daily average flow rate to the plant for 2005 was approximately 4.0 MGD. The future capacity of the LRWRP will be 5.5 MGD.

c) No Impact. The proposed project would not require the construction of new storm water drainage treatment facilities, or expansion of existing facilities. The project is located within an existing urbanized area and the storm water would be collected in a subsurface drainage system connecting to the City's stormwater system.

d) No Impact. The City provides water resources to City residents and businesses through the extraction of groundwater from the Lompoc Plain, which is located within the Lompoc Groundwater Basin. The

City has sufficient resources to service the site with water and does not require substantial additional water service.

f) No Impact. The City provides garbage and recycling collection services in the City and owns and operates the Lompoc Sanitary Landfill. Recyclable material is collected by the City and transported to the Health Sanitation Service material recovery facility in Santa Maria. Waste is disposed of at the Lompoc Sanitary Landfill. The landfill is anticipated to have sufficient capacity to support solid waste from the City through the year 2047.

g) No Impact. The proposed project would not generate waste that would be in violation of federal, state, and or local regulations related to solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE Does the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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		
b) 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		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Comments

a) Less Than Significant With Mitigation Incorporated. The project does not have the potential to 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, because the project site is located within the urban core of the City of Lompoc and is not in an area designated by the City of Lompoc Cultural Resources Study, as having a historical or archaeological resource on the site. Mitigation measures were recommended that would reduce impacts associated with the discovery of archaeological and / or paleontological resources to less than significant levels.

b) Less Than Significant With Mitigation Incorporated. The proposed project will result in traffic impacts that are cumulatively considerable. City staff will monitor construction of the project to ensure compliance with Conditions of Approval / Mitigation Measures placed on the project.

c) Less Than Significant With Mitigation Incorporated. The proposed project would not result in any potentially significant impacts that could cause substantial adverse effects, either directly or indirectly, on human beings, either directly or indirectly. With implementation of mitigation recommended in this Initial Study, project impacts would be less than significant.

DETERMINATION: On the basis of this initial evaluation:	
	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find 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 to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find 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 applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION, pursuant to applicable 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.

Keith C. Neubert Date
Principal Planner

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XVIII. MITIGATION AND MONITORING PLAN

The following Mitigation Measures shall be Conditions of Approval for the Perry Wineries Project (Project Numbers: DR07-15, DR07-16)

I. AESTHETICS

Mitigation

1. In order to assure that no additional light and glare spills off of the project site, the applicant will submit a lighting plan showing: lumens, fixture type, placement, and height of any lighting proposed for the development. All lighting will be shielded to prevent glare and minimize light intrusion to adjacent properties.

Monitoring

The applicant will submit a lighting plan showing any proposed lighting for the development. City staff will review the adequacy of the plan during plan check.

V. CULTURAL RESOURCES

Mitigation

2. If archaeological artifacts are unearthed or exposed during construction, all ground-disturbing work in the vicinity shall stop immediately, the City of Lompoc Planning Division shall be notified, and the artifacts and the site will be evaluated be an experienced archaeologist. An appropriate plan for the evaluation of artifacts from the site will be prepared and its implementation overseen by an experienced archaeologist, prior to the restarting of ground-disturbing work at the project site.

Monitoring

City staff will monitor the grading and construction activities for the proposed project. The construction contractor will also notify the City of any archaeological artifacts unearthed during construction.

Mitigation

3. Any discovery of human remains will be treated in accordance with State Health and Safety Code Section 7050.5, which requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to the Public Resources Code Section 5097.98. If human remains are discovered during construction, the City, the County Coroner, and the Native American Heritage Commission will be notified and their recommendations and requirements adhered to, prior to continuation of construction activity.

Monitoring

City staff will monitor the grading and construction activities for the proposed project. The construction contractor will also notify the City of any human remains unearthed during construction.

Mitigation

4. If paleontological artifacts are unearthed or exposed during construction, all ground-disturbing work will stop immediately and the City of Lompoc Planning Division notified. The artifacts and site will be evaluated by an experienced paleontologist/cultural resources specialist. An appropriate plan for the evaluation of the artifacts from the site will be prepared and its implementation overseen by an experienced paleontologist.

Monitoring

City staff will monitor the grading and construction activities for the proposed project. The construction contractor will also notify the City of any paleontological artifacts unearthed during construction.

VI. GEOLOGY

Mitigation

5. Soil preparation for all structures and improvements on the site will be prepared in conformance with the Geotechnical Recommendations in the Soils Report prior to construction.

Monitoring

City staff will monitor the grading activities for the proposed project to ensure soil preparation for all structures and improvements on the site is in conformance with the Geotechnical Recommendations in the Soils Report prior to construction.

Mitigation

6. The project will utilize seismic design measures contained in the latest edition of the Uniform Building Code.

Monitoring

City staff will review the building plans to ensure the project utilizes seismic design measures contained in the latest edition of the Uniform Building Code.

Mitigation

7. Design and construction of all structural elements of the project will adhere to the most current state, County, and City standards for earthquake-resistant construction.

Monitoring

City staff will review the building plans to ensure the Design and construction of all structural elements of the project will adhere to the most current state, County, and City standards for earthquake-resistant construction.

XI. NOISE

Mitigation

8. The project applicant will require construction contractors to implement feasible noise controls to minimize equipment noise impacts on nearby sensitive receptors. Feasible noise controls include improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds.

Monitoring

City staff will monitor construction activities to ensure feasible noise controls are implemented.

Mitigation

9. Equipment used for project construction will be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. External jackets on the tools will be used where feasible. Quieter procedures will be used wherever feasible.

Monitoring

City staff will monitor construction activities to ensure feasible noise controls are implemented.

Mitigation

10. The construction contractor shall implement appropriate additional noise reduction measures that include shutting off idling equipment, and notifying adjacent businesses (at least one time) in advance of construction work. In addition, the City will require the posting of signs prior to grading activities with a phone number for people to call in with noise complaints.

Monitoring

City staff will monitor construction activities to ensure feasible noise controls are implemented and signs are posted prior to grading activities with a phone number for people to call in with noise complaints.

Mitigation

11. In order to limit short-term noise impacts, which will result during the construction phase, limits will be placed on the allowed hours of construction.

Monitoring

Hours of construction shall be limited to:

Monday through Friday - between the hours of 7:30 am and 5 pm
Saturday - between the hours of 8 am and 5 pm
Sunday - None

Minor modifications to the hours of construction may be granted by the Community Development Director.

XV. TRANSPORTATION/CIRCULATION

Mitigation

12. The applicant shall fully implement the proposed mitigation recommended by Rick Engineering as stated in the *Final Perry Wineries Traffic Impact Analysis* (January 2008). The applicant is expected to pay a fair share contribution (23.5 percent) towards the following near-term planned improvements, which are to provide dual left turn lanes along the northbound H Street approach (currently, one left turn lane) and dual left turn lanes along the southbound H Street approach (currently, one left turn lane).

Monitoring

The City staff will ensure that the applicant has paid a fair share contribution towards the above mentioned near-term planned improvements.

As project applicant representing the Perry Wineries project, I agree with the project description included in this document and will comply with the Mitigation Measures identified herein.

_____ _____

Rosario Perry Date

APPENDIX A

Air Quality Analysis for Perry Wineries Project

URBEMIS 2007 Version 9.2.2 Winery Spreadsheet Calculations

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Urbemis 2007 Version 9.2.2

Combined Annual Emissions Reports (Tons/Year)

File Name: N:\Work\Perry Winery\Emissions\Perry Winery (O St).urb9
Project Name: Perry Winery - O Street Location
Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008 TOTALS (tons/year unmitigated)	1.29	2.61	2.48	0.00	0.33	0.16	0.49
2008 TOTALS (tons/year mitigated)	1.29	2.61	2.48	0.00	0.15	0.16	0.31
Percent Reduction	0.00	0.00	0.00	0.00	54.12	0.00	36.06

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tons/year, unmitigated)	0.10	0.15	0.27	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tons/year, unmitigated)	0.84	0.93	8.35	0.00	0.74

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tons/year, unmitigated)	0.94	1.08	8.62	0.00	0.74

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008	1.29	2.61	2.48	0.00	0.33	0.16	0.49
Fine Grading 01/28/2008-02/29/2008	0.04	0.35	0.19	0.00	0.32	0.02	0.34
Fine Grading Dust	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Fine Grading Off Road Diesel	0.04	0.35	0.17	0.00	0.00	0.02	0.02
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Building 03/03/2008-10/31/2008	0.43	2.13	2.20	0.00	0.01	0.13	0.14
Building Off Road Diesel	0.36	1.59	1.03	0.00	0.00	0.12	0.12
Building Vendor Trips	0.03	0.47	0.32	0.00	0.00	0.02	0.02
Building Worker Trips	0.04	0.06	0.84	0.00	0.00	0.00	0.00
Coating 10/06/2008-10/31/2008	0.80	0.00	0.01	0.00	0.00	0.00	0.00
Architectural Coating	0.80	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Asphalt 10/15/2008-10/31/2008	0.02	0.12	0.08	0.00	0.00	0.01	0.01
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.02	0.12	0.06	0.00	0.00	0.01	0.01
Paving On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 5.12

Maximum Daily Acreage Disturbed: 1.28

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 10/15/2008 - 10/31/2008 - Default Paving Description

Acres to be Paved: 1.28

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 3/3/2008 - 10/31/2008 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

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Phase: Architectural Coating 10/6/2008 - 10/31/2008 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008	1.29	2.61	2.48	0.00	0.15	0.16	0.31
Fine Grading 01/28/2008-02/29/2008	0.04	0.35	0.19	0.00	0.14	0.02	0.16
Fine Grading Dust	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Fine Grading Off Road Diesel	0.04	0.35	0.17	0.00	0.00	0.02	0.02
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Building 03/03/2008-10/31/2008	0.43	2.13	2.20	0.00	0.01	0.13	0.14
Building Off Road Diesel	0.36	1.59	1.03	0.00	0.00	0.12	0.12
Building Vendor Trips	0.03	0.47	0.32	0.00	0.00	0.02	0.02
Building Worker Trips	0.04	0.06	0.84	0.00	0.00	0.00	0.00
Coating 10/06/2008-10/31/2008	0.80	0.00	0.01	0.00	0.00	0.00	0.00
Architectural Coating	0.80	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Asphalt 10/15/2008-10/31/2008	0.02	0.12	0.08	0.00	0.00	0.01	0.01
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.02	0.12	0.06	0.00	0.00	0.01	0.01
Paving On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00

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Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.15	0.12	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscape	0.01	0.00	0.15	0.00	0.00
Consumer Products	0.00				
Architectural Coatings	0.08				
TOTALS (tons/year, unmitigated)	0.10	0.15	0.27	0.00	0.00

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10
General light industry	0.84	0.93	8.35	0.00	0.74
TOTALS (tons/year, unmitigated)	0.84	0.93	8.35	0.00	0.74

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		6.97	1000 sq ft	74.50	519.26	2,339.29
					519.26	2,339.29

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	2.6	97.0	0.4
Light Truck < 3750 lbs	16.7	3.6	92.8	3.6
Light Truck 3751-5750 lbs	20.3	1.5	98.0	0.5
Med Truck 5751-8500 lbs	7.5	1.3	98.7	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	78.4	21.6	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.2

Combined Winter Emissions Reports (Pounds/Day)

File Name: N:\Work\Perry Winery\Emissions\Perry Winery (O St).urb9
Project Name: Perry Winery - O Street Location
Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008 TOTALS (lbs/day unmitigated)	88.15	43.25	39.24	0.02	25.60	3.11	27.02
2008 TOTALS (lbs/day mitigated)	88.15	43.25	39.24	0.02	11.52	3.11	12.94

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.50	0.81	0.68	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	4.76	5.64	47.48	0.02	4.04

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	5.26	6.45	48.16	0.02	4.04

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	**25.60**	1.41	**27.02**
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	25.60	1.41	27.02
Fine Grading Dust	0.00	0.00	0.00	0.00	25.60	0.00	25.60
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01
Time Slice 3/3/2008-10/3/2008 Active Days: 155	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Time Slice 10/6/2008-10/14/2008 Active Days: 7	84.73	24.46	26.53	0.01	0.06	1.54	1.61

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Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Coating 10/06/2008-10/31/2008	79.86	0.11	1.43	0.00	0.00	0.00	0.01
Architectural Coating	79.79	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	1.43	0.00	0.00	0.00	0.01
Time Slice 10/15/2008-10/31/2008 Active Days: 13	**88.15**	**43.25**	**39.24**	**0.02**	0.07	**3.11**	3.19
Asphalt 10/15/2008-10/31/2008	3.42	18.79	12.71	0.00	0.01	1.57	1.58
Paving Off-Gas	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.99	17.76	9.40	0.00	0.00	1.54	1.54
Paving On Road Diesel	0.05	0.80	0.24	0.00	0.00	0.03	0.03
Paving Worker Trips	0.13	0.24	3.07	0.00	0.01	0.01	0.01
Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Coating 10/06/2008-10/31/2008	79.86	0.11	1.43	0.00	0.00	0.00	0.01
Architectural Coating	79.79	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	1.43	0.00	0.00	0.00	0.01

Phase Assumptions

Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 5.12

Maximum Daily Acreage Disturbed: 1.28

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 10/15/2008 - 10/31/2008 - Default Paving Description

Acres to be Paved: 1.28

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 3/3/2008 - 10/31/2008 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 10/6/2008 - 10/31/2008 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	11.52	1.41	12.94
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	11.52	1.41	12.94
Fine Grading Dust	0.00	0.00	0.00	0.00	11.52	0.00	11.52
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01
Time Slice 3/3/2008-10/3/2008 Active Days: 155	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Time Slice 10/6/2008-10/14/2008 Active Days: 7	84.73	24.46	26.53	0.01	0.06	1.54	1.61
Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Coating 10/06/2008-10/31/2008	79.86	0.11	1.43	0.00	0.00	0.00	0.01
Architectural Coating	79.79	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	1.43	0.00	0.00	0.00	0.01

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Time Slice 10/15/2008-10/31/2008 Active Days: 13	**88.15**	**43.25**	**39.24**	**0.02**	0.07	**3.11**	3.19
Asphalt 10/15/2008-10/31/2008	3.42	18.79	12.71	0.00	0.01	1.57	1.58
Paving Off-Gas	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.99	17.76	9.40	0.00	0.00	1.54	1.54
Paving On Road Diesel	0.05	0.80	0.24	0.00	0.00	0.03	0.03
Paving Worker Trips	0.13	0.24	3.07	0.00	0.01	0.01	0.01
Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Coating 10/06/2008-10/31/2008	79.86	0.11	1.43	0.00	0.00	0.00	0.01
Architectural Coating	79.79	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	1.43	0.00	0.00	0.00	0.01

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.06	0.81	0.68	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions					
Consumer Products	0.00				
Architectural Coatings	0.44				
TOTALS (lbs/day, unmitigated)	0.50	0.81	0.68	0.00	0.00

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10
General light industry	4.76	5.64	47.48	0.02	4.04
TOTALS (lbs/day, unmitigated)	4.76	5.64	47.48	0.02	4.04

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		6.97	1000 sq ft	74.50	519.26	2,339.29
					519.26	2,339.29

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	2.6	97.0	0.4
Light Truck < 3750 lbs	16.7	3.6	92.8	3.6
Light Truck 3751-5750 lbs	20.3	1.5	98.0	0.5
Med Truck 5751-8500 lbs	7.5	1.3	98.7	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	78.4	21.6	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: N:\Work\Perry Winery\Emissions\Perry Winery (O St).urb9
Project Name: Perry Winery - O Street Location
Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008 TOTALS (lbs/day unmitigated)	88.15	43.25	39.24	0.02	25.60	3.11	27.02
2008 TOTALS (lbs/day mitigated)	88.15	43.25	39.24	0.02	11.52	3.11	12.94

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.64	0.83	2.34	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	4.52	4.81	44.87	0.02	4.04

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	5.16	5.64	47.21	0.02	4.04

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	**25.60**	1.41	**27.02**
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	25.60	1.41	27.02
Fine Grading Dust	0.00	0.00	0.00	0.00	25.60	0.00	25.60
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01
Time Slice 3/3/2008-10/3/2008 Active Days: 155	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Time Slice 10/6/2008-10/14/2008 Active Days: 7	84.73	24.46	26.53	0.01	0.06	1.54	1.61
Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Coating 10/06/2008-10/31/2008	79.86	0.11	1.43	0.00	0.00	0.00	0.01
Architectural Coating	79.79	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	1.43	0.00	0.00	0.00	0.01

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Time Slice 10/15/2008-10/31/2008 Active Days: 13	**88.15**	**43.25**	**39.24**	**0.02**	0.07	**3.11**	3.19
Asphalt 10/15/2008-10/31/2008	3.42	18.79	12.71	0.00	0.01	1.57	1.58
Paving Off-Gas	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.99	17.76	9.40	0.00	0.00	1.54	1.54
Paving On Road Diesel	0.05	0.80	0.24	0.00	0.00	0.03	0.03
Paving Worker Trips	0.13	0.24	3.07	0.00	0.01	0.01	0.01
Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Coating 10/06/2008-10/31/2008	79.86	0.11	1.43	0.00	0.00	0.00	0.01
Architectural Coating	79.79	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	1.43	0.00	0.00	0.00	0.01

Phase Assumptions

Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 5.12

Maximum Daily Acreage Disturbed: 1.28

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 10/15/2008 - 10/31/2008 - Default Paving Description

Acres to be Paved: 1.28

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 3/3/2008 - 10/31/2008 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 10/6/2008 - 10/31/2008 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	11.52	1.41	12.94
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	11.52	1.41	12.94
Fine Grading Dust	0.00	0.00	0.00	0.00	11.52	0.00	11.52
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01

Time Slice 3/3/2008-10/3/2008 Active Days: 155	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Time Slice 10/6/2008-10/14/2008 Active Days: 7	84.73	24.46	26.53	0.01	0.06	1.54	1.61
Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Coating 10/06/2008-10/31/2008	79.86	0.11	1.43	0.00	0.00	0.00	0.01
Architectural Coating	79.79	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	1.43	0.00	0.00	0.00	0.01
Time Slice 10/15/2008-10/31/2008 Active Days: 13	**88.15**	**43.25**	**39.24**	**0.02**	0.07	**3.11**	3.19
Asphalt 10/15/2008-10/31/2008	3.42	18.79	12.71	0.00	0.01	1.57	1.58
Paving Off-Gas	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.99	17.76	9.40	0.00	0.00	1.54	1.54
Paving On Road Diesel	0.05	0.80	0.24	0.00	0.00	0.03	0.03
Paving Worker Trips	0.13	0.24	3.07	0.00	0.01	0.01	0.01

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Building 03/03/2008-10/31/2008	4.87	24.35	25.11	0.01	0.06	1.54	1.60
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.39	5.39	3.71	0.01	0.03	0.19	0.22
Building Worker Trips	0.41	0.74	9.60	0.01	0.03	0.02	0.05
Coating 10/06/2008-10/31/2008	79.86	0.11	1.43	0.00	0.00	0.00	0.01
Architectural Coating	79.79	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	1.43	0.00	0.00	0.00	0.01

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.06	0.81	0.68	0.00	0.00
Hearth - No Summer Emissions					
Landscape	0.14	0.02	1.66	0.00	0.00
Consumer Products	0.00				
Architectural Coatings	0.44				
TOTALS (lbs/day, unmitigated)	0.64	0.83	2.34	0.00	0.00

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Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10
General light industry	4.52	4.81	44.87	0.02	4.04
TOTALS (lbs/day, unmitigated)	4.52	4.81	44.87	0.02	4.04

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 75 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		6.97	1000 sq ft	74.50	519.26	2,339.29
					519.26	2,339.29

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	2.6	97.0	0.4
Light Truck < 3750 lbs	16.7	3.6	92.8	3.6
Light Truck 3751-5750 lbs	20.3	1.5	98.0	0.5
Med Truck 5751-8500 lbs	7.5	1.3	98.7	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	78.4	21.6	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

Urbemis 2007 Version 9.2.2

Combined Annual Emissions Reports (Tons/Year)

File Name: N:\Work\Perry Winery\Emissions\Perry Winery (L St).urb9
Project Name: Perry Winery - L Street Location
Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008 TOTALS (tons/year unmitigated)	0.75	1.71	1.48	0.00	0.21	0.10	0.31
2008 TOTALS (tons/year mitigated)	0.75	1.71	1.48	0.00	0.10	0.10	0.19
Percent Reduction	0.00	0.00	0.00	0.00	54.11	0.00	37.35

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tons/year, unmitigated)	0.07	0.15	0.27	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tons/year, unmitigated)	0.56	0.61	5.52	0.00	0.49

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tons/year, unmitigated)	0.63	0.76	5.79	0.00	0.49

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008	0.75	1.71	1.48	0.00	0.21	0.10	0.31
Fine Grading 01/28/2008-02/29/2008	0.04	0.35	0.19	0.00	0.21	0.02	0.23
Fine Grading Dust	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Fine Grading Off Road Diesel	0.04	0.35	0.17	0.00	0.00	0.02	0.02
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Building 03/03/2008-10/31/2008	0.17	1.27	1.22	0.00	0.00	0.07	0.07
Building Off Road Diesel	0.12	0.92	0.45	0.00	0.00	0.06	0.06
Building Vendor Trips	0.02	0.31	0.21	0.00	0.00	0.01	0.01
Building Worker Trips	0.02	0.04	0.56	0.00	0.00	0.00	0.00
Coating 10/06/2008-10/31/2008	0.53	0.00	0.01	0.00	0.00	0.00	0.00
Architectural Coating	0.53	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Asphalt 10/15/2008-10/31/2008	0.02	0.09	0.06	0.00	0.00	0.01	0.01
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.01	0.09	0.05	0.00	0.00	0.01	0.01
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 3.35

Maximum Daily Acreage Disturbed: 0.84

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 10/15/2008 - 10/31/2008 - Default Paving Description

Acres to be Paved: 0.84

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 3/3/2008 - 10/31/2008 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 10/6/2008 - 10/31/2008 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008	0.75	1.71	1.48	0.00	0.10	0.10	0.19
Fine Grading 01/28/2008-02/29/2008	0.04	0.35	0.19	0.00	0.09	0.02	0.11
Fine Grading Dust	0.00	0.00	0.00	0.00	0.09	0.00	0.09

Fine Grading Off Road Diesel	0.04	0.35	0.17	0.00	0.00	0.02	0.02
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Building 03/03/2008-10/31/2008	0.17	1.27	1.22	0.00	0.00	0.07	0.07
Building Off Road Diesel	0.12	0.92	0.45	0.00	0.00	0.06	0.06
Building Vendor Trips	0.02	0.31	0.21	0.00	0.00	0.01	0.01
Building Worker Trips	0.02	0.04	0.56	0.00	0.00	0.00	0.00
Coating 10/06/2008-10/31/2008	0.53	0.00	0.01	0.00	0.00	0.00	0.00
Architectural Coating	0.53	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Asphalt 10/15/2008-10/31/2008	0.02	0.09	0.06	0.00	0.00	0.01	0.01
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.01	0.09	0.05	0.00	0.00	0.01	0.01
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.15	0.12	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscape	0.01	0.00	0.15	0.00	0.00
Consumer Products	0.00				
Architectural Coatings	0.05				
TOTALS (tons/year, unmitigated)	0.07	0.15	0.27	0.00	0.00

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10
General light industry	0.56	0.61	5.52	0.00	0.49
TOTALS (tons/year, unmitigated)	0.56	0.61	5.52	0.00	0.49

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		6.97	1000 sq ft	49.27	343.41	1,547.07
					343.41	1,547.07

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	2.6	97.0	0.4
Light Truck < 3750 lbs	16.7	3.6	92.8	3.6
Light Truck 3751-5750 lbs	20.3	1.5	98.0	0.5
Med Truck 5751-8500 lbs	7.5	1.3	98.7	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	78.4	21.6	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

Urbemis 2007 Version 9.2.2

Combined Winter Emissions Reports (Pounds/Day)

File Name: N:\Work\Perry Winery\Emissions\Perry Winery (L St).urb9
Project Name: Perry Winery - L Street Location
Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008 TOTALS (lbs/day unmitigated)	57.26	28.59	24.83	0.01	16.80	1.98	18.22
2008 TOTALS (lbs/day mitigated)	57.26	28.59	24.83	0.01	7.56	1.98	8.98

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.35	0.81	0.68	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	3.15	3.73	31.40	0.01	2.67

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	3.50	4.54	32.08	0.01	2.67

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	**16.80**	1.41	**18.22**
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	16.80	1.41	18.22
Fine Grading Dust	0.00	0.00	0.00	0.00	16.80	0.00	16.80
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01
Time Slice 3/3/2008-10/3/2008 Active Days: 155	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Time Slice 10/6/2008-10/14/2008 Active Days: 7	54.73	14.59	14.84	0.01	0.04	0.81	0.85
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Coating 10/06/2008-10/31/2008	52.81	0.07	0.94	0.00	0.00	0.00	0.00
Architectural Coating	52.77	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.04	0.07	0.94	0.00	0.00	0.00	0.00
Time Slice 10/15/2008-10/31/2008 Active Days: 13	**57.26**	**28.59**	**24.83**	**0.01**	0.05	**1.98**	2.03
Asphalt 10/15/2008-10/31/2008	2.54	14.00	9.99	0.00	0.01	1.17	1.18
Paving Off-Gas	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.22	13.27	7.15	0.00	0.00	1.15	1.15
Paving On Road Diesel	0.03	0.52	0.16	0.00	0.00	0.02	0.02
Paving Worker Trips	0.11	0.21	2.68	0.00	0.01	0.00	0.01

Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Coating 10/06/2008-10/31/2008	52.81	0.07	0.94	0.00	0.00	0.00	0.00
Architectural Coating	52.77	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.04	0.07	0.94	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 3.35

Maximum Daily Acreage Disturbed: 0.84

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 10/15/2008 - 10/31/2008 - Default Paving Description

Acres to be Paved: 0.84

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

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Phase: Building Construction 3/3/2008 - 10/31/2008 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 10/6/2008 - 10/31/2008 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	7.56	1.41	8.98
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	7.56	1.41	8.98
Fine Grading Dust	0.00	0.00	0.00	0.00	7.56	0.00	7.56
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01
Time Slice 3/3/2008-10/3/2008 Active Days: 155	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03

Time Slice 10/6/2008-10/14/2008 Active Days: 7	54.73	14.59	14.84	0.01	0.04	0.81	0.85
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Coating 10/06/2008-10/31/2008	52.81	0.07	0.94	0.00	0.00	0.00	0.00
Architectural Coating	52.77	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.04	0.07	0.94	0.00	0.00	0.00	0.00
Time Slice 10/15/2008-10/31/2008 Active Days: 13	**57.26**	**28.59**	**24.83**	**0.01**	0.05	**1.98**	2.03
Asphalt 10/15/2008-10/31/2008	2.54	14.00	9.99	0.00	0.01	1.17	1.18
Paving Off-Gas	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.22	13.27	7.15	0.00	0.00	1.15	1.15
Paving On Road Diesel	0.03	0.52	0.16	0.00	0.00	0.02	0.02
Paving Worker Trips	0.11	0.21	2.68	0.00	0.01	0.00	0.01
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Coating 10/06/2008-10/31/2008	52.81	0.07	0.94	0.00	0.00	0.00	0.00
Architectural Coating	52.77	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.04	0.07	0.94	0.00	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.06	0.81	0.68	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions					
Consumer Products	0.00				
Architectural Coatings	0.29				
TOTALS (lbs/day, unmitigated)	0.35	0.81	0.68	0.00	0.00

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10
General light industry	3.15	3.73	31.40	0.01	2.67
TOTALS (lbs/day, unmitigated)	3.15	3.73	31.40	0.01	2.67

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		6.97	1000 sq ft	49.27	343.41	1,547.07
					343.41	1,547.07

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	2.6	97.0	0.4
Light Truck < 3750 lbs	16.7	3.6	92.8	3.6
Light Truck 3751-5750 lbs	20.3	1.5	98.0	0.5
Med Truck 5751-8500 lbs	7.5	1.3	98.7	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	78.4	21.6	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

Urbemis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: N:\Work\Perry Winery\Emissions\Perry Winery (L St).urb9
Project Name: Perry Winery - L Street Location
Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008 TOTALS (lbs/day unmitigated)	57.26	28.59	24.83	0.01	16.80	1.98	18.22
2008 TOTALS (lbs/day mitigated)	57.26	28.59	24.83	0.01	7.56	1.98	8.98

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.49	0.83	2.34	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	2.99	3.18	29.67	0.01	2.67

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	3.48	4.01	32.01	0.01	2.67

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	**16.80**	1.41	**18.22**
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	16.80	1.41	18.22
Fine Grading Dust	0.00	0.00	0.00	0.00	16.80	0.00	16.80
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01
Time Slice 3/3/2008-10/3/2008 Active Days: 155	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Time Slice 10/6/2008-10/14/2008 Active Days: 7	54.73	14.59	14.84	0.01	0.04	0.81	0.85
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Coating 10/06/2008-10/31/2008	52.81	0.07	0.94	0.00	0.00	0.00	0.00
Architectural Coating	52.77	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.04	0.07	0.94	0.00	0.00	0.00	0.00

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Time Slice 10/15/2008-10/31/2008 Active Days: 13	**57.26**	**28.59**	**24.83**	**0.01**	0.05	**1.98**	2.03
Asphalt 10/15/2008-10/31/2008	2.54	14.00	9.99	0.00	0.01	1.17	1.18
Paving Off-Gas	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.22	13.27	7.15	0.00	0.00	1.15	1.15
Paving On Road Diesel	0.03	0.52	0.16	0.00	0.00	0.02	0.02
Paving Worker Trips	0.11	0.21	2.68	0.00	0.01	0.00	0.01
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Coating 10/06/2008-10/31/2008	52.81	0.07	0.94	0.00	0.00	0.00	0.00
Architectural Coating	52.77	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.04	0.07	0.94	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 3.35

Maximum Daily Acreage Disturbed: 0.84

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

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Phase: Paving 10/15/2008 - 10/31/2008 - Default Paving Description

Acres to be Paved: 0.84

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 3/3/2008 - 10/31/2008 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 10/6/2008 - 10/31/2008 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	7.56	1.41	8.98
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	7.56	1.41	8.98
Fine Grading Dust	0.00	0.00	0.00	0.00	7.56	0.00	7.56
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01

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Time Slice 3/3/2008-10/3/2008 Active Days: 155	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Time Slice 10/6/2008-10/14/2008 Active Days: 7	54.73	14.59	14.84	0.01	0.04	0.81	0.85
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Coating 10/06/2008-10/31/2008	52.81	0.07	0.94	0.00	0.00	0.00	0.00
Architectural Coating	52.77	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.04	0.07	0.94	0.00	0.00	0.00	0.00
Time Slice 10/15/2008-10/31/2008 Active Days: 13	**57.26**	**28.59**	**24.83**	**0.01**	0.05	**1.98**	2.03
Asphalt 10/15/2008-10/31/2008	2.54	14.00	9.99	0.00	0.01	1.17	1.18
Paving Off-Gas	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.22	13.27	7.15	0.00	0.00	1.15	1.15
Paving On Road Diesel	0.03	0.52	0.16	0.00	0.00	0.02	0.02
Paving Worker Trips	0.11	0.21	2.68	0.00	0.01	0.00	0.01
Building 03/03/2008-10/31/2008	1.92	14.52	13.89	0.01	0.04	0.81	0.84
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67
Building Vendor Trips	0.26	3.56	2.45	0.00	0.02	0.13	0.15
Building Worker Trips	0.27	0.49	6.35	0.00	0.02	0.01	0.03
Coating 10/06/2008-10/31/2008	52.81	0.07	0.94	0.00	0.00	0.00	0.00
Architectural Coating	52.77	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.04	0.07	0.94	0.00	0.00	0.00	0.00

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Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.06	0.81	0.68	0.00	0.00
Hearth - No Summer Emissions					
Landscape	0.14	0.02	1.66	0.00	0.00
Consumer Products	0.00				
Architectural Coatings	0.29				
TOTALS (lbs/day, unmitigated)	0.49	0.83	2.34	0.00	0.00

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10
General light industry	2.99	3.18	29.67	0.01	2.67
TOTALS (lbs/day, unmitigated)	2.99	3.18	29.67	0.01	2.67

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 75 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		6.97	1000 sq ft	49.27	343.41	1,547.07
					343.41	1,547.07

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	2.6	97.0	0.4
Light Truck < 3750 lbs	16.7	3.6	92.8	3.6
Light Truck 3751-5750 lbs	20.3	1.5	98.0	0.5
Med Truck 5751-8500 lbs	7.5	1.3	98.7	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	78.4	21.6	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.2

Combined Annual Emissions Reports (Tons/Year)

File Name: N:\Work\Perry Winery\Emissions\Perry Winery (Combined).urb9
Project Name: Perry Winery - Combined
Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008 TOTALS (tons/year unmitigated)	1.86	2.96	3.26	0.00	0.54	0.18	0.71
2008 TOTALS (tons/year mitigated)	1.86	2.96	3.26	0.00	0.25	0.18	0.42
Percent Reduction	0.00	0.00	0.00	0.00	54.13	0.00	40.84

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tons/year, unmitigated)	0.15	0.15	0.27	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tons/year, unmitigated)	1.40	1.54	13.87	0.01	1.22

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tons/year, unmitigated)	1.55	1.69	14.14	0.01	1.22

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008	1.86	2.96	3.26	0.00	0.54	0.18	0.71
Fine Grading 01/28/2008-02/29/2008	0.04	0.35	0.19	0.00	0.53	0.02	0.55
Fine Grading Dust	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Fine Grading Off Road Diesel	0.04	0.35	0.17	0.00	0.00	0.02	0.02
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Building 03/03/2008-10/31/2008	0.47	2.48	2.97	0.00	0.01	0.15	0.16
Building Off Road Diesel	0.36	1.59	1.03	0.00	0.00	0.12	0.12
Building Vendor Trips	0.06	0.78	0.54	0.00	0.00	0.03	0.03
Building Worker Trips	0.06	0.11	1.39	0.00	0.00	0.00	0.01
Coating 10/06/2008-10/31/2008	1.33	0.00	0.02	0.00	0.00	0.00	0.00
Architectural Coating	1.33	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Asphalt 10/15/2008-10/31/2008	0.02	0.13	0.08	0.00	0.00	0.01	0.01
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.02	0.12	0.06	0.00	0.00	0.01	0.01
Paving On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 8.47

Maximum Daily Acreage Disturbed: 2.12

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 10/15/2008 - 10/31/2008 - Default Paving Description

Acres to be Paved: 2.12

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 3/3/2008 - 10/31/2008 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

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Phase: Architectural Coating 10/6/2008 - 10/31/2008 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008	1.86	2.96	3.26	0.00	0.25	0.18	0.42
Fine Grading 01/28/2008-02/29/2008	0.04	0.35	0.19	0.00	0.24	0.02	0.26
Fine Grading Dust	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Fine Grading Off Road Diesel	0.04	0.35	0.17	0.00	0.00	0.02	0.02
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Building 03/03/2008-10/31/2008	0.47	2.48	2.97	0.00	0.01	0.15	0.16
Building Off Road Diesel	0.36	1.59	1.03	0.00	0.00	0.12	0.12
Building Vendor Trips	0.06	0.78	0.54	0.00	0.00	0.03	0.03
Building Worker Trips	0.06	0.11	1.39	0.00	0.00	0.00	0.01
Coating 10/06/2008-10/31/2008	1.33	0.00	0.02	0.00	0.00	0.00	0.00
Architectural Coating	1.33	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Asphalt 10/15/2008-10/31/2008	0.02	0.13	0.08	0.00	0.00	0.01	0.01
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.02	0.12	0.06	0.00	0.00	0.01	0.01
Paving On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00

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Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.15	0.12	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscape	0.01	0.00	0.15	0.00	0.00
Consumer Products	0.00				
Architectural Coatings	0.13				
TOTALS (tons/year, unmitigated)	0.15	0.15	0.27	0.00	0.00

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10
General light industry	1.40	1.54	13.87	0.01	1.22
TOTALS (tons/year, unmitigated)	1.40	1.54	13.87	0.01	1.22

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		6.97	1000 sq ft	123.76	862.61	3,886.05
					862.61	3,886.05

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	2.6	97.0	0.4
Light Truck < 3750 lbs	16.7	3.6	92.8	3.6
Light Truck 3751-5750 lbs	20.3	1.5	98.0	0.5
Med Truck 5751-8500 lbs	7.5	1.3	98.7	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	78.4	21.6	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.2

Combined Winter Emissions Reports (Pounds/Day)

File Name: N:\Work\Perry Winery\Emissions\Perry Winery (Combined).urb9
Project Name: Perry Winery - Combined
Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008 TOTALS (lbs/day unmitigated)	141.68	47.89	49.15	0.02	42.40	3.27	43.82
2008 TOTALS (lbs/day mitigated)	141.68	47.89	49.15	0.02	19.08	3.27	20.50

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.78	0.81	0.68	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	7.91	9.38	78.88	0.03	6.71

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	8.69	10.19	79.56	0.03	6.71

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	**42.40**	1.41	**43.82**
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	42.40	1.41	43.82
Fine Grading Dust	0.00	0.00	0.00	0.00	42.40	0.00	42.40
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01
Time Slice 3/3/2008-10/3/2008 Active Days: 155	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08
Time Slice 10/6/2008-10/14/2008 Active Days: 7	138.06	28.58	36.28	0.02	0.10	1.69	1.79
Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08
Coating 10/06/2008-10/31/2008	132.66	0.18	2.37	0.00	0.01	0.00	0.01
Architectural Coating	132.56	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.10	0.18	2.37	0.00	0.01	0.00	0.01
Time Slice 10/15/2008-10/31/2008 Active Days: 13	**141.68**	**47.89**	**49.15**	**0.02**	0.12	**3.27**	3.39
Asphalt 10/15/2008-10/31/2008	3.62	19.31	12.87	0.00	0.01	1.59	1.60
Paving Off-Gas	0.43	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.99	17.76	9.40	0.00	0.00	1.54	1.54
Paving On Road Diesel	0.08	1.32	0.40	0.00	0.01	0.05	0.05
Paving Worker Trips	0.13	0.24	3.07	0.00	0.01	0.01	0.01

Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08
Coating 10/06/2008-10/31/2008	132.66	0.18	2.37	0.00	0.01	0.00	0.01
Architectural Coating	132.56	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.10	0.18	2.37	0.00	0.01	0.00	0.01

Phase Assumptions

Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 8.47

Maximum Daily Acreage Disturbed: 2.12

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 10/15/2008 - 10/31/2008 - Default Paving Description

Acres to be Paved: 2.12

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

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Phase: Building Construction 3/3/2008 - 10/31/2008 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 10/6/2008 - 10/31/2008 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	19.08	1.41	20.50
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	19.08	1.41	20.50
Fine Grading Dust	0.00	0.00	0.00	0.00	19.08	0.00	19.08
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01
Time Slice 3/3/2008-10/3/2008 Active Days: 155	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08

Time Slice 10/6/2008-10/14/2008 Active Days: 7	138.06	28.58	36.28	0.02	0.10	1.69	1.79
Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08
Coating 10/06/2008-10/31/2008	132.66	0.18	2.37	0.00	0.01	0.00	0.01
Architectural Coating	132.56	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.10	0.18	2.37	0.00	0.01	0.00	0.01
Time Slice 10/15/2008-10/31/2008 Active Days: 13	**141.68**	**47.89**	**49.15**	**0.02**	0.12	**3.27**	3.39
Asphalt 10/15/2008-10/31/2008	3.62	19.31	12.87	0.00	0.01	1.59	1.60
Paving Off-Gas	0.43	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.99	17.76	9.40	0.00	0.00	1.54	1.54
Paving On Road Diesel	0.08	1.32	0.40	0.00	0.01	0.05	0.05
Paving Worker Trips	0.13	0.24	3.07	0.00	0.01	0.01	0.01
Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08
Coating 10/06/2008-10/31/2008	132.66	0.18	2.37	0.00	0.01	0.00	0.01
Architectural Coating	132.56	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.10	0.18	2.37	0.00	0.01	0.00	0.01

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.06	0.81	0.68	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions					
Consumer Products	0.00				
Architectural Coatings	0.72				
TOTALS (lbs/day, unmitigated)	0.78	0.81	0.68	0.00	0.00

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10
General light industry	7.91	9.38	78.88	0.03	6.71
TOTALS (lbs/day, unmitigated)	7.91	9.38	78.88	0.03	6.71

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		6.97	1000 sq ft	123.76	862.61	3,886.05
					862.61	3,886.05

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	2.6	97.0	0.4
Light Truck < 3750 lbs	16.7	3.6	92.8	3.6
Light Truck 3751-5750 lbs	20.3	1.5	98.0	0.5
Med Truck 5751-8500 lbs	7.5	1.3	98.7	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	78.4	21.6	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

Urbemis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: N:\Work\Perry Winery\Emissions\Perry Winery (Combined).urb9
Project Name: Perry Winery - Combined
Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
2008 TOTALS (lbs/day unmitigated)	141.68	47.89	49.15	0.02	42.40	3.27	43.82
2008 TOTALS (lbs/day mitigated)	141.68	47.89	49.15	0.02	19.08	3.27	20.50

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.92	0.83	2.34	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	7.52	8.00	74.53	0.03	6.71

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	8.44	8.83	76.87	0.03	6.71

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	**42.40**	1.41	**43.82**
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	42.40	1.41	43.82
Fine Grading Dust	0.00	0.00	0.00	0.00	42.40	0.00	42.40
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01
Time Slice 3/3/2008-10/3/2008 Active Days: 155	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08
Time Slice 10/6/2008-10/14/2008 Active Days: 7	138.06	28.58	36.28	0.02	0.10	1.69	1.79
Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08
Coating 10/06/2008-10/31/2008	132.66	0.18	2.37	0.00	0.01	0.00	0.01
Architectural Coating	132.56	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.10	0.18	2.37	0.00	0.01	0.00	0.01
Time Slice 10/15/2008-10/31/2008 Active Days: 13	**141.68**	**47.89**	**49.15**	**0.02**	0.12	**3.27**	3.39
Asphalt 10/15/2008-10/31/2008	3.62	19.31	12.87	0.00	0.01	1.59	1.60
Paving Off-Gas	0.43	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.99	17.76	9.40	0.00	0.00	1.54	1.54
Paving On Road Diesel	0.08	1.32	0.40	0.00	0.01	0.05	0.05
Paving Worker Trips	0.13	0.24	3.07	0.00	0.01	0.01	0.01

Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08
Coating 10/06/2008-10/31/2008	132.66	0.18	2.37	0.00	0.01	0.00	0.01
Architectural Coating	132.56	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.10	0.18	2.37	0.00	0.01	0.00	0.01

Phase Assumptions

Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 8.47

Maximum Daily Acreage Disturbed: 2.12

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 10/15/2008 - 10/31/2008 - Default Paving Description

Acres to be Paved: 2.12

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

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Phase: Building Construction 3/3/2008 - 10/31/2008 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 10/6/2008 - 10/31/2008 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10
Time Slice 1/28/2008-2/29/2008 Active Days: 25	3.38	28.12	15.09	0.00	19.08	1.41	20.50
Fine Grading 01/28/2008-02/29/2008	3.38	28.12	15.09	0.00	19.08	1.41	20.50
Fine Grading Dust	0.00	0.00	0.00	0.00	19.08	0.00	19.08
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.07	0.12	1.53	0.00	0.00	0.00	0.01
Time Slice 3/3/2008-10/3/2008 Active Days: 155	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08

Time Slice 10/6/2008-10/14/2008 Active Days: 7	138.06	28.58	36.28	0.02	0.10	1.69	1.79
Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08
Coating 10/06/2008-10/31/2008	132.66	0.18	2.37	0.00	0.01	0.00	0.01
Architectural Coating	132.56	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.10	0.18	2.37	0.00	0.01	0.00	0.01
Time Slice 10/15/2008-10/31/2008 Active Days: 13	**141.68**	**47.89**	**49.15**	**0.02**	0.12	**3.27**	3.39
Asphalt 10/15/2008-10/31/2008	3.62	19.31	12.87	0.00	0.01	1.59	1.60
Paving Off-Gas	0.43	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.99	17.76	9.40	0.00	0.00	1.54	1.54
Paving On Road Diesel	0.08	1.32	0.40	0.00	0.01	0.05	0.05
Paving Worker Trips	0.13	0.24	3.07	0.00	0.01	0.01	0.01
Building 03/03/2008-10/31/2008	5.40	28.40	33.90	0.02	0.10	1.68	1.78
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33
Building Vendor Trips	0.65	8.95	6.16	0.01	0.05	0.32	0.37
Building Worker Trips	0.68	1.22	15.94	0.01	0.05	0.03	0.08
Coating 10/06/2008-10/31/2008	132.66	0.18	2.37	0.00	0.01	0.00	0.01
Architectural Coating	132.56	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.10	0.18	2.37	0.00	0.01	0.00	0.01

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/28/2008 - 2/29/2008 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.06	0.81	0.68	0.00	0.00
Hearth - No Summer Emissions					
Landscape	0.14	0.02	1.66	0.00	0.00
Consumer Products	0.00				
Architectural Coatings	0.72				
TOTALS (lbs/day, unmitigated)	0.92	0.83	2.34	0.00	0.00

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10
General light industry	7.52	8.00	74.53	0.03	6.71
TOTALS (lbs/day, unmitigated)	7.52	8.00	74.53	0.03	6.71

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 75 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		6.97	1000 sq ft	123.76	862.61	3,886.05
					862.61	3,886.05

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	2.6	97.0	0.4
Light Truck < 3750 lbs	16.7	3.6	92.8	3.6
Light Truck 3751-5750 lbs	20.3	1.5	98.0	0.5
Med Truck 5751-8500 lbs	7.5	1.3	98.7	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	78.4	21.6	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

DR07-15 L Street Winery Spreadsheet Calculations

Project Name:	**Perry Winery**
Date:	**22-Jan-08**

ver 2.2

Data Input

Input Data	Data	Units		
Wine Production				
Annual				
Red Wine Production	60,000	gal/yr	25,236	cases/yr
White Wine Production	0	gal/yr	0	cases/yr
Red Wine Aged in Oak	100	%		
White Wine Aged in Oak	100	%		
Red Wine Aged in Oak Capacity	60,000	gallons		
White Wine Aged in Oak Capacity	0	gallons		
Daily				
Maximum Fermentation Tank Capacity	12,000	gallons		
Maximum Red Wine Fermented	12,000	gallons/cycle		
White Wine Fermented during Max Red	0	gallons/cycle		
Harvest Season - Red Wine Grapes	5	weeks		
Harvest Season - White Wine Grapes	10	weeks		
Fermentation Cycle - Red Wine	7	days		
Fermentation Cycle - White Wine	15	days		
Max Daily Red Wine Aging in Oak	60,000	gallons		
Max Daily White Wine Aging in Oak	0	gallons		
Gal/Case =	2.378			
Wine Barrel (225 L) =	59	gal		

Project Name: **Perry Winery**
Date: **22-Jan-08**

ver 2.2

SBCAPCD Wine Production Emission Factors

	Red	White	Units	Reference
Fermentation	6.20	2.50	lb/1000 gal	ARB, March 2005
Aging/Storage	27.83	25.83	lb/1000 gal-yr	APCD

Notes:

(a) Aging emission factor based on % loss wine per year in oak cooperage. (ETOH = ethanol)

- Aging EF = (gal wine evap/gal wine) * (lb wine evap/gal wine evap) * (lb ETOH/lb wine evap)*(1000/1000)

SG ETOH =	0.79		MSDS
Density of Water =	8.34	lb/gal	standard
Density ETOH =	6.59	lb/gal	calculated
ETOH Vol % Red =	14.00%	gal/gal wine	assumption
ETOH Vol % White =	13.00%	gal/gal wine	assumption
ETOH Wt % Red =	11.40%	lb/lb wine	calculated
ETOH Wt % White =	10.56%	lb/lb wine	calculated
Density (Red Wine) =	8.14	lb/gal	calculated
Density (Wt Wine) =	8.16	lb/gal	calculated
% Wine Loss by Vol =	3.0%	gal/gal wine	APCD (loss of wine)

Project Name: **Perry Winery**
Date: **22-Jan-08**

ver 2.2

Annual Wine Emissions (ethanol)

Process	Red usage	White usage	units	Red EF	White EF	units	Red lb/year	White lb/year
Fermentation	60,000	0	gal/yr	6.20	2.50	lb/1000 gal	372	0
Aging/Storage	60,000	0	gal/yr	27.83	25.83	lb/1000 gal	1,670	0
							2,042	0

Total =	**2,042**	lb/year
	1.02	tpy

Daily Wine Emissions (ethanol)

Process	Red usage	White usage	units	Red EF	White EF	units	Red lb/day	White lb/day
Fermentation	12,000	0	gal/cycle	6.20	2.50	lb/1000 gal	10.63	0.00
Aging/Storage	60,000	0	gal/day	0.0762	0.0708	lb/1000 gal-day	4.57	0.00
							15.20	0.00

Total =	**15.20**	lb/day

Project Name: **Perry Winery**
Date: **22-Jan-08**

ver 2.2

Boiler Emissions - Natural Gas

Input Data	Data	Units	Basis	
Number of Boilers	9	unit	applicant	
Max Heat Input Rating	2.000	MMBtu/hr	applicant (per unit)	
Total Heat Input Rating	18.000	MMBtu/hr	applicant (for all units)	
Daily Heat Input	432.000	MMBtu/day	assumes daily load =	100%
Annual Heat Input	157,680	MMBtu/yr	assumes annual load =	100%
Rule 360 - Part A	No			
Rule 360 - Part B	Yes			
Rule 361	No			
Rule 342	No			

Emission Factors	R360-A	Rule 360-B	Rule 361	Rule 342	Units
NOx	0.066	0.036	0.036	0.036	lb/MMBtu
ROC	0.0054	0.0054	0.0054	0.0054	lb/MMBtu
CO	0.0824	0.297	0.297	0.297	lb/MMBtu
SOx	0.0137	0.0137	0.0137	0.0137	lb/MMBtu
PM/PM10	0.0075	0.0075	0.0075	0.0075	lb/MMBtu

copy and paste the column into the EF column below

Emissions	EF	lbs/day	lbs/year	tons/yr
NOx	0.036	15.55	5,676.48	2.84
ROC	0.0054	2.33	851.47	0.43
CO	0.297	128.30	46,830.96	23.42
SOx	0.0137	5.91	2,157.21	1.08
PM/PM10	0.0075	3.24	1,182.60	0.59

Project Name: **Perry Winery**
Date: **22-Jan-08**

ver 2.2

Diesel Firewater Pump Engine

Input Data	Data	Units	Basis
Engine Rating	250	bhp	application
Engine Tier	3		application
Daily M&T	4	hrs/yr	per NFPA 25
Annual M&T	50	hrs/yr	per ATCM
Sulfur in Fuel	0.0015	wt %	

Emissions	EF	units	lbs/day	lbs/year	tons/yr
NOx	2.80	g/bhp-hr	6.17	77.09	0.04
ROC	0.20	g/bhp-hr	0.44	5.51	0.00
CO	3.70	g/bhp-hr	8.15	101.87	0.05
SOx	0.01	g/bhp-hr	0.01	0.15	0.00
PM/PM10	0.15	g/bhp-hr	0.33	4.13	0.00

- Emission factors based on size and Tier of the engine. See APCD webpage at: http://www.sbcapcd.org/eng/atcm/dice/dice_efs.htm
- PM emission factor of 0.15 g/bhp-hr per ATCM
- M&T means maintenance and testing

DR07-16 O Street Winery Spreadsheet Calculations

Project Name:	**Perry Winery**
Date:	**22-Jan-08**

ver 2.2

Data Input

Input Data	Data	Units		
Wine Production				
Annual				
Red Wine Production	60,000	gal/yr	25,236	cases/yr
White Wine Production	0	gal/yr	0	cases/yr
Red Wine Aged in Oak	100	%		
White Wine Aged in Oak	100	%		
Red Wine Aged in Oak Capacity	60,000	gallons		
White Wine Aged in Oak Capacity	0	gallons		
Daily				
Maximum Fermentation Tank Capacity	12,000	gallons		
Maximum Red Wine Fermented	12,000	gallons/cycle		
White Wine Fermented during Max Red	0	gallons/cycle		
Harvest Season - Red Wine Grapes	5	weeks		
Harvest Season - White Wine Grapes	10	weeks		
Fermentation Cycle - Red Wine	7	days		
Fermentation Cycle - White Wine	15	days		
Max Daily Red Wine Aging in Oak	60,000	gallons		
Max Daily White Wine Aging in Oak	0	gallons		
Gal/Case =	2.378			
Wine Barrel (225 L) =	59	gal		

Project Name: **Perry Winery**
Date: **22-Jan-08**

ver 2.2

SBCAPCD Wine Production Emission Factors

	Red	White	Units	Reference
Fermentation	6.20	2.50	lb/1000 gal	ARB, March 2005
Aging/Storage	27.83	25.83	lb/1000 gal-yr	APCD

Notes:

(a) Aging emission factor based on % loss wine per year in oak cooperage. (ETOH = ethanol)

- Aging EF = (gal wine evap/gal wine) * (lb wine evap/gal wine evap) * (lb ETOH/lb wine evap)*(1000/1000)

SG ETOH =	0.79		MSDS
Density of Water =	8.34	lb/gal	standard
Density ETOH =	6.59	lb/gal	calculated
ETOH Vol % Red =	14.00%	gal/gal wine	assumption
ETOH Vol % White =	13.00%	gal/gal wine	assumption
ETOH Wt % Red =	11.40%	lb/lb wine	calculated
ETOH Wt % White =	10.56%	lb/lb wine	calculated
Density (Red Wine) =	8.14	lb/gal	calculated
Density (Wt Wine) =	8.16	lb/gal	calculated
% Wine Loss by Vol =	3.0%	gal/gal wine	APCD (loss of wine)

Project Name: **Perry Winery**
Date: **22-Jan-08**

ver 2.2

Annual Wine Emissions (ethanol)

Process	Red usage	White usage	units	Red EF	White EF	units	Red lb/year	White lb/year
Fermentation	60,000	0	gal/yr	6.20	2.50	lb/1000 gal	372	0
Aging/Storage	60,000	0	gal/yr	27.83	25.83	lb/1000 gal	1,670	0
							2,042	0

Total =	**2,042**	lb/year
	1.02	tpy

Daily Wine Emissions (ethanol)

Process	Red usage	White usage	units	Red EF	White EF	units	Red lb/day	White lb/day
Fermentation	12,000	0	gal/cycle	6.20	2.50	lb/1000 gal	10.63	0.00
Aging/Storage	60,000	0	gal/day	0.0762	0.0708	lb/1000 gal-day	4.57	0.00
							15.20	0.00

Total =	**15.20**	lb/day

Project Name: **Perry Winery**
Date: **22-Jan-08**

ver 2.2

Boiler Emissions - Natural Gas

Input Data	**Data**	**Units**	**Basis**		
Number of Boilers	2	unit	applicant		
Max Heat Input Rating	5.000	MMBtu/hr	applicant	(per unit)	
Total Heat Input Rating	10.000	MMBtu/hr	applicant	(for all units)	
Daily Heat Input	240.000	MMBtu/day	assumes daily load =		100%
Annual Heat Input	87,600	MMBtu/yr	assumes annual load =		100%
Rule 360 - Part A	No				
Rule 360 - Part B	No				
Rule 361	No				
Rule 342	Yes				

Emission Factors	R360-A	Rule 360-B	Rule 361	Rule 342	Units
NOx	0.066	0.036	0.036	0.036	lb/MMBtu
ROC	0.0054	0.0054	0.0054	0.0054	lb/MMBtu
CO	0.0824	0.297	0.297	0.297	lb/MMBtu
SOx	0.0137	0.0137	0.0137	0.0137	lb/MMBtu
PM/PM10	0.0075	0.0075	0.0075	0.0075	lb/MMBtu

copy and paste the column into the EF column below

Emissions	EF	lbs/day	lbs/year	tons/yr
NOx	0.036	8.64	3,153.60	1.58
ROC	0.0054	1.30	473.04	0.24
CO	0.297	71.28	26,017.20	13.01
SOx	0.0137	3.28	1,198.45	0.60
PM/PM10	0.0075	1.80	657.00	0.33

Project Name: **Perry Winery**
Date: **22-Jan-08**

ver 2.2

Diesel Firewater Pump Engine

Input Data	Data	Units	Basis
Engine Rating	250	bhp	application
Engine Tier	3		application
Daily M&T	4	hrs/yr	per NFPA 25
Annual M&T	50	hrs/yr	per ATCM
Sulfur in Fuel	0.0015	wt %	

Emissions	EF	units	lbs/day	lbs/year	tons/yr
NOx	2.80	g/bhp-hr	6.17	77.09	0.04
ROC	0.20	g/bhp-hr	0.44	5.51	0.00
CO	3.70	g/bhp-hr	8.15	101.87	0.05
SOx	0.01	g/bhp-hr	0.01	0.15	0.00
PM/PM10	0.15	g/bhp-hr	0.33	4.13	0.00

- Emission factors based on size and Tier of the engine. See APCD webpage at: http://www.sbcapcd.org/eng/atcm/dice/dice_efs.htm
- PM emission factor of 0.15 g/bhp-hr per ATCM
- M&T means maintenance and testing

CITY OF LOMPOC

CITY OF LOMPOC
MITIGATED NEGATIVE DECLARATION

Pursuant to the State of California Public Resources Code and the California Environmental Quality Act, as amended to date, a Negative Declaration is hereby made on the following project:

Title: Perry Wineries – DR 07-15, DR 07-16, LOM 579-P

Locations: 1501 North L Street and 1600 North O Street
(Assessor Parcel Numbers: 93-450-57, 59)

Descriptions:

1) **DR 07-15 – DEVELOPMENT PLAN REVIEW**

A request by Rosario Perry, the property owner, for Planning Commission consideration of a proposal to construct an approximately 49,265 square foot building to be utilized for industrial/winery uses. The proposed project site is approximately 3.35 acres and is located at 1501 North L Street in the Business Park (BP) Zoning District (Assessor Parcel Number: 93-450-59).

2) **DR 07-16 – DEVELOPMENT PLAN REVIEW / LOM 579-P – TENTATIVE PARCEL MAP**

A request by Rosario Perry, the property owner, for Planning Commission consideration of the following:

DR 07-16 – A Development Plan for the construction of an approximately 25,000 square foot building and two future 25,000 square foot buildings for a total of approximately 75,000 square feet to be utilized for industrial/winery uses; and

LOM 579-P – A Tentative Parcel Map requesting subdivision of an approximately 5.12 acre site to create three (3) commercial condominiums.

The proposed project site is approximately 5.12 acres and is located at 1600 North O Street in the Business Park (BP) Zoning District (Assessor Parcel Number: 93-450-57).

The City of Lompoc has determined that:

___ There are no significant adverse environmental impacts created by this project.

_X_ There will be no significant adverse environmental impacts associated with this project if the following conditions/mitigation measures are met.

MITIGATION AND MONITORING

The following Mitigation Measures shall be Conditions of Approval for the Perry Wineries Project (Project Numbers: DR07-15, DR07-16, LOM 579-P)

I. AESTHETICS

Mitigation

1. In order to assure that no additional light and glare spills off of the project site, the applicant will submit a lighting plan showing: lumens, fixture type, placement, and height of any lighting proposed for the development. All lighting will be shielded to prevent glare and minimize light intrusion to adjacent properties.

Monitoring

The applicant will submit a lighting plan showing any proposed lighting for the development. City staff will review the adequacy of the plan during plan check

V. CULTURAL RESOURCES

Mitigation

2. If archaeological artifacts are unearthed or exposed during construction, all ground-disturbing work in the vicinity shall stop immediately, the City of Lompoc Planning Division shall be notified, and the artifacts and the site will be evaluated be an experienced archaeologist. An appropriate plan for the evaluation of artifacts from the site will be prepared and its implementation overseen by an experienced archaeologist, prior to the restarting of ground-disturbing work at the project site.

Monitoring

City staff will monitor the grading and construction activities for the proposed project. The construction contractor will also notify the City of any archaeological artifacts unearthed during construction.

Mitigation

3. Any discovery of human remains will be treated in accordance with State Health and Safety Code Section 7050.5, which requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to the Public Resources Code Section 5097.98. If human remains are discovered during construction, the City, the County Coroner, and the Native American Heritage Commission will be notified and their recommendations and requirements adhered to, prior to continuation of construction activity.

Monitoring

City staff will monitor the grading and construction activities for the proposed project. The construction contractor will also notify the City of any human remains unearthed during construction.

Mitigation

4. If paleontological artifacts are unearthed or exposed during construction, all ground-disturbing work will stop immediately and the City of Lompoc Planning Division notified. The artifacts and site will be evaluated by an experienced paleontologist/cultural resources specialist. An appropriate plan for the evaluation of the artifacts from the site will be prepared and its implementation overseen by an experienced paleontologist.

Monitoring

City staff will monitor the grading and construction activities for the proposed project. The construction contractor will also notify the City of any paleontological artifacts unearthed during construction.

VI. GEOLOGY

Mitigation

5. Soil preparation for all structures and improvements on the site will be prepared in conformance with the Geotechnical Recommendations in the Soils Report prior to construction.

Monitoring

City staff will monitor the grading activities for the proposed project to ensure soil preparation for all structures and improvements on the site is in conformance with the Geotechnical Recommendations in the Soils Report prior to construction.

Mitigation

6. The project will utilize seismic design measures contained in the latest edition of the Uniform Building Code.

Monitoring

City staff will review the building plans to ensure the project utilizes seismic design measures contained in the latest edition of the Uniform Building Code.

Mitigation

7. Design and construction of all structural elements of the project will adhere to the most current state, County, and City standards for earthquake-resistant construction.

Monitoring

City staff will review the building plans to ensure the Design and construction of all structural elements of the project will adhere to the most current state, County, and City standards for earthquake-resistant construction.

XI. NOISE

Mitigation

8. The project applicant will require construction contractors to implement feasible noise controls to minimize equipment noise impacts on nearby sensitive receptors. Feasible noise controls include improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds.

Monitoring

City staff will monitor construction activities to ensure feasible noise controls are implemented.

Mitigation

9. Equipment used for project construction will be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. External jackets on the tools will be used where feasible. Quieter procedures will be used wherever feasible.

Monitoring

City staff will monitor construction activities to ensure feasible noise controls are implemented.

Mitigation

10. The construction contractor shall implement appropriate additional noise reduction measures that include shutting off idling equipment, and notifying adjacent businesses (at least one time) in advance of construction work. In addition, the City will require the posting of signs prior to grading activities with a phone number for people to call in with noise complaints.

Monitoring

City staff will monitor construction activities to ensure feasible noise controls are implemented and signs are posted prior to grading activities with a phone number for people to call in with noise complaints.

Mitigation

11. In order to limit short-term noise impacts, which will result during the construction phase, limits will be placed on the allowed hours of construction.

Monitoring

Hours of construction shall be limited to:

Monday through Friday - between the hours of 7:30 am and 5 pm
Saturday - between the hours of 8 am and 5 pm
Sunday - None

Minor modifications to the hours of construction may be granted by the Community Development Director.

XV. TRANSPORTATION/CIRCULATION

Mitigation

12. The applicant shall fully implement the proposed mitigation recommended by Rick Engineering as stated in the *Final Perry Wineries Traffic Impact Analysis* (January 2008). The applicant is expected to pay a fair share contribution (23.5 percent) towards the following near-term planned improvements, which are to provide dual left turn lanes along the northbound H Street approach (currently, one left turn lane) and dual left turn lanes along the southbound H Street approach (currently, one left turn lane).

Monitoring

The City staff will ensure that the applicant has paid a fair share contribution towards the above mentioned near-term planned improvements.

February 26, 2008
Date

Keith C. Neubert, Principal Planner